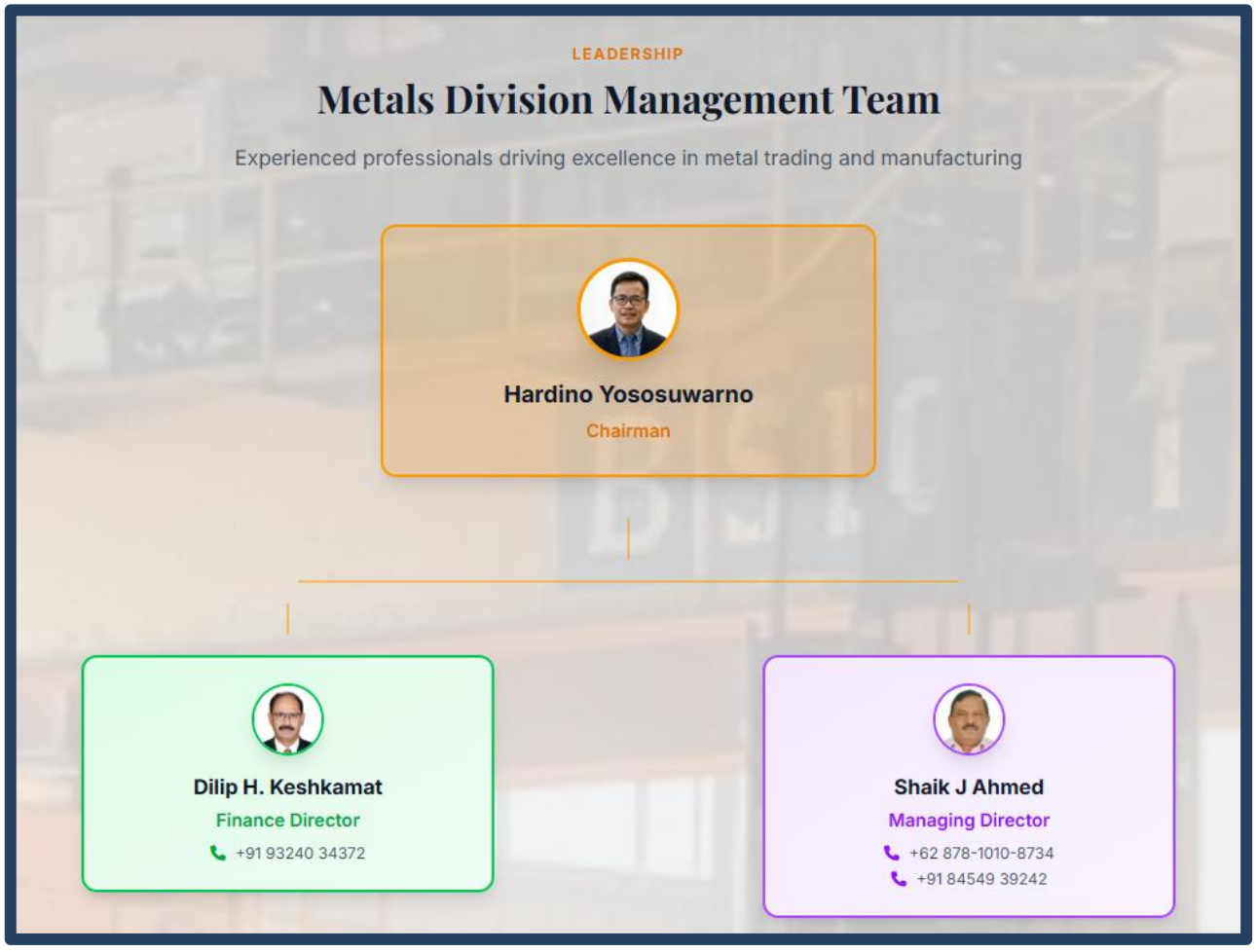
** PT ALPHA CAPITAL ELITE **

Web Site : https://alphacapitalelite.com/

PT ALPHA CAPITAL ELITE is a premier metal trading company based in Indonesia, specializing in the supply of high-quality metals to domestic and international markets.

We are committed to excellence across the entire value chain—from strategic procurement to efficient logistics and timely delivery—ensuring seamless, reliable, and transparent operations for our clients and partners.

Backed by a dedicated and experienced professional team, **PT ALPHA CAPITAL ELITE** focuses on building long-term partnerships through integrity, performance, and customer-centric solutions. Our goal is to set new benchmarks in the metal trading industry while contributing to the sustainable growth and success of our clients and partners in Indonesia and beyond.



Rukan Grand Aries Niaga, Jalan Taman Aries Blok E1 No.5E, Meruya Utara, Kembangan, RT.12/RW.8, Meruya Utara, Kec. Kembangan, Kota Jakarta Barat, Daerah Khusus Ibukota Jakarta 11620, Indonesia

COMPANY'S TERMS AND CONDITIONS AND MATERIAL SPECIFICTIONS

TERMS OF PAYMENT AND DELEVERY :

1. BUYER WRITES AN LOI TO SELLER.
2. SELLER ISSUES FCO TO BUYER.
3. AFTER COUNTER SIGNING OF FCO BUYER SEND DOCUMENT'S ALONG WITH ICPO WITH FULL CORPORATE DETAILS AND THE FULL BANK DETAILS OF THE BANK THAT WILL ISSUE THE DRAFT LETTER OF CREDIT OR PAYMENT BANK GUARANTEE FROM TOP RATED PRIME BANKS. (DLC MT 700)
4. SUPPLIER WILL PREPARE AND SEND THE BUYER A DRAFT CONTRACT FOR REVIEW, NEGOTIATION, AND EVENTUAL AGREEMENT, TO THE BUYERS.
5. BUYER SIGNS AND SEALS THE CONTRACT AND RETURNS IT TO THE SELLER EITHER BY FAX SIMILAR OR EMAILATTACHMENT WITHIN 3 WORKING DAYS OF THE COMPLETION OF STEP.
6. BUYER WILL ISSUE A DRAFT, DLC MT 700 SWIFT TO SUPPLIER BANK TO CHECK AND AGREE FROM THE SELLERS BANK.
7. BUYER'S BANK ISSUES SELLER'S BANK WITH THE DRAFT LETTER OF CREDIT (DLC) / PAYMENT BANK GUARANTEE(BG) VIA SWIFT MT700 CONFIRMED, IRREVOCABLE, REVOLVING, AND NON-TRANSFERABLE, UNCONDITIONAL, ISSUE FOR FULL AMOUNT OF THE CONTRACT VALUE CONFIRMED DLC WITHIN 7 WORKING DAYS.
8. FOR RAIL, STEEL BILLETS, AND REBAR STEEL, THE MINIMUM DOCUMENTARY LETTER OF CREDIT (DLC) VALUE SHALL COVER A TOTAL CONTRACT QUANTITY OF 1.2 MILLION METRIC TONS PER YEAR. SHIPMENTS SHALL BE MADE ON A PARTIAL BASIS, WITH ONE OR TWO SHIPMENTS PER MONTH (MAXIMUM), ACCORDING TO THE MUTUALLY AGREED DELIVERY SCHEDULE. FOR A CONTRACT QUANTITY OF 1,000,000 METRIC TONS (1,000,000 MT) PER YEAR, THE SAME TERMS SHALL APPLY, WITH MONTHLY PARTIAL SHIPMENTS AS PER THE AGREED LIFTING PROGRAM.
9. SELLER'S BANK CONFIRMS THE DETAILS OF THE BUYER'S BANKS LETTER OF CREDIT AND ISSUES INSTRUCTION TO THE BUYER'S BANK TO ISSUE FINAL 100% CONFIRMED IRREVOCABLE REVOLVING, AND NON-TRANSFERABLE, UNCONDITIONAL LETTER OF CREDIT DLC MT 700 AT BUYER'S DESTINATION DISCHARGE PORT AFTER SGS INSPECTION REPORT.
10. SELLER'S BANK WILL ISSUE A PERFORMANCE BOND (PB) BY SWIFT CALCULATED AS 2% OF THE SHIPMENT VALUE LETTER OF CREDIT (LC) / PAYMENT BANK GUARANTEE(BG).
11. WHILE ISSUING ABOVE PAYMENT METHOD INTERMEDIARY BANK DETAILS SHOULD BE MENTIONED AND IS REQUIRED FOR VERIFYING WITH SELLER'S BANK REGARDING ACCEPTANCE OF YOUR FINAL DLC

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12. A 2% PENALTY OF THE FULL CONTRACT VALUE WILL BE CHARGED IF CONTRACT IS BREACHED BEFORE THE DUE DATE BY SELLER AND BUYER, AND VICE VERSA.

13. AT THE LOADING PORT, SGS SHALL CERTIFY THE QUALITY AND QUANTITY OF THE COMMODITIES AT THE EXPENSE OF THE SELLER.

14. AT THE DESTINATION PORT, SGS SHALL CERTIFY THE QUALITY AND QUANTITY OF THE COMMODITIES AT THE EXPENSE OF THE BUYER.

15. AFTER CERTIFICATION AT LOADING PORT, SHIPPING DOCUMENTS SHALL BE ISSUED TO THE BUYER'S BANK.

16. PARTIAL SHIPMENT NOT ALLOWED OR ALLOWED ON THE BASIS OF PER SHIPMENT QUANTITY.

17. PAYMENT TERMS: 100% CONFIRMED, IRREVOCABLE, REVOLVING, AND NON – TRANSFEREBAL, UNCONDITIONAL, DLC – VIA SWIFT MT 700 (TOP RATED RRIME BANK) TO SELLERS BANK.

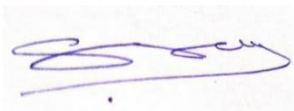
18. <u>FINAL PAYMENT AGAINST SHIPPING, DOCUMENTS:</u>

WHEN COMMODITY ARRIVES AT THE BUYER DESTINATION PORT. AFTER SGS AND Q&Q INSPECTION IS DONE (WITHIN 3 DAYS) BUYERS BANK MUST RELEASE THE 100% PAYMENT PER SHIPMENT TO THE SELLER BANK VIA SWIFT MT103 T/T TO SELLERS BANK.

19. UPON RECEIPT OF THE FULL PAYMENT FROM THE BUYER, THE SELLER WILL MAKE OWNERSHIP TRANSFER IN THE BUYER'S NAME.

20. THE SELLER SHALL PROVIDE THE PROOF OF PRODUCT (POP) STRICTLY IN ACCORDANCE WITH THE BUYER'S PROVIDED CODE, AFTER CONFIRMATION OF THE DOCUMENTARY LETTER OF CREDIT (DLC) ISSUED VIA SWIFT MT700 TO THE SELLER'S BANK. SUCH CONFIRMATION SHALL BE RECEIVED THROUGH OFFICIAL BANK EMAIL, WITH A COPY (CC) SENT TO OUR COMPANY.

BEST REGARDS



MR. SHAIK JAMEEL AHMED
(MD)

ESTABLISHMENT OF A COMPANY WITH FOLLOWING MATERIAL (COMMODITIES)

Formation of a new entity for the trading of **ferrous and non-ferrous metals**, including:

- Copper Cathode
- Copper Millberry Wire Scrap
- Aluminium Ingot A7
- HMS 1-2 Pipes
- Rail Track Second Quality R/50 R/65
- Billet Steel
- Rebar Steel

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THE PRODUCT DETAILS/SPECIFICATIONS AND PICTURES :

A. COPPER CATHODE - 99.97% - 99.99% : HSN CODE - 7403.11

A **copper cathode** is a form of highly pure, electrolytically refined copper that serves as a fundamental raw material in various industries, especially those requiring high electrical conductivity. Its name is derived from the fact that it is the physical metal deposited on the negative electrode (cathode) during the electrolysis process.

Key Characteristics

- **Purity:** Copper cathodes are known for their exceptional purity, typically 99.97% to 99.99% copper content, meeting international standards like ASTM B-115 quality specifications.
- **Physical Form:** They are typically produced as rectangular sheets or plates, often around 914mm x 914mm x 12mm in size, and weighing approximately 125 kg per sheet.
- **Properties:** This high purity translates to superior properties, including:
- **Excellent electrical conductivity:** Second only to silver, it is the primary reason for its widespread use in electrical applications.
- **High ductility:** It can be drawn into very fine wires or made into ultra-thin foils.
- **Corrosion resistance:** It exhibits stable oxidation resistance in conventional environments.

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B. COPPER MILLIBERY WIRE SCARP - 99.95% - 99.98+% :

HSN CODE - 7404.00.12

Copper Millberry wire scrap is the highest grade of copper scrap, prized in the recycling industry for its extreme purity and immediate readiness for smelting. Often referred to as "Bare Bright" copper, it consists of unalloyed, un coated, and un tinned copper wire or cable that has been stripped of its insulation.

Key Characteristics

- **Purity:** Typically contains a minimum copper content of **99.95% to 99.98+%**.
- **Appearance:** Characterized by a "bright and shiny" reddish-brown metallic luster. It must be free of oxidation (no green or dark tarnish) and contaminants such as paint, solder, or ash.
- **Physical Form:** Generally found as stripped wire or cable strands, often no thinner than 16 gauge in thickness for the highest "Bare Bright" classification.

Uses and Recycling

Due to its high purity and conductivity, Millberry copper scrap is highly sought after by manufacturers and is an essential component of the circular economy.

- **Manufacturing:** It is melted down and recast into various semi-finished products like plates, strips, and new electrical wires and cables.
- **Sustainability:** Recycling Millberry copper is significantly more energy-efficient than mining and processing primary (new) copper, saving up to 85% of the energy required and reducing CO2 emissions.
- **Market:** The global demand is strong, driven by industries such as construction, electrical, and electronics.

The price of Millberry copper is typically linked to the London Metal Exchange (LME) prices and is highly valued by buyers and sellers globally.

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C. ALUMINUM INGOT A7 : HSN CODE - 7403.11

An **Aluminium Ingot A7** is a high-purity, primary aluminium product, prized for its minimum 99.7% aluminium content and very low levels of impurities. It is a versatile raw material used extensively across a wide range of industries for its exceptional properties, including light weight, corrosion resistance, and high electrical/thermal conductivity.

COMMODITY SPECIFICATIONS:

PRODUCT:	Aluminum (Al) A7 Ingot. Surface: clean and smooth. Thickness: 115mm; Width: 154mm; Length: 765mm; Weight: 25kg or other/ingot; Standard GB/T 1196-2002; Brand A7, Purity: 99.7%
FORM:	Ingot.
APPEARNCE:	Silver White.
QUANLITY:	Min 99.97%
QUANTITY:	(±5%)

CHEMICAL COMPOSITION:

ELEMENTS	VALUE	ELEMENTS	VALUE
Aluminum (Al)	99.7% min	Magnesium (Mg)	≥0.02%
Copper (Cu)	≥0.1%	Silica (Si)	≥0.1%
Gallium (Ga)	≥0.03%	Zinc (Zn)	≥0.02%
Iron (Fe)	≥0.1%	Other	≥0.005%

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D. HMS PIPES 1 - 2 : HSN CODE - 7204.49

"HMS 1-2 Pipes" refers to **Heavy Melting Steel (HMS) scrap metal**, specifically steel pipes, classified under the industry standard categories of HMS 1 and HMS 2. This material is a widely traded ferrous scrap used as a raw material in steel production.

Key Differences Between HMS 1 and HMS 2 Pipes

The primary distinctions between HMS 1 and HMS 2 lie in their thickness, cleanliness, and material composition.

Characteristic	HMS 1 (Heavy Melting Steel 1)	HMS 2 (Heavy Melting Steel 2)
Minimum Thickness	1/4 inch (approx. 6.35 mm) or greater.	Less than 1/4 inch (approx. 6.35 mm), typically 3-5 mm.
Material	Must be clean, uncoated wrought iron or steel.	Allows for moderate rust, paint, and light coatings.
Prohibitions	No galvanized or blackened steel allowed.	Galvanized and blackened steel is permitted.
Density	Higher density (at least 0.7 tons per cubic meter).	Lower density, includes lighter steel scrap.
Purity	Higher purity, leading to minimal slag formation during melting.	More diverse in type, lower overall purity.
Typical Sources	Thick structural sections, large intact pipes.	Smaller pipes, automotive parts, thinner sheet scrap.

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E. Rail Track Second Quality R/50 R/65 : HSN CODE - 7302.10

"Second quality" E. Rail (European Rail standards, referencing **R50 and R65** specifications) typically refers to new rails that do not meet the stringent criteria for primary railway track construction, often due to minor manufacturing defects or inconsistencies. They are distinct from "used rails" or "scrap rails" but share a similar application in secondary uses or reprocessing.

Overview

Second quality R50 and R65 rails are often used in industrial settings, secondary tracks, mining operations, or as feedstock for re-rolling into other steel products like bars and shapes. Their steel quality is generally better than that of actual used or scrap rails because they have not been subjected to operational stress and wear.

Key Specifications

- **R50 Rail:**
- **Weight:** Approximately 51.67 kg per meter (often cited as 50 pounds per yard in older standards).
- **Standard:** Typically adheres to GOST 7173-75.
- **Application:** Generally used for lighter-traffic environments, industrial sidings, or light rail systems.
- **R65 Rail:**
- **Weight:** Approximately 64.87 kg per meter.
- **Standard:** Typically adheres to GOST 8165-75 (or 8161-75).
- **Application:** Suited for medium to heavy traffic environments, including mainline freight routes, due to its greater load-bearing capacity and structural rigidity.

Quality and Condition

While new, second-quality rails are unsuitable for high-speed or primary railroad construction. Typical conditions for "second quality" or "used" R50/R65 material often specify that the rails must be:

- Free from bent or twisted sections, frogs, switches, and guard rails.
- Free from any radioactive materials, explosives, or harmful chemicals.
- Clean, with only atmospheric rust allowed, not heavy rust or pitting.
- Material should be suitable for re-rolling or melting applications.

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Chemical Composition

The chemical composition adheres to the standard for original R50 and R65 steel, ensuring durability and high tensile strength. A typical composition includes:

- **Carbon (C):** 0.56% - 0.82%.
- **Manganese (Mn):** 0.75% - 1.05%.
- **Silicon (Si):** 0.13% - 0.28%.
- **Phosphorus (P):** Max 0.035%.
- **Sulfur (S):** Max 0.045%.

This material is a valuable commodity in the steel manufacturing industry, serving as a primary raw material for new steel production through recycling.

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F. BILLET STEEL : HSN CODE - 7207.19.20

Billet steel is a **semi-finished steel product**, typically with a square or rectangular cross-section, that serves as a foundational raw material for producing a wide range of finished steel products like bars, rods, and structural components. It is known for its high strength, uniform internal structure, and excellent machinability.

Key Characteristics

- **Semi-Finished Product:** Billets are intermediate forms that require further processing (like rolling, forging, or extrusion) before they are useful in end applications.
- **Dimensions:** They generally have a cross-section of less than 150mm x 150mm (though larger custom sizes exist), which differentiates them from larger "blooms" and flat "slabs".
- **Composition:** Billets are usually made from carbon steel or alloy steel, with the chemical composition carefully controlled to meet specific mechanical property requirements and industry standards like ASTM A615 or EN 10025.
- **Mechanical Properties:** They boast superior strength, good ductility, high consistency, and reliable performance under stress due to a refined grain structure and minimal impurities.
- **Machinability:** The uniform internal structure makes billet steel easy to machine and form into complex, intricate designs with high precision, which is beneficial for custom or low-volume manufacturing.

Production Process

Billet steel is primarily produced using the following methods:

1. **Melting:** Raw materials, such as iron ore or scrap metal, are melted in an electric arc or blast furnace.
2. **Refining:** Alloying elements are added, and the chemical composition is analyzed and refined to meet specific standards.
3. **Casting:** The molten steel is then poured into molds and cooled. The most common method is **continuous casting**, which produces long, uniform sections that are cut to length with oxygen torches.

Common Applications

Due to its versatility and strength, billet steel is used across numerous demanding industries:

- **Construction:** Converted into reinforcement bars (rebar), beams, and structural components for buildings, bridges, and dams.
- **Automotive:** Used for high-stress engine components such as crankshafts, camshafts, connecting rods, and suspension parts.
- **Machinery:** Ideal for manufacturing gears, shafts, fasteners, and other components in heavy equipment due to its resilience and endurance.
- **Aerospace:** Utilized in critical applications like landing gear components and structural frames where safety and precise performance are non-negotiable.
- **Tooling:** Used in the production of precision tools and cutting blades.

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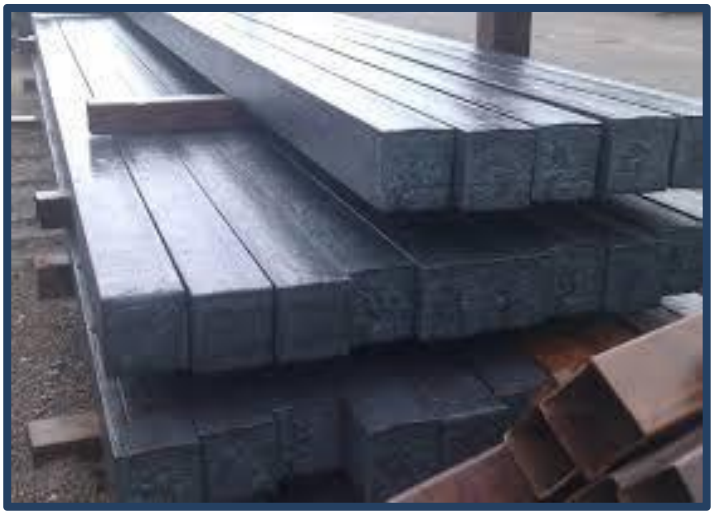
Billet vs. Forged Steel

It is important to note the distinction between the material (billet) and the process (forging). A billet is the starting material that *can be* forged.

Property	Billet Steel	Forged Steel
Strength	High	Superior (due to grain compression)
Mach-inability	Excellent	Moderate to Poor
Cost	Lower initial cost (especially for custom runs)	Higher initial cost
Application	Precision parts, intricate designs, custom components	High-impact, high-stress applications (e.g., racing parts)

Ultimately, the choice between billet and other steel forms depends entirely on the specific application requirements for strength, cost, and design intricacy.



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G. REBAR STEEL : HSN CODE - 7214.30

Rebar, short for **reinforcement bar** or reinforcing steel, is a crucial construction material used to provide **tensile strength** and support to concrete structures. Concrete is strong under compression but weak when subjected to tension (pulling or bending forces), which rebar compensates for.

Key Concepts

- **Function:** Rebar is embedded within concrete to form a composite material called reinforced concrete. This combination ensures the structure can withstand various stresses, including tension, shear, and bending forces, preventing cracks and failure.
- **Material:** Most rebar consists of carbon steel, an alloy of iron and carbon, known for its high tensile strength and affordability. Other elements are sometimes added to enhance properties like strength or corrosion resistance.
- **Design:** Rebar surfaces typically feature a continuous series of ribs, lugs, or indentations (deformations). These ridges promote a better bond with the concrete, ensuring both materials work together as one unit and reducing the risk of slippage.

Thermal Compatibility: A key advantage of using steel with concrete is their similar

- rates of thermal expansion and contraction, which prevents internal stresses and cracking due to temperature changes.
- **Applications:** Rebar is a standard component in various concrete structures, including building foundations, slabs, columns, beams, bridges, and roads.

Types of Rebar

Different types of rebar are available to suit specific environmental and structural requirements.

- **Carbon Steel Rebar ("Black Bar"):** The most common and cost-effective type, widely used in general construction. It is highly effective but susceptible to corrosion in moisture-prone environments.
- **Epoxy-Coated Rebar ("Green Rebar"):** Carbon steel coated with epoxy for added protection against corrosion. The coating can be delicate and requires careful handling during installation.
- **Galvanized Rebar:** Coated with a layer of zinc, offering better corrosion resistance than epoxy-coated rebar and greater durability against installation damage, though it is more expensive.
- **Stainless Steel Rebar:** Offers superior corrosion resistance, making it ideal for harsh environments like coastal areas or structures exposed to de-icing salts. It provides long-term durability but comes at a higher upfront cost.
- **GFRP (Glass Fiber Reinforced Polymer) Rebar:** A non-corrosive, non-magnetic alternative to steel rebar, often used in projects with high moisture exposure or sensitivity to magnetic fields.

Grades and Sizes

Rebar comes in various grades and sizes, which are defined by industry standards such as those from the American Society for Testing and Materials (ASTM).

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- **Grades:** Indicate the rebar's strength and tensile properties. Common grades in the US include Grade 40, Grade 60, and Grade 75, referring to the steel's minimum yield strength in thousands of pounds per square inch (ksi).
- **Sizes:** Rebar diameter is designated by a number (e.g., #4, #5). In the US, the number often corresponds to eighths of an inch (e.g., #4 rebar is 4/8 or 1/2 inch in diameter). Metric sizes (e.g., 10mm, 12mm) are common in other countries.

Proper selection and placement according to structural drawings and local building codes, such as ACI 318 guidelines, are essential for safety and structural integrity.

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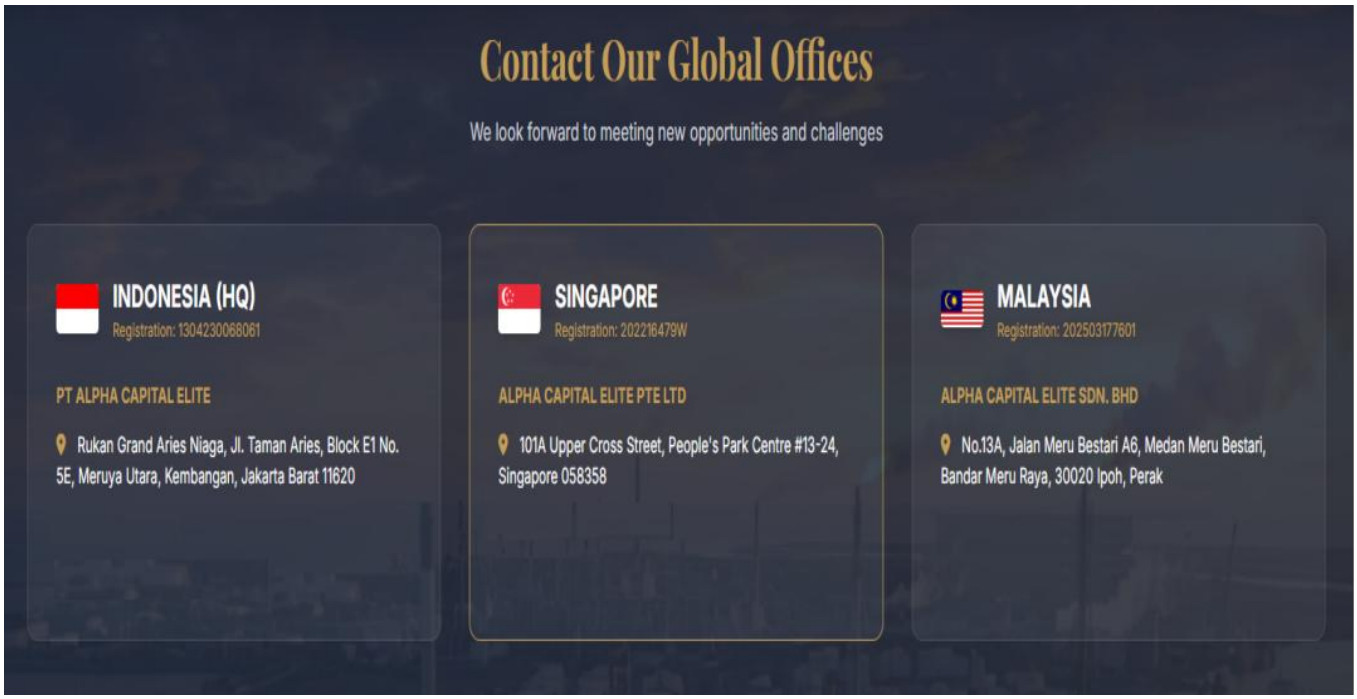
Contact Our Global Offices
We look forward to meeting new opportunities and challenges
INDONESIA (HQ)
Registration: 1304230068061
PT ALPHA CAPITAL ELITE
Rukan Grand Aries Niaga, Jl. Taman Aries, Block E1 No. 5E, Meruya Utara, Kembangan, Jakarta Barat 11620
SINGAPORE
Registration: 202216479W
ALPHA CAPITAL ELITE PTE LTD
101A Upper Cross Street, People's Park Centre #13-24, Singapore 058358
MALAYSIA
Registration: 202503177601
ALPHA CAPITAL ELITE SDN. BHD
No.13A, Jalan Meru Bestari A6, Medan Meru Bestari, Bandar Meru Raya, 30020 Ipoh, Perak


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