

## BID SUBMISSION FORM

Company Name:

ORDER Nr: 2025/EPOY-90

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	INKOO	3870.26 (+/- % 10 ETİ option)	0	0	27.03.2025-30.03.2025
2	MISC. BORON PRODUCTS	Bandırma	UDDEVALLA	3437.566 (+/- % 10 ETİ option)	0	0	27.03.2025-30.03.2025

Total: 7307.826

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 : 27.03.2025-30.03.2025**

**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: 7307.826 (+/- 10% option)**

**THE DEADLINE FOR BIDDING : 19.03.2025 13:30:00**

**THE VESSEL MUST BE MAX 20 YEARS OLD**

#### **DETAILS OF PRODUCTS**

##### **Uddevalla**

2500 tons KIR Etibor-48 in bulk,

800 tons BIG Ground Colemanite (-75 micron) in 1000 kg LAM PP big bags without bottom valves,

40 tons BAN Boron Oxide Glassy in 1000 kg LAM PP big bags without bottom valves,

63 tons BAN Borax Decahydrate in 25 kg LAM PP bags on 1050 kg pallet

30 tons BIG Ground Colemanite (-45 micron) in 1000 kg LAM PP big bags without bottom valves,

**Total 3.433 tons**

### **Inkoo**

2500 tons KIR Etibor-48 in bulk,

1000 tons BAN Boric Acid in bulk

200 tons BIG Ground Colemanite 25-80 mm in 1250 kg LAM PP big bags with bottom valves,

21 tons BAN Boric Acid in 25 kg FFS bags on 1050 kg pallet

96 tons BAN Etibor-68 in 25 kg LAM PP bags on 1200 kg pallet

48 tons BAN Borax Decahydrate in 25 kg LAM PP bags on 1200 kg pallet

**Total 3.865 tons**

**TOTAL NET:** 7.298,000 tons (+/-10% ETİ option)

**TOTAL GROSS:** 7.307,826 tons (+/-10% ETİ option)

**At discharging ports demurrage at the rate of 4000 EUR per day pro rata to be paid by Buyer.**

**Total discharging time is 4.55 days for Uddevalla and 2.48 days for Inkoo. 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).**

**Total 5000 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.

Only Etibor-48 and Etibor-68 big bags can be stowed on top of Etibor-48 in bulk.

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

**The palletized products cannot be loaded onto/under the bagged products or bulk.**

The big bags should be loaded in 6 tiers maximum.

The palletized big bags 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 ETİ with certain tonnages, The option will be +/- 5% and will be notified with shipping instruction.**

## **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

**Width: approximately 80 meter**

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

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

### DETAILS OF DISCHARGING PORT

#### Port of Uddevalla

A. For bulk: 1000tons / working hours weather permitted,  
 B. For big bags (1000kg and 1200 kg): 500 mtons/ working hours weather permitted,  
 C. For pallets (720kg, 1050kgand 1200kg): 200 mtons/working hours( weather permitted,  
 Working hours of port: Mon-Fri 07:00-16:00 weather working hours SSHEX EIU

Max length of vessel 200 m (only daylight Pilotage and 2 tugs required).

Max height 43,0 m for Uddevalla entrance.

max loa 240 m,

max draft: 11.50 m

max breadth of vessel abt. 16,5 m.

#### Port of Inkoo

A. For bulk: 2000 mtons / per weather working day weather permitted,  
 B. For big bags (1000kg and 1200kg): 900 mtons / per weather working day weather permitted,

C. For pallets (720kg, 1050kg and 1200kg): 320 mtons / per weather working day weather permitted,

Working hours of port: Mon-Fri 06:00-22:00 weather working hours SSHEX EIU

max draft 7,8 m at NWL and water density abt 1,005

max Loa and beam according to a.m max draft.

**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 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 BUYER'S AGENCIES OF DISCHARGING PORTS**

#### **UDDEVALLA**

Swanfalk Shipping AB, + 46 522 913 00, mail@swanfalk.se

#### **INKOO**

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