

BID SUBMISSION FORM

Company Name:

ORDER Nr: 2025/ESA-005

ITEM NR	CARGO	THE LOADING PORT	THE DISCHARGING PORT	GROSS QUANTITY OF CARGO (TONs) (A)	UNIT FREIGHT OF BID (EUR/TON)* (B)	TOTAL FREIGHT OF BID (EUR) (A*B)	Bandırma
							LAYCAN
1	MISC. BORON PRODUCTS	Bandırma	SZCZECIN	4540.942 (+/- % 10 ETİ option)	0	0	27.01.2025-31.01.2025

Total: 4540.942

Total: 0

NOTES :

1.This form is sign by authorized personal.

2.Alternative bids, tonnage differences and other informations shall be written on "ADDITIONAL INF. FOR YOUR BID" section which at below.

VESSEL IMO:

LAST 4 CARGOES:

LOADING PORT ETA :

ENC : Vessel's particulars, P&I and Class certificates, cargo plan, hold photographs

ADDITIONAL INF. FOR YOUR BID

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BASIS OF TRANSPORT: FIOST lashing / securing / dunnage

Bandırma PORT LAYCAN : 27.01.2025-31.01.2025

ETA NOTICE : The contractor shall report vessel's estimated time of arrival (ETA) to loading and unloading ports at 7, 5, 3, 2 and 1 days intervals to Eti Maden and Buyer.

QUANTITY OF THE CARGO : Total: 4540.942 (+/- 10% option)

THE DEADLINE FOR BIDDING : 22.01.2025 13:30:00

THE VESSEL MUST BE MAX 20 YEARS OLD

DETAILS OF PRODUCTS

SZCZECIN

3300 tons KIR Etibor-48 (P2558036) in bulk,

192 tons BAN Borax Decahydrate (P2551041) in 25 kg LAM PP bags on 1200 kg 4 way pallets,

600 tons BAN NS Boric Acid (P2557040) in 1000 kg LAM PP big bags with bottom valves,

69,3 tons BAN NS Boric Acid (P2557042) in 25 kg PE bags on 1050 kg 4 way pallets,

72 tons BIG -75 mic Ground Colemanite (P2560038) in 1000 kg LAM PP big bags without bottom valves,

48 tons BIG -75 mic Ground Colemanite (P2560037) in 1000 kg LAM PP big bags with bottom valves,

70,56 tons BAN Zinc Borate (P2581043) in 20 kg LAM PP bags on 840 kg 4 way pallets,

176 tons BIG Ground Ulexite (P2566039) in 1000 kg LAM PP big bags with bottom valves,

Total NET 4.527,860 tons (+/-%10 option)

Total GROSS 4.540,942 tons (+/-%10 option)

At discharging ports demurrage at the rate of 3500 EUR per day pro rata to be paid by Buyer.

Total discharging time is 4.13 days (WWD & SSHEX). If tonnages is increased, total time will be revised according to discharging rates.

Dispatch at the discharging ports is half of the demurrage (Demurrage/Half Despatch).

Weekends, official and local holidays are not counted, and the countdown starts at 8:00 a.m. on the next business day following the holiday. If work is carried out on holiday or before the start of the countdown, half of the working time is counted. The working period is based on SSHEX.

Total 3300 tons bulk Etibor-48 will be loaded in Eti Maden Berth and the other products are loaded in one of Çelebi Terminal's pier is determined by the Contractor's agency.

- The big bags should not be stowed on top of bulk or the palletized products.

The palletized products should not be stowed on top of bulk or the big bags.

- The tarpaulin branda or thick nylon must be laid onto bulk cargo.
- Big bags should be stowed in different hold.

The big bags should be loaded in 6 tiers maximum.

The palletized products should be loaded in 3 tiers maximum.

The products are harmless, non-dangerous and non imo classed without bulk Boric Acid.

- Product types and tonnages could be changed by ETİ within 10% option.

When the bid is accepted by ETI with certain tonnages, The option will be +/- 5%

Zinc Borate SECTION 14. Transport information Hexaboron dizinc undecaoxide has a UN Number, and is regulated under international rail, road, water or air transport regulations.

14.1. UN number : 3077

14.2. UN proper shipping name : Environmentally Hazardous Substance. Solid, N.O.S. (Zinc Borate)

14.3. Transport hazard class(es) : 9

14.4. Packing group : III

14.5. Environmental hazards : Marine pollutant

14.6. Special precautions for user : N.A.

14.7. Transport in bulk according to Annex II of MARPOL73/78 and the IBC Code: N.A.

DETAILS OF SHIP

There is no necessity for vessel crane.

Shipowner(s) and ship(s) must be a member of IACS.

Vessel should not been under detention within a year.

The ship should be suitable for the characteristic and climatic condition of the loading and unloading ports and the ship should be have proper depth holds in order to use crane and its grabber.

The Holds of Ship: The holds of the ship(s) should be double-skinned and box-shaped type and bulk head type. The holds shall have steel floors. The holds should be at the same size with the hatches, in "OPEN HATCH" form, with an automatic opening and closing feature.

DETAILS OF LOADING PORT

Bandırma Eti Maden Berth (pier) :

Length: approximately 180 meter

Width: approximately 80 meter

Berth draft: SSW approximately 8,00 meter

1gsb (good, safe berth) & aa (always afloat)

Loading capacity: approximately 5400 ton/24 hours (bulk) WWD & SSHEX

Çelebi Terminal :

Berth Length & drafts		
Berth Nr.	Length approximately (meter)	Approximately DRAFT SSW (Summer Salt Water) (METER)
2-3	284	9
4-5	324	10
6	130	10
7-8	380	11 for 250 meter section of berth 10 for 130 meter section of berth
9	204	10

11	190	10
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Width: approximately 80 meter

1gsb (good, safe berth) & aa (always afloat)

Loading capacity: approximately 1500 tons/ 24 hours (Bigbag) & 750 tons/24 hours (pallets) WWD & SSHEX

DETAILS OF DISCHARGING PORT

1 SAFE BERTH, GRECKIE QUAY, SZCZECIN

Weather working day SSHEX Working hours of port: Mon-Fri 06:30-21:30

- A. For bulk: 1.500 tons / per weather working day,
- B. For big bags (*1.000kg and 1.200kg*): 950 mtons / per weather working day,
- C. For pallets (*720kg, 1.050kg and 1.250kg*): 350 mtons / per weather working day,

All discharging rates are WWD & SSHEX

LOA MAX 130 M

DRAFT MAX 6.60 M

beam – ideal is 14-15m

may accept vessel with beam of 17m as max (combination of crane outreach and bob-cat working inside from water side).

If the ship stranded at sea and/or ports due to climatic condition and icing and/or not berth to port/terminal/piers due to same and other reasons, in this case costs, expenses borne by the Contractor.

The information as special characteristics, administrative and technical conditions, icing and other climatic conditions of the discharging port should be observed while the most

suitable ship is provided by the Contractor. That's why, all costs and expenses borne by the Contractor in case of the ship stay at sea and/or ports due to climatic condition and icing and/or not berth to port/terminal/piers due to same and other reasons.

THE LOADING AGENCY

The loading agency of Contractor must be localized in Bandırma and it must be worked as shipping agency under permit and license of TC Maritime Undersecretary and should have managed the loading operation of bulk/bags/palletized products.

THE BUYER'S AGENCIES OF DISCHARGING PORTS

SZCZECIN

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