

Question/ Answer

Procurement procedure: EMSA/CPNEG/2/2019

Question 01 (dated 03/05/2019 12:11):

There is no provision in the Price Bid Template for the cost of specialist vehicles/cranes to load and transport abnormal loads (i.e. Lamor LSS12). Would these costs be passed on to the Requesting Party at the time of mobilisation or should they be included in the cost model as part of the mobilisation fee or availability fee?

Answer to question 01:

As a general remark please note that in the first phase of the procurement procedure (“Request to Participate Phase”) no financial offer is to be presented as part of the request submitted. Only those pre-selected candidates invited to tender (in the second phase of the procedure “Invitation to Tender phase”) will have to submit as part of their bid a financial offer through filling in the price bid template (Appendix to Enclosure T.3).

The mobilisation and transportation costs are not part of the availability fee but are part of the costs for mobilisation and exercises and will be reimbursed either by the Requesting Party for actual mobilisation to respond to an oil spill incident under an Incident Response Contract or by EMSA on top of the availability fee when the equipment is to be transported for the purpose of an exercise or for transportation services in accordance with the maximum prices quoted by the tenderer under P3.

Referring to the list of equipment items under appendices IA and IB and as stressed under point 2.5 of the Tender Specifications (Enclosure T.1), for the transport of EMSA equipment, “*appropriate means of transport for containerised and non-containerised equipment must be envisaged (i.e. standard 20ft/40ft trailers, low flatbed trailers), in order to allow proper mobilisation of equipment within the maximum mobilisation time*”, thus covering abnormal loads. Accordingly, when quoting in the Price Bid Template under P.3 (costs for exercises and mobilisation) for the maximum transportation prices per kilometre and equipment mobilisation lump sum (Pmob), tenderers shall take these aspects into account.

The Service Availability Fee (P1) includes all costs related to the initial services and activities listed from points 2.6.1.1 to 2.6.1.12 but excludes: costs associated to the participation in exercises (point 2.6.1.8), any transport services requested by EMSA and the costs of mobilisation for actual pollution response operations. Tenderers should include as part of the service availability fee the costs related to the equipment condition tests (point 2.6.1.7) for the initial equipment including any transportation costs to and back from the testing facilities. Any cost related to maintaining pre-established arrangements for the availability of lifting equipment and transportation means within the agreed mobilisation time in case of actual emergency should also be considered as part of the Availability Fee. |

Question 02 (dated 03/05/2019 12:11):

Is the EAS Contractor to arrange all abnormal load permits, escorts and notifications for the transport of abnormal loads? If so, this can take up to two weeks to arrange in certain countries (especially if crossing multiple jurisdictions). Or would this be down to the Requesting Party?

Answer to question 02:

In accordance with part 2.6.1.6. c) of the of the Tender Specifications (Enclosure T.1), "*the company awarded the Framework Contract will be responsible to deal with any formalities, transport documentation, entry permits, visas where applicable or other matters in connection with the delivery of the equipment and/or dispersants at the Place of Handover*". Accordingly, this will be the responsibility of the EAS Contractor.

Question 03 (dated 03/05/2019 12:11):

Is mobilisation of the abnormal loads also required within 12 hours given the constraints above?

Answer to question 03:

In accordance with part 2.6.1.6. c) of the of the Tender Specifications (Enclosure T.1), the Contractor has the obligation to mobilise the equipment items and/or dispersants required by the Requesting Party within the maximum mobilisation time of 12 hours. However, in the case of abnormal transport, would there be any justified road haulage requirements (e.g. abnormal load permits, escorts and notifications), that cannot be addressed in advance of a request and that may require more than the maximum of 12 hours. This shall be arranged and performed with due care and outmost despatch by the EAS Contractor, and the estimated time of mobilisation for this particular case will be communicated to the Requesting Party.

Question 04 (dated 03/05/2019 12:11):

Do the initial and additional internal storage areas for dispersant for Lot 2 need to include fire detection systems and fire suppression systems or just firefighting systems?

Answer to question 04:

With regard to the initial and additional indoor storage for dispersant, as per part 4.1 of the Dispersants Quality Assurance Procedure (Appendix 5 to the Tender Specifications), the requirement is for having in place fire-detection systems, fixed fire-fighting systems and water supply for fire-fighting. However, the requirements under these Tender Specifications are not meant to replace or suppress any other additional requirements that may be imposed by the applicable national legislation. Furthermore, as per part 2.6.1.2 of the Tender Specifications, where appropriate and if so required by applicable laws in the country where the dispersants are to be stored, the contractor shall be responsible for obtaining any licences, approvals, authorisations or permits for the storage of dispersants.

Question 05 (dated 03/05/2019 12:11):

Do the initial and additional internal storage areas for dispersant require bunding?

Answer to question 05:

As per the requirements set in the Tender Specifications (Enclosure T.1) and the Dispersants Quality Assurance Procedure (Appendix 5 to the Tender Specifications), no bunding of the internal storage is required. However, should there be such requirements of bunding or any other additional requirements as part of the national applicable legislation, the contractor will have to comply with all of these requirements.

Question 06 (dated 03/05/2019 12:11):

Do the initial and additional internal storage areas for equipment (Lot 1 and Lot 2) need to include fire detection systems and fire suppression systems or just firefighting systems?

Answer to question 06:

With regard to the initial and additional indoor storage space for equipment, as per part 2.6.1.1 of the Tender Specifications (Enclosure T.1), the requirement is for fire-fighting means. However, the requirements under these Tender Specifications are not meant to replace or suppress any other additional requirements that may be imposed by the national legislation.

Question 07 (dated 03/05/2019 12:11):

Is the cost of familiarisation training exercises (for EU Member States) to be included in the commercial proposal, or will this be procured through separate tenders in due course as in similar years?

Answer to question 07:

The organising of familiarisation training exercises, such as the hands-on training sessions for the EU Member States organised by EMSA in the previous years, shall be procured and paid separately from this procedure. Therefore, such costs shall not be included in the financial offer to be submitted as part of the bid for this procurement procedure.

Requests for additional information regarding this tender shall be sent by e-mail to the following address **CPNEG22019@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 bids of this tender is 23/05/2019.

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