

**TO BE COMPLETED ONLY BY THOSE PRE-SELECTED CANDIDATES THAT WILL  
BE INVITED TO TENDER DURING THE PHASE II – TENDER PHASE**

### Enclosure T.4 – Bid Template

**Procurement procedure:** EMSA/CPNEG/1/2022

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

Phase II – Invitation to Tender

**In case of Individual submission**

Name of the company

**In case of Joint offer**

Name of grouping (if applicable)

Names of the partners

-  
-  
-

**Contact person**

Name:

Address:

E-mail:

Fax:

**Date & Signature**

Done at \_\_\_\_\_, on \_\_\_\_\_ 2022

Signature of the authorised representative

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**Parts A, B, C, D and E have already been submitted in Phase I – Request Phase**

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*(Please answer the questions in the table below)*

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### **PART I**

*I.2 Pre-financing (ref. Art. VI.2 of the VAC, point 9 of Enclosure T.1 – Tender Specifications and Enclosure T.3 – Pre-financing guidelines)*

**ANNEXES** *(include all additional documentation at the end of the bid)*

**PART F**  
**Minimum requirements**

***(Documentation linked to Enclosure R.1 - Request Specifications)***

(Please answer the questions in the table below)

<b>Geographical Scope of the service (ref. point 3.3 of Enclosure R.1 - Request Specifications)</b>	
<p>Within the agreed mobilisation time (max.24 hours) and following an advanced notice the EMSA contracted vessel(s) must fulfil the following conditions:</p> <ul style="list-style-type: none"> <li>• be inside the area of operation as defined in point 3.3 of the Request Specifications</li> <li>• 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.</li> </ul>	Yes No
<p>The EMSA oil pollution response equipment stockpile managed under this contract must be stored, maintained and insured on board the vessel(s) and/or in a stockpile located on the coastline of an EU Member State.</p>	Yes No
<b>Minimum requirements regarding the Service Contracts type (ref. point 3.4 of Enclosure R.1 - Request Specifications)</b>	
<p>The tenderer accepts the conditions and the structure of the Vessel Availability Contract (VAC) and the Incident Response Contracts (IRC)</p>	Yes No
<b>Minimum requirements regarding project phases and related tasks (ref. point 3.5 of Enclosure R.1 - Request Specifications)</b>	
<p>The tenderer accepts the project phases as per point 3.5 of R.1 - Request Specifications</p>	Yes No
<b>Minimum requirements regarding the proposed arrangement and the vessel (ref. point 3.6 of Enclosure R.1 - Request Specifications)</b>	
<p>a) Vessel will not be engaged to provide pollution response services at the time of the award (October 2022) with EU Member States, EFTA countries nor EU Acceding States (exclusion ground)</p>	Yes No

b) The shipowner/charterer has authorised the use of the vessel for the purpose of the vessel availability contract	Yes No
c) The vessel(s) has a minimum net storage capacity for recovered oil of 1,000 m <sup>3</sup>	Yes No
d) The vessel(s) will be available for mobilisation at short notice	Yes No
e) Vessel(s) is self-propelled and capable of performing the required services under heavy weather conditions?	Yes No
f) Vessel(s) must not be subject to the single hull phase-out requirements of Regulation (EU) No 530/2012 of the European Parliament and of the Council of 13 June 2012	Yes No
g) Vessel(s) registered on with either an EU Member State or an EFTA country or a non-EU “white listed” register as defined by the Paris MoU	Yes No
h) Vessel(s) is classified by a Recognised Organisation in accordance with Regulation (EC) No 391/2009	Yes No
i) Vessel(s) be classed for unrestricted sea-going service and have all the certificates required for international voyages without any limitation	Yes No
j) In case the vessel(s) is under construction by 15 Sept 2022:  Construction ended before end preparatory phase?	<i>If applicable</i>  Yes No N.A.
k) The contact person of the company and the responsible crew on the vessel(s) must have a good command of English	Yes No

**F.1. General Identification of the vessel(s) offered**

Vessel name	
Storage Capacity (m <sup>3</sup> ) (at 98%)	
IMO Number	
Year built	
Flag	
Vessel type	
Classification Society	
Class notation	

\* If the arrangement consists of more than one vessel, please fill in the above table for each vessel

## **F.2. Vessel Documentation**

Attach the following documents:

1. Duly signed authorisation from the shipowner/charterer to offer the vessel(s) as part of the arrangement.
2. Copy of the Safety Management Certificate (SMC) according to the ISM code including copies of the last two external ISM audit reports of the ship proposed.
3. Copy of Certificate of Flag Registry.
4. Summary of the Vessel Technical Specifications.
5. Copy of Certificate of Class.
6. Copy of International Oil Pollution Prevention (IOPP) Certificate including the Supplement.
7. Copy of Minimum Manning Certificate
8. Copy of Cargo Ship Safety Radio Certificate.
9. Copy of Continuous Synopsis Record where available.
10. Copy of Cargo Ship Safety Construction Certificate.
11. Copy of Cargo Ship Safety Equipment Certificate, including Form E – Record of Equipment.
12. Copy of International Load Line Certificate.
13. Copy of the vessel's Capacity Plan/Tank Plan.
14. Copy of the vessel's General Arrangement Plan.
15. Copy of the vessel's Heating diagram.
16. Copy of the vessel's Pumping diagram.
17. Photos of the vessel.

(Insert your description and attach relevant documents)

\* If the arrangement consists of more than one vessel, please provide the relevant information for each vessel

**PART G**  
**Technical Award Criteria**

(Documentation linked to Enclosure T.1 – Tender Specifications point 13, Annexes IV, V, VI and VII of the VAC)

**G.1. Adequacy of Vessel/Pool of Vessels (Ref. Annex IV of the VAC)**

**G.1.1. General Description (ref. Annex IV of the VAC, point 1)**

(Include your description here including Vessel specifications)

**G.1.2. Location of the Equipment Onboard (ref. Annex IV of the VAC, point 2)**

(Insert your description here)

(In addition, please fill in the following table)

Visibility from the bridge	
Factors affecting the location of boom, skimmer and sweeping arms	
Provision of drip trays	
Position of the sweeping arms	
Position of the boom and skimmer	
Space on deck for boom deployment and necessary connections for both reels in U configuration	

(Please attach a drawing showing the disposition of the equipment).

**G.1.3. Storage Capacity for Oil Recovered at-sea (ref. Annex IV of the VAC, point 3)**

(Include your description here)

Please indicate if due to current or future compliance of the vessel with ballast water management in accordance with D-2 performance standard of the International Convention for the Control and Management of Ships' Ballast Water and Sediments (BWM Convention) will possibly reduce the vessel deadweight and consequently the storage capacity.

Storage capacity of the vessel	
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Storage capacity of the vessel when complying with D-2 standard of BWM Convention	

**G.1.4. Maximum speed (ref. Annex IV of the VAC, point 4)**

(Include your description here and attach relevant document proving maximum speed – e.g. ship trials during the last 5 years or AIS records)

**G.1.5. Speed for Oil Recovery Operations (ref. Annex IV of the VAC, point 5)**

(Include your description here)

(In addition, please fill in the following table)

Type of propeller	
Power of propulsion	

**G.1.6. Manoeuvrability (ref. Annex IV of the VAC, point 6)**

(Include your description here)

(In addition, please fill in the following table)

Does the vessel have a bow thruster	Yes No
If yes, what is the power of the bow thruster	

**G.1.7. Age (ref. Annex IV of the VAC, point 7)**

(Include your description here considering that vessel <10 year-old preferred and if >25 years then Hull Renovation Scheme or equivalent must be followed)

**G.1.8. Filling and Decanting System (ref. Annex IV of the VAC, point 8)**

(Description of the filling and decanting systems including sequence of the tanks for receiving, decantation and storage, connection of hose to piping, diameters of hose and piping, drop lines with associated diameter and position.

(In addition, please fill in the following table)

How many tanks will be used for receiving, decantation and storage of oil	
Identify the receiving tanks numbers (PS/SBS)	
Identify the other storage tanks numbers	

Are the tanks interconnected?	
If yes, which ones	
Diameter of the drop line	
Oleometer installed	

**G.1.9. Discharging System (ref. Annex IV of the VAC, point 9)**

(Include here complete description of the discharging system. Attach relevant diagram)

(In addition, please fill in the following table)

Type of discharging pumps	
Installed pumping capacity (number of discharging pumps)	
Maximum simultaneous discharging capacity of ship (number of discharging pumps that can be run simultaneously taking into account also piping limitations)	
Diameter of the discharging collector	
Spare portable pump – type and capacity	

**G.1.10. Heating System (ref. Annex IV of the VAC, point 10)**

(Include a description together with the number of boilers, transfer medium, power in kW, location of coils, heat transfer surface and pre-fitting/upgrading works where applicable. Attach relevant diagram).

(In addition, please fill in the following table)

Type of heating coils (horizontal, vertical)	
Length of heating coils (m)	
Diameter of heating coils	
Heat transfer surface (m <sup>2</sup> )	

**G.1.11. Hydraulic System (ref. Annex IV of the VAC, point 11)**

(Include your description here)

(In addition, please fill in the following table)

Will the vessel hydraulic system be used to power the pollution response equipment?	
If yes, which equipment will be operated	

**G.1.12. Hot Water System for Pumps (ref. Annex IV of the VAC, point 12)**

(Include your description here)

**G.1.13. Steel Works in “Pre-fitting” (ref. Annex IV of the VAC, point 13)**

(Include your description here)

**G.1.14. Flashpoint (ref. Annex IV of the VAC, point 14)**

(Include your description here)

**G.1.15. Communications (ref. Annex IV of the VAC, point 15)**

(Include your description here)

(In addition, please fill in the following table)

GMDSS area	
Does the vessel have internet connection?	Yes No
Type of connection	
Range of connection	
Speed of connection	

**G.1.16. Accommodation (ref. Annex IV of the VAC, point 16)**

(Include your description here)

(In addition, please fill in the following table)

Number of cabins on-board	
Number of berths	
Total number of persons that can be accommodated	

**G.1.17. Vessel(s) Area of Navigation (ref. Annex IV of the VAC, point 17)**

(Include your description here, include any limitations that vessel might have)

**G.2. Completeness and Quality of the Proposed Equipment (Ref. Annex V of the VAC)**

**G.2.0. General Description (ref. Annex V of the VAC)**

(Include your description here)

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EMSA Transferred equipment overhauling

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**G.2.1. Koseq Rigid Sweeping arms (ref. Annex V of the VAC, point 1.2.1(a))**

(Include your description here)

**G.2.2. Vikoma Boom System (ref. Annex V of the VAC, point 1.2.3(b))**

(Include your description here)

**G.2.3. Lamor LFF 100C Offshore skimmer (ref. Annex V of the VAC, point 1.2.1(c))**

(Include your description here)

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EMSA Transferred equipment servicing

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**G.2.4. Cleaning machines (ref. Annex V of the VAC, point 1.2.2)**

(Include description of servicing)

**G.2.5. Flow meter (ref. Annex V of the VAC, point 1.2.2)**

(Include description of servicing/calibration, if necessary)

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Additional equipment (to be purchased)

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**G.2.6. Slick Detection System (ref. Annex V of the VAC, point 1.3.1)**

(Include your description here)

**G.2.7. Adjustments to the power pack (ref. Annex V of the VAC, point 1.3.2)**

(Include your description here)

**G.2.8. Communication devices (ref. Annex V of the VAC, point 1.3.3)**

(Include your description here)

**G.2.9. Gas detector (ref. Annex V of the VAC, point 1.3.4)**

(Include your description here)

**G.2.10. Interface detection system (ref. Annex V of the VAC, point 1.3.5)**

(Include your description here)

**G.2.11. Sampling Mini-lab (ref. Annex V of the VAC, point 1.3.6)**

(Include your description here)

**G.2.12. EMSA logo on equipment (ref. Annex V of the VAC, point 1.3.7)**

(Include your description here)

**G.2.13. Vessel Model (ref. Annex V of the VAC, point 1.3.8)**

(Include your description here)

(Please indicate the price for the model for information purpose only, DO NOT include it in the Equipment price table)

### **G.3. Completeness and Quality of Mobilisation Procedures (ref. Annex VI of the VAC)**

#### **G.3.1 Mobilisation plan for the vessel(s) and the oil spill recovery equipment**

The mobilisation plan must include the following elements:

- Usual or expected trade patterns of the ship(s).
- Internal procedures for mobilisation, including 24/7 contact point.
- Staff responsible for mobilisation and description of tasks and responsibilities.
- Discharge of cargo arrangements.
- Indication of whether it is planned to store the equipment on board or on shore.
- Logistical arrangements including storage, transportation, handling of the pollution response equipment.
- Re-fuelling or additional supplies necessities.
- Crew considerations – additional or different crew necessities.
- Consideration of different scenarios: vessel loaded, empty, sailing to loading facility, engaged in commercial operations, loading, discharging, in port X, in port Y, etc.
- Indication of the probabilities of each scenario based on the expected trade patterns of the vessel.
- Mobilisation time for each scenario.

The mobilisation time range (when vessel is inside the area of operation and 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) can be expected to be no more than 24 hours. Please note that EMSA receives daily notifications regarding the positions of the vessels contracted.

(Insert your description and/or documents)

If possible, please present the mobilisation scenarios in the following format:

Scenario X – Vessel empty on the roads, probability x%																									
Activity	Duration	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Return to port and docking	1h																								
Crew mobilisation	3h																								
Crane/truck mobilisation	4h																								
Loading OSR equipment	6h																								

Scenario Y – Vessel performing bunkering operations, probability x%																									
Activity	Duration	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Completion of bunkering	2h																								
Return to port and docking	1h																								
Discharging cargo	5h																								
Crew mobilisation	3h																								
Crane/truck mobilisation	4h																								
Loading OSR equipment	6h																								

Scenario Z – Vessel fully loaded commencing discharging operation in port “x”, probability x%																									
Activity	Duration	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Stop discharging operation	2h																								
Return to port and docking	8h																								
Discharging cargo	7h																								
Crew mobilisation	3h																								
Crane/truck mobilisation	4h																								
Bunkering	4h																								
Loading OSR equipment	6h																								

**Note:** In case the contracted vessel is positioned outside the area of operation, as specified in point 3.3 of Enclosure R.1 – Request Specifications, the sailing time needed for the vessel to get inside that area shall be taken into account for the calculation of the max. 24 hours mobilisation time.

### **Equipment storage conditions**

In case the equipment is stored onshore, the storage place must comply with the following conditions:

- It must provide enough space for the storage of the complete equipment arrangement. Indoor storage space will be preferred.
- It must be fenced, secured and with adequate lighting.
- It must be provided with electricity and fresh water to facilitate maintenance of equipment.
- The equipment must be stored in such a way that there is sufficient space to handle it safely and with adequate access for means of transportation.

In case the equipment is stored on board the vessel, all parts must be well protected against the negative influence of the weather and seawater with canvas, containers or similar.

- Equipment transportation and handling
- The contractor must ensure adequate means for the equipment transportation from the storage area to the vessel and appropriate handling resources.
- Means for the equipment transportation and handling must be arranged in a way that they will be available for the vessel mobilisation at any time.

(Insert your description and/or documents)

**G.4. Quality of Crew (ref. Annex VII of the VAC)****G.4.1. Manning**

(Include your description and the tables required to justify the number of crew needed for 24h operations)

**G.4.2. Training Standards**

(Include your description indicating, at least, the course content, the training provider (must be approved or accredited by the Competent Authority of a Member State), confirmation of refreshment training every 2 years and indicate participants for both IMO Level 1 and IMO level 2)

**G.4.3. Crew requirements**

(Include your description here on the profile of the crew involved in pollution response tasks, to assess its suitability to perform the contract as per point 3 of Annex VII).

In addition, please fill in the following table

Retention rate of officers, % (Current number of officers working in the company for, at least, the last 3 years/Total number of officers employed)	
Retention rate of ratings, % (Current number of ratings working in the company for, at least, the last 3 years/Total number of ratings employed)	

**G.4.4. Spill Response Co-ordinator**

(Include your description here related to the profile of the persons assigned to this task and relevant details as per point 4 of Annex VII).

**G.5. Quality of the Environmental performance (ref. point 13.1.1 of Enclosure T.1. Tender Specifications)**

(Include your description here related to the policies related to minimising the adverse impact to the environment and business practices adopted to improve environmental performance that will be reflected in the performance of the contract.

If applicable, please provide a copy of a third-party certificate for the environmental management scheme (e.g. ISO 14001) or EMAS (Eco-Management and Audit Scheme).

**PART H**  
**Price Award Criteria**

(ref. Enclosure T.1 – Tender Specifications, point 12)

**H.1 Price Template**

**Enclosure T.1 Point 12.2 Price of the “Availability”**

Availability fee	Please complete	Unit
P.1 Availability fee, for all vessels/pool of vessels/primary and secondary offered, covering the whole initial contract period (4 years)		€
Availability fee ceiling of €2,500,000 respected?	<input type="checkbox"/> Y <input type="checkbox"/> N	

Equipment	Please complete	Unit
P.2 Price of additional equipment to be purchased (including commissioning and transportation)		€
P.3 EMSA Transferred Equipment Transportation Cost (including transportation insurance)		€
P.4 Transferred Equipment Overhauling/Serviceing Cost		€
P.5 Total Price of Equipment (P.2 + P.3 + P.4)		€
Equipment ceiling of € 800,000 respected?	<input type="checkbox"/> Y <input type="checkbox"/> N	

Pre-fitting	Please complete	Unit
P.6 Total cost of pre-fitting		€
Pre-fitting ceiling of € 500,000 respected	<input type="checkbox"/> Y <input type="checkbox"/> N	

Budget Ceiling Respected	Please complete	Unit

P.7 Availability fee, for all vessels/pool of vessels/primary and secondary vessel offered, covering the whole contract period (same as P.1)		€
P.8 Total cost of equipment (same as P.5)		€
P.9 Total cost of pre-fitting (same as P.6)		€
P.10 Total Cost of Contract (P.7 + P.8 + P.9)		€
Budget Ceiling € 3,800,000 respected?	<input type="checkbox"/> Y	<input type="checkbox"/> N

### **Enclosure T.1 Point 12.3 Price of Contracting the Vessel(s)**

	Daily Rate (€)
Vessel 1 (include name)	
Vessel 2 (include name)	
(insert more lines if necessary)	

## **H.2. Cost of Equipment**

(ref. Enclosure T.1, point 12.2.b)

### **H.2.1. Price Breakdown**

Please fill in Part 1 of the table in Appendix to Enclosure T.4.

### **H.2.2. Equipment Quotations**

Please be reminded that quotations need to be VAT free, expressed in euro and valid until 31 December 2022.

(Insert your description and attach documents)

### **H.3. Cost of Pre-fitting**

*(ref. Enclosure T.1, point 12.2.c)*

#### **H.3.1. Price Breakdown**

Please fill in Part 1 of the table in Appendix to Enclosure T.4.

#### **H.3.2. Pre-fitting Quotations**

Please be reminded that quotations need to be VAT free, expressed in euro and valid until 31 December 2022.

(Insert your description and attach documents)

**PART I****I. 1 Documentation linked to Enclosure T.1 – Tender Specifications, point 12.4**

(Please fill in the table below)

**Main engine:**

Vessel mode	Grade of bunkers	Consumption
Proven consumption at service speed at ... knots (engine operating at 80% continuous rating)	...	... metric ton / 24 hours
Proven consumption at full speed of ... knots (maximum continuous rating)	...	... metric ton / 24 hours
Proven consumption when manoeuvring at low speed	...	... metric ton / 24 hours
Proven consumption whilst in port	...	... metric ton / 24 hours

**Auxiliaries:**

Vessels mode	Grade of bunkers	Consumption
Vessel during sea passage	...	... metric ton / 24 hours
Vessel manoeuvring	...	... metric ton / 24 hours
During cargo operations	...	... metric ton / 24 hours

**Boiler:**

Vessels mode	Grade of Bunkers	Consumption
Boiler low capacity	...	... metric ton / 24 hours
Boiler high capacity	...	... metric ton / 24 hours

**I.2 Pre-financing (ref. Art. VI.2 of the VAC, point 9 of Enclosure T.1 – Tender Specifications and Enclosure T.3 – Pre-financing guidelines)**

	Please complete
Will the tenderer request pre-financing for the “pre-fitting works”, if awarded  [80% of the costs linked to pre-fitting of vessel(s)]	Yes No
Will the tenderer request pre-financing for the “equipment”, if awarded  [100% of the costs linked to purchasing, overhauling and transportation of the oil pollution response equipment]	Yes No

**In case the answer above is “Yes” the tenderer shall propose a suitable bank to act as Guarantor and provide in the bid:**

- 1. a relevant supporting document (e.g. letter of intent);**
- 2. a document showing the Guarantor’s Long-Term credit rating** (it must be above or equal to BBB- (S&P or equivalent) with at least two registered or certified rating agencies (of which at least one should be S&P, Moody’s or Fitch) at the time of the submission of the offer).