

BID SUBMISSION FORM

Company Name:

ORDER Nr: 2025/ESA-034

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	PORT LA NOUVELLE	4000 (+/- % 10 ETİ option)	0	0	14.04.2025-17.04.2025

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 : 14.04.2025-17.04.2025

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: 4000 (+/- 10% option)

THE DEADLINE FOR BIDDING : 09.04.2025 13:30:00

THE VESSEL MUST BE MAX 20 YEARS OLD

DETAILS OF PRODUCTS

PORT LA NOUVELLE

4.000 tons KIR Etibor-48 (P2558151) in bulk

Total Net: 4.000 tons (+/- %10 option)

Total Gross: 4.000 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 2.66 days (WWD & SSHEX) for Port La Nouvelle. If tonnages is increased, total time will be revised according to discharging rates.

4000 tons Etibor-48 will be loaded in Eti Maden Berth.

The tarpaulin branda or thick nylon must be laid onto bulk cargo.

Product type and tonnage could be changed by ETİ within 10% option.

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

The product is harmless, non-dangerous and non imo classed.

DETAILS OF SHIP

In addition to the mentioned products at 2nr. Type Specification, the vessel(s) has/have not carried any cargo of waste, petrol and petroleum products, refused-derived fuel (RFD) or solid recovered fuel and specified recovered fuel (SRF) during the last one year.

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 for bulk

DETAILS OF DISCHARGING PORT

1 SAFE BERTH, PORT LA NOUVELLE

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

Unloading Capacity: 1500 tons per WWD & SSHEX

Working hours of port: Mon-Fri 08:00 - 16:00

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.

THE UNLOADING PORT AGENCY OF BUYER

Cltm

Shady Boudjerra

Fabien Cabrol

shipping.cltm.pln@groupehm.fr

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