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**OFFER**  
**Used Rails R50-R65**  
**&**  
**HMS 1&2 ( 80/20) IRSI 200-206**



Hms1&2



Used rails

**PRICING:**

**Used Rails R50-R65**

5,000MT / 20,000 MT X 12 Months, USD 245 Gross / 235 Nett CIF  
20,500MT / 50,000MT X 12 months, USD 235 Gross / 225 Nett CIF  
50,500MT / 100,000MT X 12 Months, USD 225 Gross / 215 Nett CIF  
Over 100,000MT X 12 Months, USD 210 Gross / 200 Nett CIF

**HMS 1&2 ( 80/20) IRSI 200-206**

5,000MT / 20,000 MT X 12 Months, USD 240 Gross / 230 Nett CIF  
20,500MT / 50,000MT X 12 months, USD 230 Gross / 220 Nett CIF  
50,500MT / 100,000MT X 12 Months, USD 210 Gross / 200 Nett CIF  
Over 100,000MT X 12 Months, USD 200 Gross / 190 Nett CIF

**STANDARD PROCEDURES:**

1. Buyer confirms soft offer and issues an LOI, ICPO, and BCL with right to soft probe addressed to the seller.
2. The seller issue FCO to Buyer.
3. Buyer signs FCO and return to the seller with a Letter of Acceptance.
4. The seller issues draft contract open for amendments.
5. Buyer return signed draft contract along with the transaction code obtain from the Russian Neft & Energy Marketing Association (RNEMA RUSSI) .

6. The seller and buyer exchange legalized and registered contract through courier and lodge contract in respective Banks.
7. The seller's bank issues Proof of Product (POP) via Swift to buyer's bank to include the following documents listed below.
8. Buyer's Bank issues Irrevocable, Non transferable documentary letter of credit, Seller's Bank reply with a 2% Performance Bond to buyer and the assignee names by means of prime 15 first world ranking banks guarantee Model ICC 458 acceptable in written by Buyer and if the seller fail to supply the cargo of the product this 2% will be paid to buyer.
9. The SGS inspection will be borne by the Seller at the loading seaport and Buyer at the unloading seaport
10. Buyer Shipment commence as per contract. Buyer release payment to the Seller. Shipment Delivery per shipping schedule program via Swift Fund Transfer within 7 banking days after the discharge of cargo and receipt of all the relevant shipping document for immediate negotiation and credited and credited at Buyer's Bank Account.

## **PRODUCT DESCRIPTION AND SPECIFICATION**

Seller guarantees to the Buyer that the Goods delivered under the present Contract shall correspond to the characteristics shown below:

ISRI USA GOST 2787-75 Russia

HMS 1&2 ( 80/20) IRSI 200-206

Steel scrap defined as HMS 1 & 2 in an 80/20 mix under IRSI codes 200 through 206. Non-metal impurities total 1% (one percent) or less - no radiation, arms, ammunition, bombs, shells, mines, cartridges, sealed gas cylinders. High carbon steel is not included in this scrap -we sell that as a separate item.

### **HMS 1 - IRSI CODES**

HMS 1 - IRSI Code 200: Heavy melting steel. Wrought iron and/or steel scrap ¼ inch or steel scrap ¼ inch and over in thickness. Individual pieces not over 60 x 24 inches (charging box size) prepared in a manner to insure compact charging.

HMS 1 - IRSI Code 201: Heavy melting steel 3 feet x 18 inches. Wrought iron or steel scrap ¼ inch over in thickness individual pieces not over 36 inches x 18 inches (charging box size) prepared in a manner to insure compact charging.

HMS 1 - IRSI Code 202: Heavy melting steel 5 feet x 18 inches. Wrought iron or steel scrap 1.4 inch and over in thickness individual pieces not over 60 inches x 18 inches (charging boxsize) prepared in a manner to insure compact charging.

### **HMS 2 - IRSI CODES**

HMS 2 - IRSI Code 203: Heavy melting steel. Wrought iron or steel scrap, black and galvanized. 1/8 inch and over in thickness, charging box size to include material not suitable as No.1 heavy melting steel. Prepared in a manner to ensure compact Charging.

HMS 2 - IRSI Code 204: Same as IRSI 203 but max size 36x18 inches.

HMS 2 - IRSI Code 205: Same as IRSI 204 but free of sheet iron or thin-gauged Material.

HMS 2 - IRSI Code 206: Same as IRSI 204, but max size 60 x 18 inches.

### **R50-R65 - IRSI CODES**

The chemical composition is the standard for R-50 R-65 Tee rails original weigh 50 pounds per yard or heavier, 6 meters long and over. Material to be suitable for re-rolling into bars and shapes. Free from bent and twisted rails, frog, switch and guard rails, rails with split heads and broken flanges. Continuous welded rail may be included provided no weld is over 9 inches from end of the piece of rail. Free from Fluff, Non ferrous inclusions, excessive rust and other impurities. Free from war and explosives, shells, cartridges, other arms and ammunitions used or otherwise and any closed containers. Free from any radioactive materials, any harmful chemicals, substances, and coatings any organic waste any other harmful substances. Dirt, dust, rust fluff and other impurities not allowed over 0,5 %. The rails are to be neatly bundled and secured with iron wire or straps, provided with adequate lifting hooks. Individual bundles not to exceed 5 MTW.

Used Rails R50 - R65

Chemical Composition Used Rails:

C: 0,54-0,82

Si.: 0,18-0,40

Mn: 0,60-1,05

S: 0.04 max

P.: 0,035 max

As.: 0,01 max of Mass share

Norms: R-50 GOST-7173-75 and R-65 GOST-8165-75

The scrap consists of R-50 (51,67 kg/m) R-65 (64,72 kg/m)

Used Rail ISRI 27-29

ISRI-CODES:

- (27) Rail, Steel No. 1. Standard section tee rails, original weight 50 pounds per yard or heavier, 10 feet long and over. Suitable for re-rolling into bars and shapes. Free from bent and twisted rails, frog, switch, and guard rails, or rails with split heads and broken flanges. Continuous welded rail may be included provided no weld is over 9 inches from the end of the piece of rail.
- (28A) Rail, Steel No. 2 Cropped Rail Ends. Standard section, original weight of 50 pounds per yard and over, 18 inches long and under
- (28B) Rail, Steel No. 2 Cropped Rail Ends. Standard section, original weight of 50 pounds per yard and over, 2 feet long and under.
- (28C) Rail, Steel No. 2 Cropped Rail Ends. Standard section, original weight 50 pounds per yard and over, 3 feet long and under.
- (29) Rail, Steel No. 3. Standard section tee, girder, and/or guard rails, to be free from frog and switch rails not cut apart, and contain no manganese, cast, welds, or attachments of any kind except angle bars. Free from concrete, dirt, and foreign material of any kind.

The rails can be cut to the length the buyer wants.

**Origin:** Russia / Ukraine/Spain

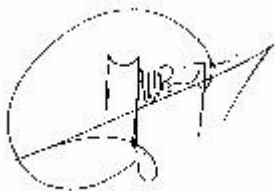
**Port of loading:** Tuapse, St Petersburg port, Vladivostok, Kandalaksha, Novorossiysk, Kholmsk, Astrakhan, Korsakov, Murmansk "monthly"

**Current Capacity:** 300,000MT per month

**Delivery Period:** 25 to 30 days

**The following documents will accompany the used rail on delivery:**

1. Commercial Invoice.
2. SGS Certificate.
3. Certificate of Decontamination.
4. Export Permit Certificate and Export license.
5. Certificate of Ownership
6. Certificate of Origin issued and endorsed by Government.
7. One original certificate of weight.
8. Certificate of Guarantee and Immunity.
9. Original copy of bill of lading.
10. Certificate of Non Radiation.
11. Copy of cable or Fax sent to the Buyer within forty eighty (48) hours after loading of the product, advising particulars of shipment including: name of commodity, quantity, weight, value, number of contract.
12. Copy of JSC RUSSRAIL contract to transport the product to the port. , Railways Wagon manifest documents.
13. Copy of the port storage agreement.
14. AQSIQ Certificate.



Andre van Biljon  
On behalf of A van Biljon Commodity Brokers

## PICTURES





