



EMSA/CPNEG/1/2019

Stand-by Oil Spill Recovery Vessels

Information Meeting

Frédéric Hébert / Head of Unit

Veselin Vasilev / Senior Project Officer

Pollution Response Services Unit

Rome/ 16 April 2019



Tuesday, 16 April 2019, 10.15 – 12.00

Time	Agenda Item	Speaker
10:15 – 10:25	Registration	-
10:25 – 10:30	Welcome by Hosts	Hosts
10:30 – 11:00	Introduction to EMSA's at sea oil spill recovery services <ul style="list-style-type: none">■ The European Maritime Safety Agency■ Framework of the oil spill response vessels service■ Current configuration of the network■ Technical challenges & solutions	EMSA
11:00 – 11:10	Questions and Answers <ul style="list-style-type: none">■ Open Session for participants	All
11:10 – 11:40	Scope of procurement: <ul style="list-style-type: none">■ Geographical areas■ Contract structure■ How to Apply■ Requirements■ Evaluation criteria■ Timetable	EMSA
11:40 – 12:00	Questions and Answers <ul style="list-style-type: none">■ Open Session for participants	All
12:00	Closing of the meeting	Hosts

Introduction to EMSA's At-sea Oil Recovery Service

Establishment and tasks

- Post Erika (2002: EMSA established)
- Post Prestige (2004: new task Marine Pollution Preparedness & Response)

Decentralised Agency of the European Union

- Own legal identity
- No legislative role
- Technical and operational support
- 200+ employees
- Approx. 80 MEUR annual budget (2018)

Legal basis

Regulation 1406/2002 as amended (2013 – a new task related to offshore installations' spills)





Maritime safety

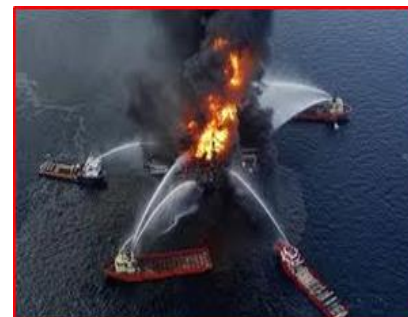
Prevention of pollution caused by ships



Maritime security



Response to pollution caused by ships

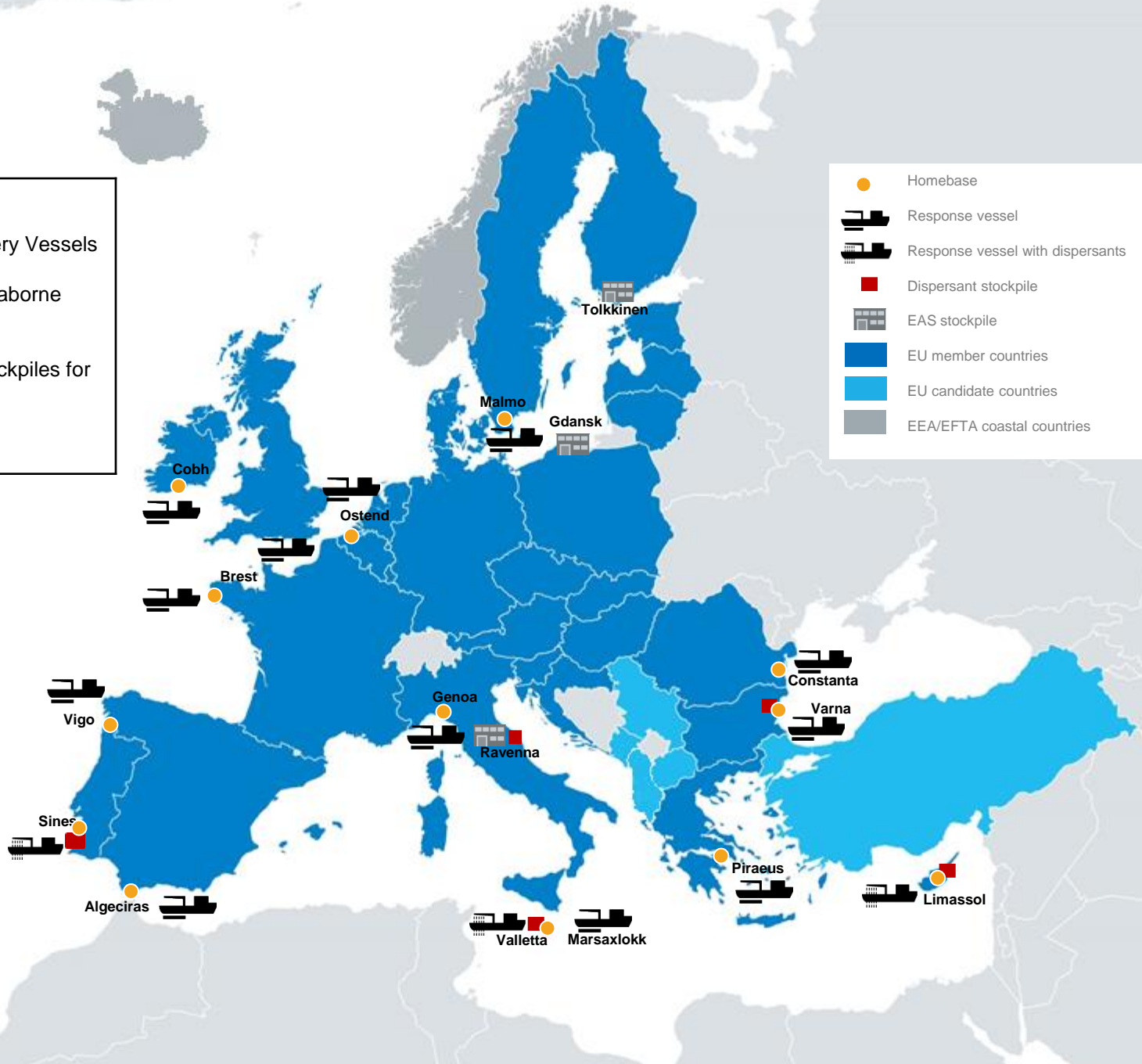
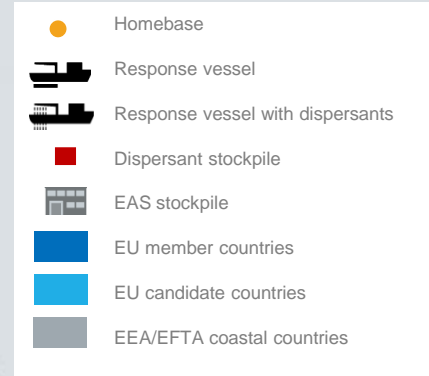


Response to pollution caused by oil and gas installations

- Network of Stand-by Oil Spill Response Vessels – mechanical recovery and dispersant spraying capabilities
- Equipment Assistance Service (EAS) – equipment to be used by vessels of opportunity
- CleanSeaNet and RPAS
- HNS Operational Support: MAR-ICE Network
- Experts: On-site/Office-based



- 16 Stand-by Oil Spill Recovery Vessels
- 4 Dispersant stockpiles + seaborne spraying capabilities
- 3 Equipment Assistance Stockpiles for vessels of opportunity



- “Top-up” Member States pollution response capabilities
- “European Tier” of resources
- Mobilisation by EMSA at request of MS/EFTA/CC/Third country sharing a regional basin or Commission (or Responsible Party under certain conditions)
- Channelled through “EU Community Mechanism”
- Emergency Response Coordination Centre (ERCC) managed by DG ECHO
- Under “operational control” of the affected coastal State

Contractor must ensure that:

- Vessel undertakes normal commercial activities; and
- At request, the vessel is transformed & mobilised at short notice for at-sea oil recovery services



Simplified mobilisation procedure



Request for assistance is sent to EMSA



EMSA contacts the vessel contractors to gather data about the position of the vessel and mobilisation time



Requesting Party decides which vessel to mobilise



The Requesting party and vessel contractor sign the IRC



The vessel stops commercial operations, loads the OSR equipment and mobilises the vessel within 24 hours



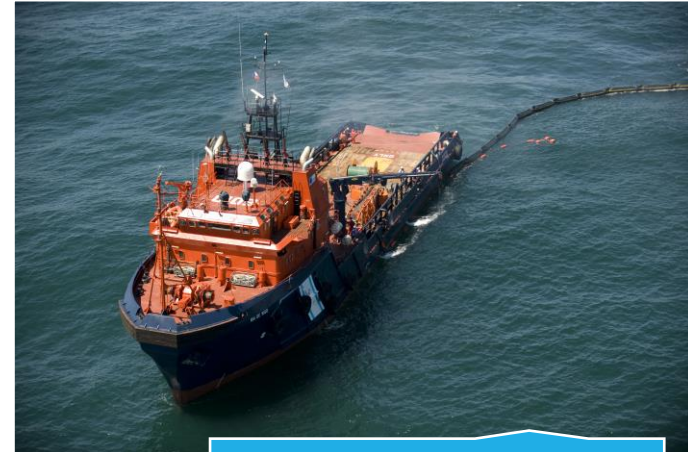
The vessel is ready for response operation under the command of the Requesting Party



Type of Vessels



Tankers



Offshore supply vessels



Dredgers



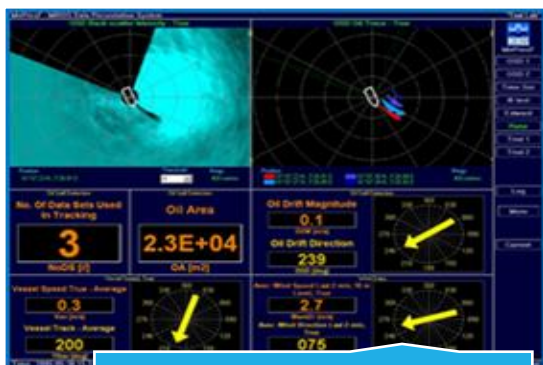
Sweeping arms



Booms



Skimmers



Oil Slick Radars



Combined systems



Dispersant spraying

- Large storage capacity (EMSA largest is 7,458 m³)
- Prepared to deal with oil (heating, filling, discharging)
- Flexibility for decanting
- Flashpoint
- Unrestricted sea-going service



Tankers - Disadvantages

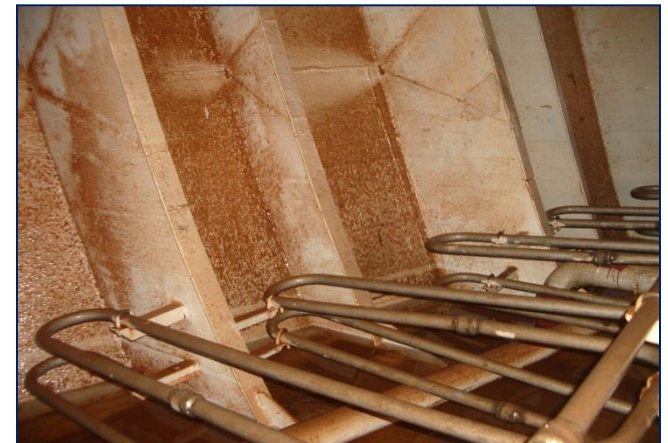
- Space on deck
- Low speed
- Manoeuvrability
- Crew number
- Accommodation



- Deck Space
- Equipment Deployment
- Less pre-fitting for installing equipment
- Manoeuvrability and Low Speed
- Visibility
- Accommodation for EMSA and liaison officer



- Storage capacity limited to 1,000 – 1,500m³
- Bad weather – swell washes the aft with oil (slippery)
- Good weather – dirty equipment – oil spreads quickly
- Flashpoint
- Significant pre-fitting (e.g. piping and heating)



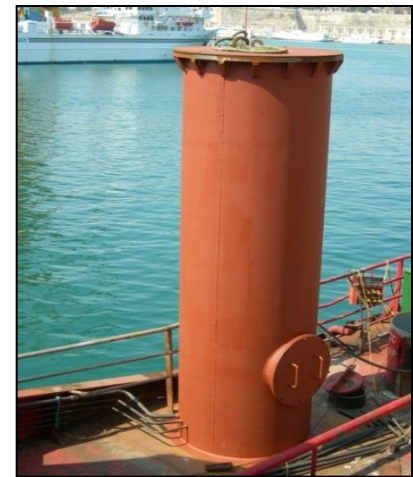
Preparatory Phase

- Purchase/transfer/servicing of oil spill response equipment
- Pre-fitting the vessel for equipment installation
- Crew Training

Stand-by Phase

- Vessel available and ready to respond within mobilisation time (max. 24h.)
- Equipment maintenance
- Drills and Exercises

- Pre-fitting, conversion works
- Purchase/transfer/servicing and installation of OPR equipment
- Mobilisation Plan, Operational Procedures
- Crew Training
- Certification by Classification Society (Class Notation as “*Occasional oil recovery vessel60°C*”)
- Acceptance Test



Quarterly drills: 4 times a year

Scope:

- To verify the level of readiness of vessels, crew and OSR equipment
- To train crew in oil pollution response: equipment operation with other units at sea

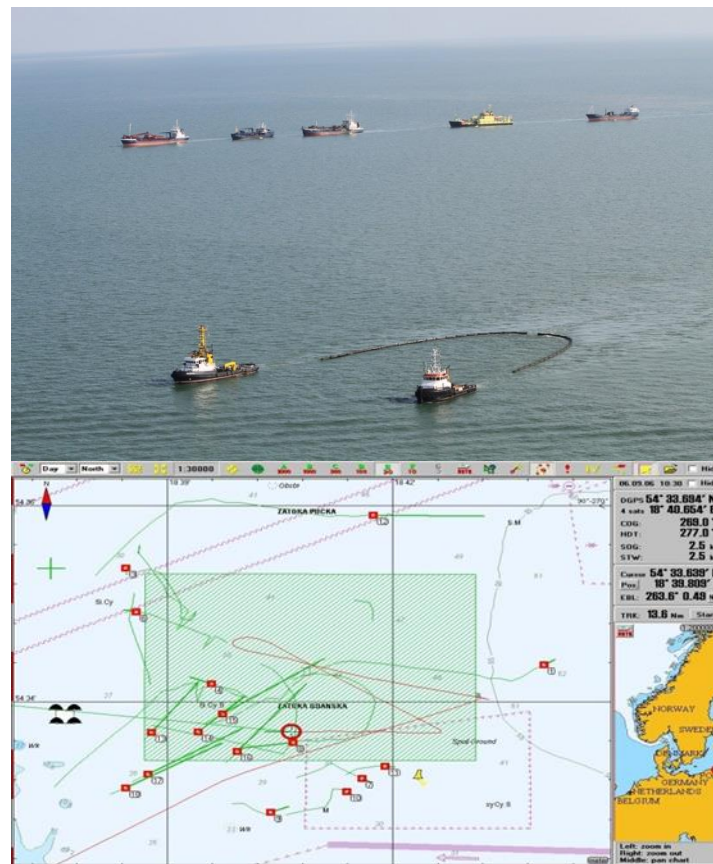


Type:

- Notification only
- Operational (max. 10 days/year)

Scope:

- Integration of EMSA vessels in EU Member States Command and Control Structures
- Co-operation with participating Units
- Internal and External level of Coordination



Scope of procurement

Lot	Area of operation
1. Adriatic Sea	Adriatic Sea as defined by the International Hydrographical Organisation
2. West Mediterranean Sea	Covering the European Mediterranean coastline from Algeciras (Spain) to Marseille (France) and including the Balearic Islands
3. Central Mediterranean Sea	Covering the area limited by the following points: <ol style="list-style-type: none">1. A 39°00'N 11°30'E2. B 35°00'N 11°30'E3. C 35°00'N 18°00'E4. D 39°00'N 18°00'E



However, if needed and technically appropriate, they will assist elsewhere as well. Given logistical and technical considerations, these other areas would probably be adjacent.

Within the agreed mobilisation time (max.24 hours) the EMSA contracted vessel(s) must fulfil the following conditions:

- be inside the area of operation, and
- be able to send a "Notice of readiness" to the Requesting Party meaning equipped with the pollution response equipment, providing the contracted storage capacity and with the necessary crew for performing oil recovery services.

In addition, the EMSA oil pollution response equipment must be stored, maintained and insured either on board the vessel(s) or in a stockpile located on the coastline of an EU Member State.

Min. requirements regarding the arrangement and the vessel (Phase II)

- Vessel should not be engaged with to provide pollution response services at the time of award;
- An authorisation from the shipowner/charterer for the use of the vessel for the purpose of the EMSA services during the contract duration must be provided;
- The minimum vessel net storage capacity for recovered oil must be:
 - Lot 1 - Adriatic Sea: 1,000 m³
 - Lot 2 - West Mediterranean Sea: 1,500 m³
 - Lot 3 - Central Mediterranean Sea: 1,500 m³
- Vessel(s) must be available for mobilisation at short notice;
- Vessel(s) should be self-propelled;
- Vessel(s) should not be subject to the single hull phase-out requirements;
- Vessel(s) should be registered on either an EU Member State or a contracting party to European Free Trade Area (EFTA) or a non-EU white listed register as defined by the Paris MoU;
- Vessel(s) must be classified by an EU recognised organization;
- Vessel(s) for Lot 2 (West Mediterranean Sea) must be classed for unrestricted sea-going service and have all the certificates required for international voyages without any limitation. Vessel(s) for Lot 1 (Adriatic Sea) and Lot 3 (Central Mediterranean Sea) must be classed for, at least, international voyages in the Mediterranean and Black Sea;
- Vessel(s) for Lot 1 (Adriatic Sea) and Lot 3 (Central Mediterranean Sea) must be certified to recover, store onboard, transport and unload products with a flashpoint below 60°C.
- In case the vessel is not built - it must be under construction by 15th September 2019 and finalised before the end of the Preparation Phase;
- Vessel's should have a valid Safety Management Certificate (SMC);
- The contact person of the company/consortium and the responsible crew on the vessel(s) must have a good command of the English language.

Set of equipment transferred



1. KOSEQ Rigid Sweeping Arms (2 x 15 m)*
2. VIKOMA Booms Hi-sprint 2000 (2 x 250m)*
3. High-capacity Skimmer Lamor LWS 1300 (LUT 90)
4. Slick Detection System MIROS
5. Cleaning equipment (hi-pressure cleaning machines)
6. Sampling/testing and communication equipment (minilab, flash point tester, gas detector, interface detector, VHF)*

+ Dispersants in IBCs (200 tons)



Purchase



1. Flashpoint of the arrangement
2. Dispersant application system, tank container(s) and loading system
3. Upgrade slick detection system
4. Equipment logo

* The transferred equipment will need to be serviced

Set of equipment transferred



1. LAMOR Stiff Sweeping Arm system LSS 12*
2. NORLENSE NO-800-R oil boom*
3. High-capacity Skimmer Normar 250 TI*
4. 2 x ODME (PPM Reader) Hydrosense 2410
5. Sampling / testing equipment including (sampling mini-lab, gas detector, flash point tester)*
6. VHF's
7. Portable cleaning machines



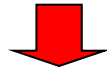
Purchase



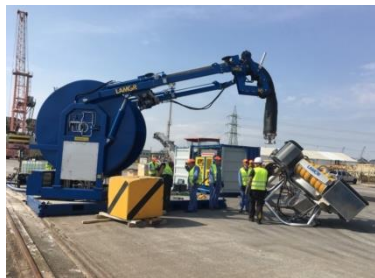
1. Oil slick detection system
2. Flow meter
3. Interface Detection System
4. Equipment logo

* The transferred equipment will need to be serviced

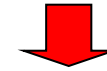
Set of equipment transferred



1. Koseq Rigid Sweeping Arms*
 2. Lamor High capacity skimmer
 3. Dispersant application system (Jason spraying system, tank containers, loading system)*
 4. Discharging equipment*
 5. Sampling/testing equipment (minilab, flash point tester, gas detector, interface detector)*
 6. Communications and safety equipment
 7. Cleaning equipment
 8. Flow-meter
 9. Boom system (boom fabric, compressor and hoses to be replaced, reels to be serviced)
- + Dispersants in IBCs (183 tons)



Purchase



1. Flashpoint of the arrangement
2. Adjustments to power pack
3. Oil slick detection system
4. Equipment logo

* The transferred equipment will need to be serviced

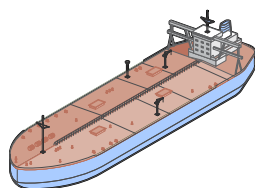
Contract structure

Vessel
Availability
Contract

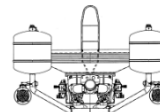
Incident
Response
Contract



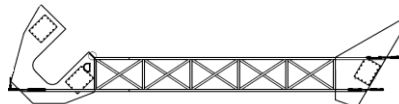
At-sea Oil Recovery Service

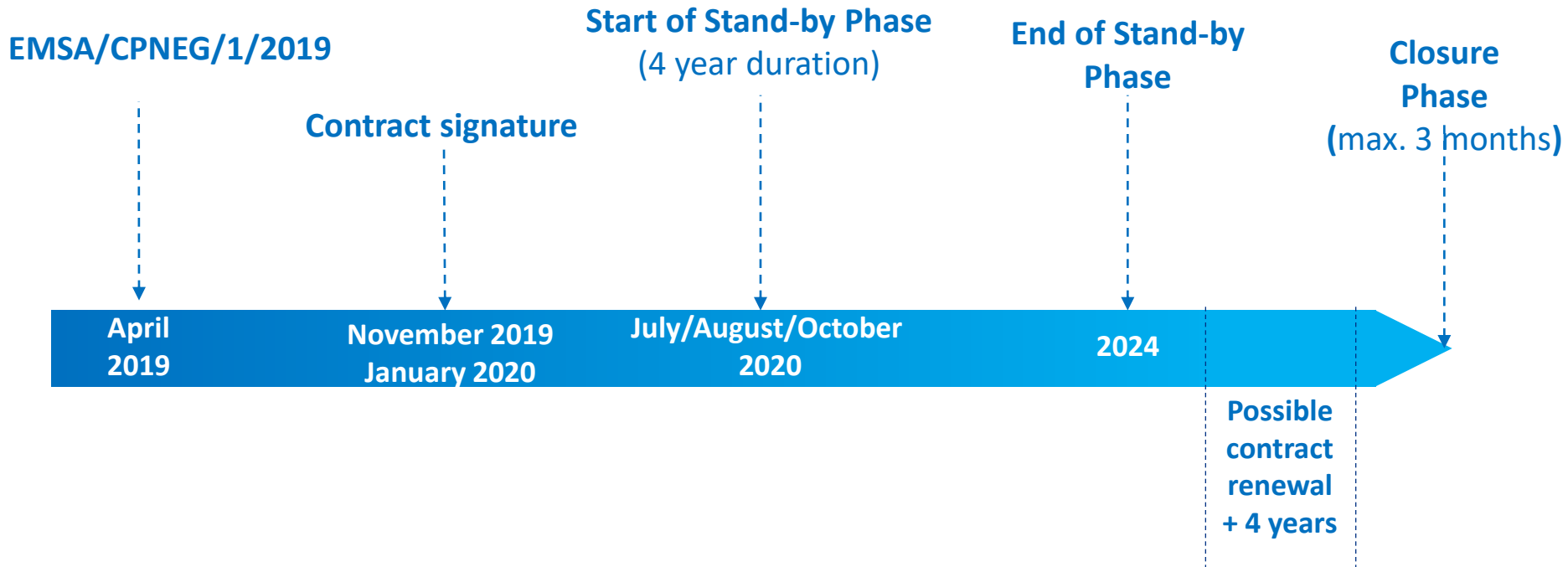


+



+





Vessel Availability Contract



Between EMSA and the Contractor

- 4 Years + Renewable once = Maximum 8 years total

It secures:

- **Requirements** for vessel(s), equipment and crew
- Stand-by / **availability**
- Drills and **participation** in exercises
- **Mobilisation time**
- **Mandatory** use of the Incident **Response Contract**



Incident
Response
Contract



Pre-fixed contract with pre-set conditions & tariffs:

- Between the requesting coastal State and contractor
- Avoid unnecessary high tariffs vs. vessel of opportunity
- 1 Model Contract for 25+ different legal systems

Clear allocation of responsibilities during operation

- Under operational command of the MS (SOSC)
- National officer on board
- Safety responsibility: Master (final)

Period

30 days: “window of opportunity”/economic commitments of operator

Renewal possible under same conditions

Preparatory Phase - Pre-financing available from EMSA

- 1) Oil Spill Response Equipment
 - Purchasing - Pre-financing up to 100%
- 2) Pre-fitting Vessel (e.g. for equipment installation)
 - Pre-financing up to 80%
 - Remaining 20% paid when vessel is accepted by EMSA

Stand-by phase

- 3) Vessel Availability Fee (covers drills; crew training; storage, maintenance and insurance of equipment)

Additional Payments

- 4) At-sea Exercises: Daily rate + Fuel
- 5) Pollution Response Incident – by Member State: Daily rates (operational and stand-by) + Fuel + Cleaning

Lot	Maximum Availability Fee (initial Stand-by period)	Maximum Equipment Price	Maximum Pre-fitting Price	Maximum overall budget
1. Adriatic Sea	€2,500,000	€350,000	€600,000	€3,450,000
2. West Mediterranean Sea	€2,400,000	€190,000	€500,000	€3,090,000
3. Central Mediterranean Sea	€2,500,000	€440,000	€600,000	€3,540,000

How to apply

1. Procurement Procedure
2. Procurement Timetable
3. Submitting “Request to participate”

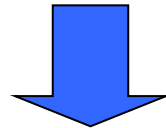


2 Phase Approach:

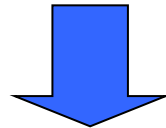
Phase I - “Request to participate”

Phase II – (Restricted) “Invitation to Tender”

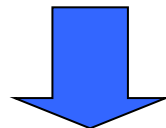
Publication of Request to participate in the OJEU on 5 April
(Open to any Interested Party)



Submission of Request: Deadline **2 May**



Evaluation of requests as per Enclosure R.1: Criteria



Determination of Pre-Selected Candidates

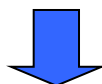
Invitation to Tender (restricted): Pre-Selected Candidates



Submission of Bids



Improvement to Bids: Best Quality/Price Ratio



Submission of Final Bids



Evaluation of Bids: Info provided in the Tender Specifications



Award of Contracts

PROCUREMENT PHASE 1: Request to participate

“Contract Notice” publication in OJEU	Documents available on www.emsa.europa.eu	5 April
“Request” Preparation	Interested Parties prepare “light” documentation	April
Information Meeting	Procurement Procedure and Technical Elements	16 April
“Request” Deadline	“Light” documentation submission	2 May
“Request” Evaluation	Identification of “Pre-selected Candidates” by EMSA	May - June

www.emsa.europa.eu

“Working with us” → Procurement → “Calls for Tenders”



The screenshot shows the EMSA website homepage. At the top, there is a blue header with the EMSA logo and the text "European Maritime Safety Agency". Below the header, there is a navigation menu with links for "IMPLEMENTATION TASKS", "OPERATIONAL TASKS", "EVENTS", "NEWS & MEDIA", and "PUBLICATIONS". A search bar is located on the right side of the navigation menu.

The main content area features a large image of the Executive Director, Ms Maja Markovčić Kostelac, and Vice Amiral d'Escadre Lozier. Below the image, there is a caption: "EXECUTIVE DIRECTOR MEETS VICE AMIRAL D'ESCADRE LOZIER". A text box below the caption reads: "Ms Maja Markovčić Kostelac, Executive Director of EMSA met with Vice Amiral d'Escadre Lozier and Commander in Chief of the French navy for the Atlantic (CECLANT). They discussed issues of common interest in the area of maritime safety, maritime surveillance and pollution preparedness and response."

On the right side, there is a "LATEST NEWS" section with a sub-header "Newsletter April 2019" and a date "09.04.2019". The text below reads: "In this issue : Administrative board members put heads together to set 2020-24 priorities; EMSA assists French authorities following Grande America accident; Building up national capacity across flag, port and coastal...". A small thumbnail image of the newsletter is also visible.

Below the "LATEST NEWS" section, there is a "RECENTLY UPDATED" section with several links: "Network of Stand-by Oil Spill Response Vessels: Drills and Exercises. Annual Report 2018" (dated 10.04.2019), "Newsletter April 2019" (dated 09.04.2019), "EMSA Outlook 2019" (dated 05.04.2019), "EMSA Women in Shipping" (dated 08.04.2019), and "New procurement procedure for oil spill recovery vessels" (dated 05.04.2019).

On the left side, there is a "QUICK ACCESS" section with links for "Outlook 2018", "Facts & Figures", "5 Year Strategy", and "Other publications". Below this, there are buttons for "Extranet login", "LRIT", "Port State Control", "SafeSeaNet", and "STCW-IS".

In the center, there is an "EMSA VIDEOS" section with a video player. The video title is "EMSA staff give recap on 2018". The video player shows a man in a suit speaking. Below the video player, there is a caption: "2018 was another interesting year for the Agency." and the name "Andrea Tassoni, Italy".

PROCUREMENT MENU

[Procurement Main Page](#)

[Ongoing calls for tender](#)

[Tender Archives](#)

► [Period 2011 - Today](#)

► [Period 2006-2010](#)

► [Awarded contracts](#)

DOCUMENTS FOR TENDERER

- 📄 [Financial Identification Form](#)
- 📄 [Legal Entity Form](#)
- 📄 [Declaration on Honour](#)
- 📄 [Statement of Subcontracting / Joint Offer](#)
- 📄 [General Conditions for Purchase Order](#)
- 📄 [Low-value procurement procedure Tendering Conditions](#)
(applicable only if Invitation to Tender refers to them)

IMPORTANT INFORMATION FOR TENDERERS

- 📄 [Guidelines for Tenderers.](#)
Read before submitting your bids.
- 📄 [Remedies](#)

PROCUREMENT NEWSLETTER

If you are interested in receiving information about calls for tenders launched by EMSA, please fill the form:

EMSA/CPNEG/1/2019

Published 05.04.2019

Deadline 02.05.2019

Service Contracts for Stand-by Oil Spill Recovery Vessels

The Agency provides additional response capacity to that of the pollution response mechanisms of EU Member States through contractual arrangements with private or public companies/consortia. Such companies/consortia can be drawn from any relevant industry including shipowners/operators and the spill response service providers.

The contracted vessels would undertake normal commercial activities and, at request, be transformed and mobilised at short notice for at-sea oil recovery services during an (major) oil spill.

This procurement procedure for stand-by oil spill recovery vessels will cover the following areas:

- Adriatic Sea
- West Mediterranean Sea
- Central Mediterranean Sea

More details about this procurement procedure can be found in documents that can be downloaded in the zip file below.

The relevant Contract Notice for this procedure (reference 2019/S 068-158394) as published in the Official Journal of the European Union can be found in the following link:

<https://ted.europa.eu/TED/notice/udl?uri=TED:NOTICE:158394-2019:TEXT:EN:HTML>

An **information Meeting**, open to any interested party to attend, will be organised (see details in the table below). Prior registration is not needed. Nevertheless, it would be appreciated for logistic purposes to receive an e-mail (CPNEG012019@emsa.europa.eu) indicating the participation in the meeting.

Date	Local Time	Location	Agenda	Presentations
Tuesday 16 April 2019	10.15–12.00	"Sala Europa", 7 th floor Ministero dell'Ambiente e della Tuteladel Territorio e del Mare Via Cristoforo Colombo, n. 44 00147 - Roma (Italia)	download	to be published after the meeting

 [EMSACPNEG12019.zip](#)

 [Agenda.pdf](#)

Folders in WinZip File

[EMSACPNEG12019.zip]

1. RtP

2. ItT

- × CPNEG12019 Encl R.1 Request Specifications.pdf
- CPNEG12019 Encl R.2 Checklist.pdf
- CPNEG12019 Encl R.3 Statement of Subcontracting_Joint Offer.docx
- Invitation to submit a Request to participate (Phase I).pdf

- CPNEG12019 Encl T.1 Tender Specifications.pdf
- CPNEG12019 Encl T.2 VAC.pdf
- CPNEG12019 Encl T.2 Annex III IRC-V-Requesting State.pdf
- CPNEG12019 Encl T.2 Annex IV Tec Specs Vessel.pdf
- CPNEG12019 Encl T.2 Annex IX Pre-financing Guarantee Template.pdf
- CPNEG12019 Encl T.2 Annex V Tec Specs Equipment Dispersants lot 1.pdf
- CPNEG12019 Encl T.2 Annex V Tec Specs Equipment Dispersants lot 3.pdf
- CPNEG12019 Encl T.2 Annex V Tec Specs Equipment lot 2.pdf
- CPNEG12019 Encl T.2 Annex VI Appendix Quality Assurance Dispersant.pdf
- CPNEG12019 Encl T.2 Annex VI Mobilisation Procedures.pdf
- CPNEG12019 Encl T.2 Annex VII Tec Specs for the Crew.pdf
- CPNEG12019 Encl T.2 Annex VIII Guidelines.pdf
- CPNEG12019 Encl T.2 Annex X Bank details.pdf
- CPNEG12019 Encl T.2 Annex XI Agreement mobilisation dispersants.pdf
- CPNEG12019 Encl T.2 Annex XII IRC V private entities.pdf
- CPNEG12019 Encl T.3 Pre-financing guidelines.pdf
- CPNEG12019 Encl T.4 Bid Template - lot 1.doc
- CPNEG12019 Encl T.4 Bid Template - lot 2.doc
- CPNEG12019 Encl T.4 Bid Template - lot 3.doc
- CPNEG12019 Encl T.4_Appendix.xls

Request to participate (RtP)

Invitation letter:

- **Deadline for submission: 2 May 2019**
- Two sealed envelopes (one inside the other)
- Submission of 1 original paper copy of the request+ electronic copy on USB memory stick or CD
- Justification for non-inclusion of requested documentation
- Requests can be in any official language of the EU (preferably in English)
- Point 11.5: General Description of Proposed Arrangement: must include copy in English
- Separation of documentation into Parts A – E (as per the Checklist)

Enclosures:

- 1: R.1 Request Specifications: main requirements;
- 2: R.2 Check-List: review it before sending the Request to participate;
- 3: R.3 Template for “Statement of Subcontracting/Joint Offer”.

a) **Exclusion Criteria** – Satisfactory / Non-satisfactory

b) **Selection Criteria** - Satisfactory / Non-satisfactory

**NON-COMPLIANCE WITH 1 EXCLUSION OR SELECTION
CRITERION – GROUND FOR NON - ADMISSION**

a) Exclusion criteria (point 11.2 of Request Specifications)

- Declaration on Honour duly filled and signed

Note: Additional evidences to be provided during Phase II (point 11.6 of Request Specifications)

b) Selection criteria (point 11.3 of Request Specifications)


Economic and Financial
Capacity



- Balance sheets for the last 3 years
- FOR PRIVATE ENTITY:
Statement of overall turnover and profit and loss account for the last 3 financial years
- FOR PUBLIC ENTITY:
annual budget of the last year

b) Selection criteria (point 11.4 of Request Specifications)

Technical and professional capacity of the Company/Consortium



- Document of Compliance (DoC) for International Safety Management (ISM) Code including the related latest external audit report
Grouping: at least 1 member must have a valid DOC
- Overview of company/consortium Port State Control record (PSC inspections and detentions) or annual Flag Surveys for last 3 years – 3 detentions will be ground for exclusion
- Where applicable, additional list of relevant services for last 5 years
Grouping: criteria evaluated as a group, not individually

Evaluation Result

Request meeting exclusion and selection criteria?

Yes → “Pre-selected Candidate” → Invitation to Tender
(expected end of June)

No → “End of Participation”

Checklist

ENCLOSURE R.2 – CANDIDATE'S CHECKLIST

Procurement procedure: EMSA/CPNEG/1/2019

Title: Service Contracts for Stand-by Oil Spill Recovery Vessel(s)

Phase I – Request to participate

In order to submit an offer in this Procurement Procedure the tenderer has to complete and submit all documents listed below:

Document	Check
Request submitted by 2 May 2019 at the latest <i>Ref. EMSA documentation: Invitation to submit a Request to participate, point 2</i>	<input type="checkbox"/>
Electronic copy (PDF) of the request included in the envelope in a CD or USB key <i>Ref. EMSA documentation: Invitation to submit a Request to participate, point 3</i>	<input type="checkbox"/>
Request inserted in 2 envelopes, one inside the other. Both envelopes must be sealed. If self-sealed envelopes are used, each envelope must be closed by an adhesive tape with sender's signature across <i>Ref. EMSA documentation: Invitation to submit a Request to participate, point 4</i>	<input type="checkbox"/>
Both envelopes labelled according requirements <i>Ref. EMSA documentation: Invitation to submit a Request to participate, point 4</i>	<input type="checkbox"/>
Request must include a copy in English of the documents/information requested under point 10.5 General description of the proposed arrangement. <i>Ref. EMSA documentation: Request Specifications, point 9</i>	<input type="checkbox"/>
Request structured in line with EMSA requirements – Parts A, B, C, D and E <i>Ref. EMSA documentation: Request Specifications, point 9</i>	<input type="checkbox"/>
PART A 1. Signed cover letter clearly indicating: <u>For individual company:</u> - the company applying - the person heading the project <u>For subcontractors and groupings:</u> - the subcontractors and companies forming the grouping (including roles, qualifications and experience of each company) - the company and person heading the project	<input type="checkbox"/>

Document	Check
<i>(Ref. EMSA documentation: Request Specifications, point 9)</i>	
PART A 2. Statement of Subcontracting/Joint Offer (template - Enclosure R.3 to the Request to participate) In case of Joint Offer or Subcontracting, please fill the form <i>Ref. EMSA documentation: Request Specifications, points 8, 10 and 9</i>	<input type="checkbox"/>
PART A 3. Original of the authorising document <u>For individual company:</u> Original of the document authorising the person heading the project to submit an offer and, in case of award, to sign the contract on behalf of the company <u>For groupings:</u> Original of the document authorising the company and person heading the project to submit an offer and, in case of award, to sign the contract on behalf of the grouping <i>Ref. EMSA documentation: Request Specifications, point 9</i>	<input type="checkbox"/>
PART A 4. Legal Entity Form (this document is available on the Procurement Section (Legal Entity Form) of EMSA's website www.emsa.europa.eu) Candidates are exempt from submitting the Legal Entity Form requested and attachments if such a form has already been completed and sent either to EMSA or any EU Institution previously unless changes have occurred in the meantime. In case of grouping, each company must submit this document <i>Ref. EMSA documentation: Request Specifications, points 9 and 11.1</i>	<input type="checkbox"/>
Supporting documents: - copies of company VAT number registration certificates and, if applicable; - a copy of an Official Document (Official Gazette, Company Register, etc.).	<input type="checkbox"/> <input type="checkbox"/>
PART A 5. Financial Identification Form (this document is available on the Procurement Section (Financial Identification Form) of EMSA's website www.emsa.europa.eu) For the Company leading and submitting the Request only. This document must be filled and signed by the account holder and the bank (or accompanied by a recent bank statement). <i>Ref. EMSA documentation: Request Specifications, point 9</i>	<input type="checkbox"/>

PROCUREMENT PHASE 2: Invitation to Tender

“Invitation to Tender”	“Invitation to Tender” sent “Pre-selected Candidates”	end June
Visit to EMSA stockpiles	Opportunity to review equipment for transfer	Week 28
Clarification meetings	Clarification with candidates in Lisbon	Week 29
“Tender” Deadline	“Heavier” documentation submission	mid-August

PROCUREMENT PHASE 2: Negotiation		
Negotiation Stage	Improvements to offers	September/ October
On-site Meetings	Visits to vessels	September/ October
“Final Tender” Deadline	Final offers	mid-October
Final Tender Evaluation	Awarding of contracts	November/ January

- Technical Specifications of the vessel
- Pollution Response Equipment
- Mobilisation Plan
- Crew training
- Financial Offer



Will be evaluated in the Tender Phase
Against minimum requirements and award criteria

POLLUTION RESPONSE SERVICES

[Main page](#)

[Oil Spill Response](#)

- ▶ [Stand-by Oil Spill Response Vessels](#)
- ▶ [Key Aspects of the Vessels Network](#)
- ▶ [Vessels Info-sheets](#)
- ▶ [Equipment Assistance Service](#)

[Chemical Spill Response](#)

[Technical cooperation](#)

[Documents](#)

[Calendar of Events](#)

RELATED DOCUMENTS

- [Network of Stand-by Oil Spill Response Vessels: Drills and Exercises. Annual Reports](#)
- [Protecting European seas against oil pollution - Network of EMSA contracted vessels](#)
- [EMSA Network of Oil Spill Response Vessels - Protecting European Seas against Pollution](#)
- [Network of Stand-by Oil Spill Response Vessels and Equipment \(Handbook 2014\)](#)
- [Network of Stand-by Oil Network of Stand-by Oil Handbooks](#)
- [Effective At-Sea Pollution Response \[leaflet\]](#)

RELEVANT LEGISLATION

- [Regulation \(EU\) 2016/1625](#)
- [Regulation \(EC\) No 1406/2002 \(consolidated version\)](#)
- [Regulation \(EU\) No 100/2013](#)

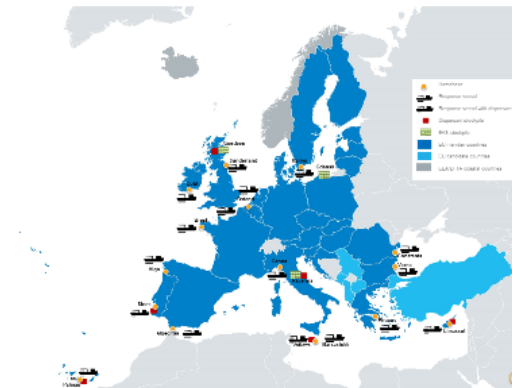
Oil Spill Response Services

EMSA has established a network of stand-by oil spill response vessels through contracts with commercial vessel operators. EMSA's contracted vessels have been specifically adapted for oil spill response operations and are on stand-by, carrying out their usual commercial activities.

In the event of an oil spill, the selected vessel will cease its normal activities and will be made available to the requesting party fully-equipped for oil spill response services under established terms and conditions and tariffs. Following a request for assistance, the maximum time for the oil spill response vessel to be ready to sail is 24 hours.

Regardless of their area of commercial operations, all vessels in the EMSA network can be mobilised for response to an oil spill anywhere in European waters and shared sea basins.

EMSA currently maintains 17 fully equipped stand-by oil spill response vessels around Europe.



EMSA's Operational Oil Pollution Response Services

NETWORK OF RESPONSE VESSELS: QUICK FACTS

Number of vessels which can be mobilised simultaneously: 17

Average storage capacity per vessel for recovered oil: 3.500 m³

Network storage capacity, if 17 vessels are mobilised: 60.000 m³

Number of related equipment stockpiles: 17

Mobilisation time (vessel ready to sail to site) after request: 24 hours

Mobilisation procedure:

- Member States request assistance via the [ERCC](#)
- Member States have operational control of the vessel during the incident

LATEST BROCHURES





emsa.europa.eu

 twitter.com/emsa_lisbon

 facebook.com/emsa.lisbon

 **EMSA**
European Maritime Safety Agency