

## Procurement procedure: EMSA/CPNEG/1/2020 (Phase I)

### Questions and Answers

No	Question	Date and time	Reply
1	<p>We have reviewed your Request to Participate and ITT package for the 'EMSA/CPNEG/1/2020 for Service contracts for oil spill recovery vessels'.</p> <p>We have collated the following questions for clarification from EMSA:</p> <p>a) Please advise whether there are incumbent vessel(s) currently performing this work. If so, can you please advise vessel name(s) and IMO number(s).</p> <p>b) Please advise whether the equipment can be loaded onto a barge (non-self propelled) but then have a pool of tug vessels ready to assist and tow the barge to location of the incident. Therefore, although the barge isn't self propelled it can reach and stay on location with the assistance of other vessels.</p> <p>c) Are the vessel Owners responsible for costs to maintain and store the equipment to be installed on their vessel?</p> <p>d) The Request to Participate / ITT outlines max budgets for the different lots and phases of the outlined work scopes. Are offers from Owners not to exceed the value stated here?</p> <ul style="list-style-type: none"> <li>o For example, as mentioned in 'Article 7': Can we assume that the budget for the "initial standby period" of 45 to 48 months is equal to what it is stated in the Max. Availability Fee column? (for example for LOT1, the budget per day assigned to the awarded company will be equal to EUR 1,666 per day (EUR 2,400,000 / 48 months X 30 days).</li> <li>o As the rate of EUR 1,666 per day will not cover a fraction of the Owners daily running costs for a crewed vessel, I cannot see how this is commercially viable given that they have to have 24hrs notice of availability / readiness at all times.</li> </ul>	03/04/2020 13:06 GMT	<p>a) There are currently 16 vessels contracted by EMSA for stand-by oil spill recovery services. Technical specifications of vessels and equipment can be found at the below link on the EMSA website: <a href="http://www.emsa.europa.eu/oil-spill-response/oil-recovery-vessels/vessel-technical-specifications.html">http://www.emsa.europa.eu/oil-spill-response/oil-recovery-vessels/vessel-technical-specifications.html</a></p> <p>b) Note that in line with point 3.6 of Enclosure R.1 – Request Specifications vessel(s) should be <b>self-propelled</b> and capable of performing the required services under heavy weather conditions. Accordingly, arrangements in which the storage capacity is in one vessel and the propulsion or oil recovery capability in a second vessel will not be accepted unless they have the <b>statutory certificates considering the whole arrangement as a single unit.</b></p> <p>c) It is the contractor that will be responsible, under the Vessel Availability Contract, to store and maintain the OPR equipment. Depending on the arrangement, the vessel owner might be part of it or not.</p> <p>d) The max. ceiling for the initial period for the Vessel Availability Fee is shown in the second column of the table in point 7 of Enclosure 1 – Request Specifications (e.g. in the case of Lot 1 this equals to EUR 2,400,000). If the ceiling is not respected this will be a ground for exclusion of the tender in line with point 2 of Enclosure T.1 - Tender Specifications.</p> <p>Your calculation is correct. However,</p>

	<p>Pleased to hear if our calculation / assumption is wrong.</p> <p>e) As per Article 3.6 (c): 1500m3 rec oil capacity seems to be a must. Can a ship with less rec oil capacity be considered? Can this capacity be pooled amongst several vessels or is it per vessel?</p> <p>f) If a vessel was to win a contract elsewhere in the world, are Owners allowed to replace the vessels with other suitable vessels (subject to EMSA approval) without the contract being terminated?</p>		<p>please note that the EMSA contracted vessels perform their normal commercial activities on a daily basis and usually the availability fee received from EMSA is only a small part of their income. The financial viability of this formula has been proven since the Network of stand-by oil spill recovery vessels was established almost 15 years ago.</p> <p>e) In line with point 3.6 of Enclosure R.1 – Request Specifications, the minimum vessel net storage capacity is a minimum requirement applicable per individual vessel. Non-compliance with a minimum requirement will be a ground for exclusion of the tender in line with point 2 of Enclosure T.1 - Tender Specifications.</p> <p>f) If the contractor would like to substitute the contracted vessel during the contract implementation, subject to EMSA approval the following main points should be taken into account:</p> <ul style="list-style-type: none"> <li>- the substitute vessel should offer equal or better capabilities;</li> <li>- the stand-by service should not be disrupted;</li> <li>- the pre-fitting cost of the substitute vessel will be at contractor's account.</li> </ul>
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Requests for additional information regarding this procurement procedure shall be sent by e-mail to the following address **CPNEG12020@emsa.europa.eu**.

Requests for additional information received less than six working days before the closing date for submission of tenders may not be processed.

The deadline for submission of the requests to participate is 22/04/2020.

The responsibility for monitoring the Agency's website for replies to queries and/or further information remains with potential tenderers.