

EMSA NEG/1/2014

Service contracts for standby oil spill recovery vessel(s)

Questions and Answers

Question 01 (dated 21/12/2013, 00:07):

"Good day,

We are xx, a Portuguese owner with a fleet composed by seven vessels (container/general cargo and cement carrier), as here below summarized, traditionally trading between Portugal main land (Lisboa and Leixões) and Madeira & Azores Islands:

xx: IMO No. xx; Type: Bulk Cement; DWT: 5957,50;

xx: IMO No. xx; Type: Container; DWT: 8846;

xx: IMO No. xx; Type: Container; DWT: 8846;

xx: IMO No. xx; Type: Multipurpose Container; DWT: 6700;

xx: IMO No. xx; Type: Multipurpose Container; DWT: 3978;

xx: IMO No. xx; Type: Gen Cargo / Container; DWT: 5185;

xx: IMO No. xx; Type: Multipurpose Container; DWT: 5003.

In respect to above mentioned subject we very much appreciate that your team has a quick/ rough overview and a reply to us in order we can have an idea at our side prior to the upcoming Open Information Meetings next January 2014.

We are interested to see if we are suitable to have our fleet/ or part of the fleet applying for this procurement/Lot 1: Atlantic coast, mainly looking into the type of vessels at our fleet, their usual trading areas as above referenced, or any other matter you may foresee of interest.

We'll be waiting for your soonest evaluation based on your guidelines and experience about our position to apply to this procurement so we can take further decisions accordingly. Feel free to request any additional information you may consider required.

Thank you very much"

Answer to question 01 (published on 06/01/2014):

With regard to the type of suitable vessels, within the framework of the call for applications under the procedure No. EMSA/NEG/1/2014, EMSA is looking for big vessels providing a large storage capacity for recovered oil (minimum capacity of 700 m³ per vessel) with unrestricted navigation, good manageability and high heating and pumping capacities. Please consult the tender documents that can be downloaded from the zip file on the following link: <http://emsa.europa.eu/work/procurement/calls/111-on-going-calls-for-tenders/1940-emsa-neg-1-2014.html> and especially Enclosure 1 – Application Specifications, point 3.7 - Specific requirements regarding the equipment and the vessel(s).

Please note that EMSA does not have the practice to evaluate vessels or fleet/s of vessels outside of launched procurement procedures. Therefore, if your company applies for this procurement procedure, such evaluation will be carried out against the legal, financial and technical criteria published in the Application Specifications. The candidates who pass the first Application Phase will be invited to submit a full tender. The specific technical criteria will be identified only during this second Tender phase.

You may get additional detailed information on the type of vessels intended from EMSA website: www.emsa.europa.eu, "Operational Tasks" >> "Stand-by Oil Spill Response Vessels" and download Network of Stand-by Oil Spill Response Vessels & Equipment Handbook 2012 (<http://emsa.europa.eu/operations/network-of-stand-by-oil-spill-response-vessels/items/id/1439.html?cid=121>). This is a comprehensive document presenting the distribution of the vessels along the European coastline, including the Atlantic coast. It also contains technical information about the vessels, currently contracted by the Agency, and the pollution response equipment.

Other sources of information are also listed in Enclosure 1 – Application Specifications, point 12.

Question 02 (dated 03/01/2014, 12:48):

"Is there going to be bought a new high capacity skimmer system for any of the lots?"

Answer to question 02 (published on 07/01/2014):

It is indeed possible that one high-capacity skimmer system is required to be purchased by the awarded company as additional pollution response equipment for one of the lots. However, this information will only be detailed and confirmed in the Tender specifications sent to those preselected candidates.

Question 03 (dated 07/01/2014, 16:58):

"We would like to know if this procurement procedure will include the purchase of new oil spill response equipment for any of the vessels who take on these contracts, or if on the contrary existing oil spill response equipment will be transferred from one vessel to another.

We are a manufacturer of oil spill response equipment and our interest in attending the open information meetings depends on whether new equipment is required or not.

Looking forward to hearing from you as soon as possible.

Best regards"

Answer to question 03 (published on 13/01/2014):

In principle, the pollution response equipment will be transferred from the previous contractors to the new ones. This transferred equipment will require servicing in line with EMSA specifications. Nevertheless, in order to have complete equipment sets, it is also intended that some additional equipment will be purchased. However, as explained in the answer to question 02 above, the details about this additional equipment purchase will be defined during the second Tender phase.

Question 04 (dated 12/01/2014, 09:51):

"Good day,

One additional question about the EMSA Service Contracts for oil spill recovery vessels:

Is it applicable for operators time chartered vessels? or only for Owner's owned vessels?

Is it possible to have contracts between EMSA & ships operators, example, an Owner that in addition to his vessels also operates a vessel under a time charter contract, is this scenario applicable to be integrated on this procurement?

Thank you

Sincerely"

Answer to question 04 (published on 13/01/2014):

The vessel offered for the EMSA procurement procedure must be owned, chartered, operated or in any other way under control of the tenderer. Consequently, it is acceptable for the Agency that the vessel is time-chartered by the tenderer. However, taking into account that the contract with EMSA is a long-term contract, the tenderer must also provide, as part of the arrangement, a duly signed authorisation from the shipowner regarding the use of the vessel(s) for the EMSA services.

Question 05 (dated 13/01/2014, 09:10):

"Good day,

We are xx, a Maltese registered company. We are owners / operators of a fleet composed of four vessels (Tankers), as here below summarized, traditionally trading off Istanbul Port (Turkey) and Valletta Port (Malta).

1. name xx: IMO No.xx; Type: Motor Tanker; Capacity:1100 cbm; Built: 1984.
2. name xx: IMO No.xx; Type: Motor Tanker; Capacity: 250 cbm; Built: 1995.
3. name xx: IMO No.xx; Type: Motor Tanker; Capacity: 250 cbm; Built: 1984.
4. name xx: Off. No.xx; Type: Bunker Barge; Capacity:160 cbm; Built:1962.

In respect to above mentioned subject we very much appreciate that your team has a quick/ rough overview and a reply to us in order we can have an idea at our side prior to the upcoming Open Information Meetings next January 2014.

We are interested to see if we are suitable to have our fleet/ or part of the fleet applying for this procurement/Lot 2: Northern Black Sea, mainly looking into the type of vessels at our fleet, their usual trading areas as above referenced, or any other matter you may foresee of interest.

We'll be waiting for your soonest evaluation based on your guidelines and experience about our position to apply to this procurement so we can take further decisions accordingly. Feel free to request any additional information you may consider required.

Thank you "very much".

Answer to question 05 (published on 13/01/2014):

Please note that EMSA does not have the practice to evaluate vessels or fleet/s of vessels outside of launched procurement procedures. For additional information please refer to the answer to question 01 above.

Question 06 (dated 20/01/2014, 08:29):

"I read with interest that meetings are going to take place later this week in Delft, from the tender documents I understand that the equipment from the past would be pasted on to the new "winner" of the bid but there might be extra equipment needed? Please confirm. [...] Is it possible [...] to receive a list of people that where present for me to contact and look at possible supply of equipment? Please advice. Thanks in advance".

Answer to question 06 (published on 21/01/2014):

With regard to the transfer of equipment and purchase of a new one – please refer to the answers of questions 02 and 03 above.

Regarding your request to receive the contact list of participants in the Information meetings in the Netherlands and Norway, EMSA is not in the position to provide you this information, as per Article 8 of Regulation (EC) N° 45/2001 of the European Parliament and the Council of 18 December 2000 on the protection of individuals with regard to the processing of personal data by the Community institutions and bodies and on the free movement of such data, seeing this list is considered to be personal data gathered by EMSA.

Questions received during the Information meetings held on 22 January in Delft (Netherlands) and 23 January in Sandnes (Norway)

Question 07:

"Is the maximum speed of at least 12 knots going to be a "must"?"

Answer to question 07:

As stated in point 3.7 of the Application Specifications (Enclosure 1), the technical specifications of the vessel and equipment required will be detailed during the second phase of the procurement procedure. Hence, the requirement of a vessel having a maximum speed above 12 knots is at this stage merely indicative, and should not impede a tender to be selected for negotiation. Nevertheless, this requirement shall be evaluated in the final stage of the procurement procedure against the award criteria, whereas a tender offering a vessel with a maximum speed below 12 knots shall receive lower points (for the relevant quality criterion) than a tender offering a vessel with a maximum speed above 12 knots.

Question 08:

"What is the meaning of "Area of operations"?"

Answer to question 08:

Area of operations is the area where the vessel must be "ready to sail", meaning equipped, unloaded and with the necessary crew for performing oil recovery services, within the deadline agreed in the Vessel Availability Contract as mobilisation time.

Question 09:

"Why is EMSA focusing on below 60° C requirements for the vessels?"

Answer to question 09:

Indeed this is a requirement for Lots 2 and 4 (and an advantage for the other two lots) as EMSA has been tasked since 2013 to also respond to pollution resulted from Oil and Gas installations. Consequently, the Agency would like to upgrade the Network to be able to support this new task that involves fresh oil with possibility of existence of explosive vapours.

Question 10:

"What would happen if some of the existing equipment to be transferred from one of the current EMSA vessel contractors cannot be upgraded to operate below 60°C?"

Answer to question 10:

If that is technically proven and justified, the equipment could be replaced instead of upgraded if it is in one of the lots where it is set as a requirement.

Question 11:

"Would it be EMSA deciding what can be upgraded and what not?"

Answer to question 11:

It will be decided by EMSA based on an evaluation provided by the bidder.

Question 12:

"Have you decided where the equipment will be transferred from?"

Answer to question 12:

In principle the existing equipment that will be transferred to the new contractors resulting from the EMSA/NEG/1/2014 procurement procedure will come from the current EMSA stockpiles in Portland and Vigo (for lot 1), Constanta (for lot 2) and Ostend (for lots 3 and 4).

Question 13:

"What is your definition of a High Capacity Skimmer in terms of capacity of the pumps? Is this proven capacity?"

Answer to question 13:

Although the technical specifications will be detailed during the second Tender phase, indicatively the skimmer system will have to include the following two heads:

- Light to medium viscous oil (1 cSt – 10,000 cSt): Weir type skimmer or similar. When the weir skimmer head is used, the oil recovery pump installed should be of the Centrifugal type with a (minimum) pumping capacity of 300 m³/h of water at 3 bar.*
- Heavy oil (10,000 cSt – 1M cSt): Brush skimmer, shovel drum type skimmer or similar. In this case, the pump(s) installed should be of the Positive Displacement Archimedes Screw type with a (minimum single or combined) pumping capacity of 200 m³/h of water at 7 bar. To reach this capacity more than one pump can be installed in the skimmer head.*

Question 14:

"How many power packs are foreseen to be purchased in total for lot 4?"

Answer to question 14:

Indicatively, it is foreseen that two separate hydraulic power packs are purchased for lot 4. In addition, one power pack will have to be supplied as part of the High Capacity skimmer system. The technical details will be specified during the second phase.

Question 15 (dated 27/01/2014, 13:43):

"Dear Madam/Sir,

We studied the documents of the EMSA Service contracts for standby oil spill recovery vessel(s).

We have one question regarding these documents:

In chapter 3.3 "Scope of the work "of the document "NEG12014 Encl 1 Application Specs" the following information is mentioned:

"Top-up" principle:

The Agency is tasked to provide additional response capacity to that under contract to the Member States of the European Union as well as EU Accession and Candidate Countries and countries which are contracting parties to the European Free Trade Association (EFTA). In addition, the Agency may also provide assistance in case of pollution to third countries sharing a regional sea basin with the European Union, in line with the EU Civil Protection Mechanism. Consequently, EMSA cannot award a contract to a vessel that is already engaged with such a country for the same services."

Does this mean that we cannot put a vessel on this contract for the Channel and Southern North Sea if we have a contract an oil spill recovery vessel for the Dutch coast with Dutch Ministry of Infrastructure and the Environment?

Hoping to hear from you soon, with friendly regards,"

Answer to question 15 (published on 29/01/2014):

As stated in the tender documentation, the vessel offered should not be under contract, at the time of the Application, for the same services with a Member State for a period overlapping with the period which EMSA intends to contract the vessel.

Question 16 (dated 10/02/2014, 15:04):

"Is it possible to get "Declaration on Honour" in a word format so I can edit in the document.

See attachment I only got the pdf document...

Thanks."

Answer to question 16 (published on 11/02/2014):

The "Declaration on Honour" is available in pdf format only in order to prevent any unintentional or deliberate editing of the fixed text. The Declaration should be completed in handwriting and duly signed by an authorised representative.



European Maritime Safety Agency

Published on 11/02/2014

Requests for additional information regarding this tender should be sent by e-mail to the following address: **NEG12014@emsa.europa.eu**. Requests for additional information received less than five working days before the closing date for submission of tenders will not be processed.

The deadline for submission of the applications of this tender is **18 February 2014**.

Responsibility for monitoring the Agency's website for replies to queries and/or further information remains with potential applicants.