

BID SUBMISSION FORM

Company Name:

ORDER Nr: 2024/ESA-059

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	KOPER	4000 (+/- % 10 ETİ option)	0	0	25.07.2024-29.07.2024

Total: 4000

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 : 25.07.2024-29.07.2024

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: 4000 (+/- 10% option)

THE DEADLINE FOR BIDDING : 18.07.2024 13:30:00

THE VESSEL MUST BE MAX 20 YEARS OLD

DETAILS OF PRODUCTS

KOPER

4000 tons KIR Etibor-48 (P2458308) in bulk

Total Net: 4000.000 tons (+/- %10 option)

Total Gross: 4000.000 tons (+/- %10 option)

At discharging ports demurrage at the rate of 2500 EUR per day pro rata to be paid by Buyer.

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

Total discharging time is 2,28 days (WWD & SSHEX) for Koper. If tonnages is increased, total time will be revised according to discharging rates.

4000 tons bulk Etibor-48 will be loaded at Nr.14 Eti Maden pier and other products will be loaded at one of Çelebi Terminal's pier is determined by the Contractor's agency.

Bulk products should be stowed in different holds.

Big bags should be stowed in different hold.

Etibor-48 and Etibor-68 big bags could be stowed on top of Etibor-48 bulk.

Big bags must be stored maximum 6 tiers.

Product type and tonnages could be changed by ETİ within + - 10% option. When the bid is accepted by ETİ with certain tonnages, The option will be +/- 5%

DETAILS OF SHIP

The vessel(s) has/have not carried any cargo of coal, chromium, ferrochrome, iron ore and iron concentrate at last 4 (four) cargoes.

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 rate: approximately 5400 tons per WWD & SSHEX for bulk

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

Width: approximately 80 meter

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

Loading rate: approximately 1500 tons per WWD & SSHEX for Big-Bag & 750 tons per WWD & SSHEX for pallets.

DETAILS OF DISCHARGING PORT

1 SAFE BERTH, KOPER

Discharging rate: weather working day SSHEX Working hours of port: Mon-Fri 06:00 - 20:00

A. For bulk: 1750 tons / WWD & SSHEX,

B. For big bags (1000kg and 2000kg): 1000 big bags / WWD & SSHEX,

Unloading berth will be notified by the agency of discharging port.

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 being 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 DISCHARGING PORT AGENCY OF BUYER

KOPER

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