

## **ENCLOSURE R.1 - REQUEST SPECIFICATIONS**

### **Procurement Procedure N° EMSA/CPNEG/3/2022**

#### **Service contract for stand-by oil spill recovery vessels - Channel and North Sea, Atlantic Middle and Black Sea North**

##### **1. Introduction**

The European Maritime Safety Agency (EMSA) was established under Regulation (EC) No 1406/2002 of the European Parliament and of the Council for the purpose of ensuring a high, uniform and effective level of maritime safety. Among the other tasks, the Agency was tasked to “work with the Member States to support on request with additional means, in a cost-efficient way, the pollution response actions in case of pollution caused by ships as well as marine pollution caused by oil and gas installations” (Article 2 (3) d of Regulation 1406/2002/EC as amended).

EMSA's Action Plan for Oil Pollution Preparedness and Response (2004), as well as the Action Plan for Response to Marine Pollution from Oil and Gas Installations (2013), as updated by the annual Work Programmes of the Agency, identify how to implement these tasks. These documents are available on the Agency's website: [www.emsa.europa.eu](http://www.emsa.europa.eu) under “Publications”.

##### **2. Type of Procedure**

###### **2.1 Two phases**

This procurement procedure consists of two phases. In Phase I, referred to as the “Request to participate Phase”, economic entities are invited to submit Request to participate (“Request”) to this Competitive Procedure with Negotiations in accordance with the rules set out in the Invitation to submit a Request and its associated Enclosures. Following that, a list of pre-selected candidates shall be drawn up according to the criteria set out in the Contract Notice, the Invitation to submit a Request to participate and in this Request Specifications. Pre-selected candidates shall be invited to submit a full tender in Phase II, referred to as the “Tender Phase”.

Inclusion on the list of pre-selected candidates will not entail any obligation on the part of the Agency concerning either the award of the contract or concerning invitations to submit a tender.

It should be noted that in this document any mentioning of the terms “candidates” or “requests” is in reference to Phase I of the procedure and any mention of the terms “tender” or “tenderers” is in reference to Phase II.

###### **2.2 Phase I - Request to participate Phase (current phase)**

The Invitation to submit a Request just launched constitutes the start of the first phase “Request to participate Phase”. Requests should be submitted in accordance with the Invitation to submit a Request to participate, these Request Specifications and associated Enclosures. Requests that are not received by the deadline and/or not submitted in an encrypted manner as set in the Invitation to submit a Request will be rejected by EMSA from further evaluation.

In this Request to participate Phase, EMSA will then assess the fulfilment by the candidates of the requirements published in these Request Specifications:

1. Legal form to be taken by the proposed contractors and their Legal position (see points 8, 10 and 11.1);
2. Exclusion criteria (see points 11.2);
3. Selection criteria – the candidate must submit evidence of his capacity to perform the contract, both from the financial (see point 11.3) and technical and professional (see point 11.4) point of view.

A candidate (company or grouping) that does not fulfil the exclusion and selection criteria will not be pre-selected for the Tender Phase.

## 2.3 Phase II - Tender Phase

The Tender Specifications - Enclosure T.1 - and Draft Contract (Vessel Availability Contract) - Enclosure T2 - are herewith published and contain documentation that will be required in the Tender phase from the pre-selected candidates and future procedure for evaluation in the course of Phase II.

Following Phase I, **pre-selected candidates only** will be invited to submit a full Tender in accordance with the rules set out in the Invitation to Tender, Tender Specifications and associated Enclosures and Annexes.

Following the submission of the full tender, EMSA will provide feedback to the tenderers concerned, in accordance with the principles of equal treatment and non-discrimination, to adapt, if required, the tenders to the procurement requirements. No negotiation will be possible on the maximum budget available, on the minimum requirements referred hereunder in paragraph 3 nor on any element that is considered and was assessed as part of the exclusion or selection criteria.

This will ultimately result in the identification of the tender offering the best value for money (based on quality and price) for the Agency.

## 3. Contract objective and scope

### 3.1 Overall objective

The primary objective of the EMSA Stand-by Oil Spill Recovery Vessel service, and therefore of this procurement procedure, is to protect the coastlines of EU Member States. This is in accordance with its founding Regulation 1406/2002/EC as amended.

### 3.2 Specific objective

The Agency intends to establish, for certain defined areas of the EU coastline, additional response capacity to that of the pollution response mechanisms of Member States in case of a major oil spill.

For each area this can be provided by either a single vessel or through a “pool” of vessels arrangement. EMSA would like to utilise vessels that are engaged in economic activities, during the contract period, in the identified area, by establishing Service Contracts for their availability during a (major) incident for spill response activities.

Following a request for assistance, such vessels would be transformed into oil recovery vessels and made available at short notice for at-sea oil recovery activities during a (major) oil spill.

National authorities from an EU Member State, an EU Candidate Country, Iceland, Norway, the European Commission or a third country sharing a regional sea basin with the European Union can through the European Emergency Response Coordination Centre (<http://erccportal.jrc.ec.europa.eu/>) request assistance of an EMSA oil spill response vessel (see Article III.3.1. of the Draft Vessel Availability Contract). In addition, a third party not being a National authority but being involved in the marine incident such as the owner of the ship causing or threatening to cause a pollution by oil, the cargo owner or the oil and gas installation operator can hire an EMSA oil spill response vessel (see Article III.3.4. of the Draft Vessel Availability Contract).

The service contract will have total duration of some 9 years (approx. 12 months preparation phase, 45 or 48 months initial stand-by phase, renewable once for up to a maximum of 48 months and up to 3 months closure phase).

### 3.3 Geographical scope of the service

In order to maximise the operational efficiency of the Agency's network of pollution response capacity, such resources should be distributed as best as possible around the European coastline. With this in mind, the **area of operation** of the vessel(s) is detailed in the table below:

Lot	Area of operation
1. Channel and North Sea	Channel and North Sea – covering European Continental coastline from Calais (France) to Esbjerg (Denmark)
2. Atlantic Middle	Atlantic European coastal area from Vigo (Spain) to Brest (France)
3. Black Sea North	The Black Sea North area covering the coastline of Romania

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

A key element for the service provided by EMSA is the readiness of the contracted response arrangements. Therefore, within the agreed mobilisation time (max. 24 hours) and following an advanced notice 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 and/or dispersant application system providing the contracted storage capacity and with the necessary crew for performing oil recovery services.

In addition, the EMSA oil pollution response equipment and dispersant stockpile, where applicable, 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.

### 3.4 Minimum requirements regarding the Service Contracts type

The service for an area will be structured and specified in the two following contracts:

- A “**Vessel Availability**” contract (VAC) signed between the company/group and the Agency for the availability and associated preparation of vessel(s) for spill response activities.
- An “**Incident Response**” contract (IRC) signed between the company/group and the party requesting the provision of at-sea oil recovery resources during an actual incident. In order to improve vessel mobilisation time, the Incident Response contract will include pre-agreed terms, conditions and tariffs for the provision of the service.

It should be noted that there are two types of IRC:

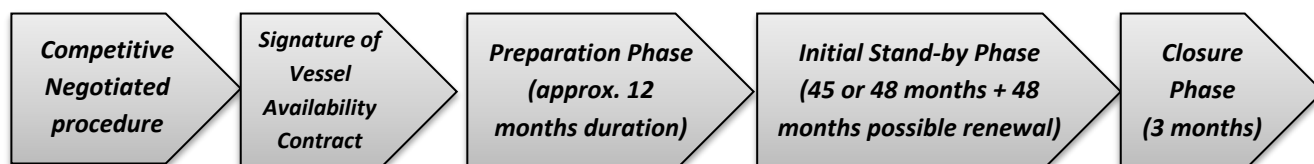
- one applicable for the public entities - EU Member States and third countries (Annex III to Enclosure T.2), and
- the other one applicable for private entities - e.g. the owner of the polluting ship, oil and gas operators or their contractors (Annex XI to Enclosure T.2).

In any case in both contracts the company/consortium’s main obligations remain similar.

### 3.5 Minimum requirements regarding project phases and related tasks

The estimated date for signature of the service contracts is November 2021.

A range of indicative project milestones are identified here below:



For each contract signed by EMSA there will be three different implementation phases:

- **Preparation Phase** (estimated approx.9 months following signature of the contract depending on the vessel(s) offered and needs) during which the Contractor will have to:
  - adapt or pre-fit, if needed, the vessel(s) concerned in order to bring it(them) up to “Occasional Oil Recovery Vessel” classification or equivalent;
  - carry out the transportation and servicing, if necessary, of the oil pollution response equipment and dispersants transferred from EMSA;
  - purchase and obtain all certificates for the oil pollution response equipment to be purchased;

Both the pre-fitting and equipment costs can be pre-financed by the Agency in accordance with the rules established in the Vessel Availability Contract.

The deadlines for the completion of the Preparation phase are foreseen as follows:

- Lot 1 - Channel and North Sea – 31 October 2023;
- Lot 2 - Atlantic Middle – 15 July 2023;
- Lot 3 - Black Sea North – 30 September 2023.

**Stand-by Phase** (between 45 and 48 months after the Preparation Phase, renewable for an additional period of 4 years) during which the vessel(s) will:

- under normal circumstances, carry out their usual commercial activities, train the crew, participate to regular drills and to oil pollution exercises on request. Participation in at-sea spill response exercises and similar activities will either be for a maximum of 10 days a year per contract or 3 days per vessel offered, whichever is more. These days are inclusive of time to sail to/from exercise location.
  - in the event of a (major) oil spill and following a request for assistance, via the Agency, by a coastal State, the vessel(s) will cease its usual activity as soon as possible and will operate as an at-sea oil recovery vessel(s). The services will be provided to the Requesting Party on the basis of the “Incident Response” contract. The vessel(s) must be available, at short notice, in the geographical area, during the whole period of the contract for pollution response activities to ensure rapid mobilisation.
- **Closure Phase** (up to 3 months after the end of the Stand-by Phase) during which the contractor will complete the necessary reporting and handover the Oil Pollution Response Equipment and where applicable, dispersants, to EMSA’s designated representatives.

During all phases the contractor will be responsible for the maintenance, insurance and storage of the oil pollution response equipment and where applicable, dispersants.

### 3.6 Minimum requirements regarding the proposed arrangement and the vessel(s)

The minimum requirements applicable to the vessel(s) and the arrangement, to be evaluated during the tender phase will be:

- a) **“Top-up” principle:** The Agency is tasked to provide response capacity in addition to that already under contract to the Member States of the European Union, countries which are contracting parties to the European Free Trade Association (EFTA) as well as States applying for Accession. Consequently, at the tender phase, if a bid includes a **vessel that is engaged with such a country to provide pollution response services at the expected time of award** (November 2021) this will be a **ground for exclusion** of the offer from the procurement process.
- b) In the Tender Phase, the company/group must be in a position to ensure the availability of the vessel(s) to provide the requested service during the whole duration of the Contract. Therefore, **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.
- c) The Agency expects proposals for a comprehensive arrangement for the geographical area. The **minimum vessel net storage capacity** for recovered oil has been identified as shown in the table below:

Lot	Minimum vessel net storage capacity (m <sup>3</sup> )
1. Channel and North Sea	1,500
2. Atlantic Middle	1,500
3. Black Sea North	1,500

It is impossible to predict the precise location of the available vessel(s) at the time of an oil spill. With this in mind, companies/consortia can explore the possibilities of providing a comprehensive arrangement based around a “pool” of pre-fitted vessels from which one or more could be mobilised when the Agency receives a request for assistance.

- d) It is important to note that regardless of what vessel arrangement is offered (single vessel or “pool” of vessels), the **availability of the vessel(s) at short notice** remains as a key element of the arrangement proposed. The oil pollution response equipment can either be permanently on-board or stored onshore ready for rapid installation.
- e) Vessel(s) shall be **self-propelled** 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 statutory certificates considering the arrangement as a single unit.
- f) Vessel(s) shall 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.
- g) Vessel(s) shall be registered on either a Member State of the European Union or a contracting party to European Free Trade Area (EFTA) or a non-EU white listed register as defined by the Paris MoU. This is applicable from the time of the Contract signature onwards.
- h) Vessel(s) must be classified by an organization recognised in accordance with Regulation (EC) No 391/2009.
- i) Vessel(s) for Lot 1 (Black Sea North) must be classed for, at least, international voyages in the Mediterranean and Black Sea. Vessel(s) for Lot 1 (Channel and North Sea) and Lot 2 (Atlantic Middle) must be classed for unrestricted sea-going service and have all the certificates required for international voyages without any limitation.
- j) Vessel(s) for Lot 3 (Black Sea North) must be certified to recover, store onboard, transport and unload products with a flashpoint below 60°C.

- k) In case a vessel offered is not built and ready by 15<sup>th</sup> September 2022 the following conditions must be satisfied:
- The ship must be under construction by 15<sup>th</sup> September 2022<sup>1</sup>.
  - The construction of the ship must be finalised before the end of the Preparation Phase.
- l) For safety reasons (during oil spill response operations), the contact person of the company/consortium and the responsible crew on the vessel(s) must have a good command of the English language.

### 3.7 Minimum requirements regarding the equipment and pre-fitting

With regard to the equipment and pre-fitting on board the vessel, the contractor will receive/purchase oil pollution response equipment. The oil recovery set will include a set of sweeping arms, a skimmer, boom system and a slick detection system that need to be installed onboard the vessel.

The **technical specifications of the equipment and pre-fitting** are detailed in the tender documents and in particular in Enclosure T.1 – Tender Specifications and the following annexes to Enclosure T.2 – Vessel Availability Contract: Annex IV – Technical Specifications of the Vessel; Annex V – Technical Specifications of the Equipment (per lot).

## 4. Contract management responsible body

EMSA – Unit 1.1, in charge of Sustainability, will be responsible for managing the contract.

## 5. Project Planning

Activity	Tentative dates 2022
<b>Invitation to tender for selected candidates</b> <b>Start of tender period</b>	Beginning July
<b>Visit to the equipment/dispersant stockpile</b> (on request)	Mid-July
<b>Clarification Meetings with tenderers</b> (on request)	End July
<b>Deadline for submission of tenders</b>	End August

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<sup>1</sup> The construction contract may be requested as a proof.

Activity	Tentative dates 2022
Negotiation phase and visits to the vessels offered	August/September
Deadline for final improved tenders	Mid-September

## 6. Timetable

The indicative date for signature of the contract(s) and subject to EMSA budget availability is November 2022 and/or January 2023.

## 7. Estimated Value of the Contract

EMSA is tasked to provide response capacity within a specific budgetary framework. Accordingly, the Agency has assigned specific budgetary ceilings to each of the main contract elements (availability fee, equipment and pre-fitting). Consequently, if any offer in the Tender Phase has a value above the relevant ceiling this will be a ground for rejection of the offer from the procurement process. A template to include the prices for the different contract elements is enclosed to the Invitation to Tender addressed to the Pre-selected Candidates (part H of the Bid Template, Enclosure T.4 - to be completed only during Phase II – Tender phase).

The maximum budget available for this contract, excluding VAT, is indicated in the table below:<sup>2</sup>

Lot	Max. Availability Fee (initial stand- by period)	Max. Equipment Price	Max. Pre-fitting Price	Max. Overall budget	Indicative indexed Availability Fee (for additional 4-year stand-by period)	Total max. budget for both initial and additional contracts
1. Channel and North Sea	€2,500,000	€670,000	€500,000	€3,670,000	2,650,000	€6,320,000
2. Atlantic Middle	€2,500,000	€670,000	€550,000	€3,720,000	2,650,000	€6,370,000
3. Black Sea North	€2,400,000	€810,000	€500,000	3,710,000	2,544,000	€6,254,000

<sup>2</sup> Please note that for this first phase of the procurement procedure no financial offer must be presented.



Please note that all costs incurred during the preparation and submission of tenders are to be borne by the tenderers and will not be reimbursed.

## **8. Subcontracting**

If the tenderer/candidate intends to either subcontract part of the work or realise the work in co-operation with other partners it shall indicate in its offer which part will be subcontracted, as well as the name and qualifications of the subcontractor or partner. It should be noted that the overall responsibility for the work remains with the tenderer/candidate.

The tenderer/candidate must provide required evidence for the exclusion and selection criteria on its own behalf and, when applicable, on behalf of its subcontractors. The evidence for the selection criteria on behalf of subcontractors must be provided where the tenderer/candidate relies on the capacities of subcontractors to fulfil selection criteria<sup>3</sup>. The exclusion criteria will be assessed in relation to each economic operator individually. Concerning the selection criteria, the evidence provided will be checked to ensure that the tenderer/candidate and its subcontractors as a whole fulfil the criteria. However, the selection criteria may apply individually where it is relevant in view of their nature.

## **9. Requirements as to the Request to participate**

Requests can be submitted in any of the official languages of the EU. However, as the main working language of the Agency is English requests/tenders should preferably be submitted in English and should in particular include an English version of the documents requested under points 11.4 and 11.5 of the present Request Specifications.

The candidate must comply with the minimum requirements provided for in these Request Specifications. This includes compliance with applicable obligations under environmental, social and labour law established by Union law, national law and collective agreements or by the international environmental, social and labour law provisions listed in Annex X to Directive 2014/24/EU of the European Parliament and of the Council.<sup>4</sup>

The candidate shall complete the Candidate's Checklist (Enclosure R.2).

If the candidate intends to either subcontract part of the work or realise the work in co-operation with other partners (Joint Offers) he/she shall indicate it in his/her Request by completing the form Statement of Subcontracting/Joint Offer (Enclosure R.3).

The candidate shall note the following important points:

- Failure to submit relevant information by the candidate could be a ground for rejection of their Request from the procurement process.

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<sup>3</sup> To rely on the capacities of a subcontractor means that the subcontractor will perform the works or services for which these capacities are required.

<sup>4</sup> Directive 2014/24/EU of the European Parliament and of the Council of 26 February 2014 on public procurement and repealing Directive 2004/18/EC (OJ L 94, 28.3.2014, p. 65).

- The responsibility lies with the candidate to verify that all documentation required in this Request to participate is provided.
- Each Request needs to be treated as individual/unique and, accordingly, a full set of all relevant supporting documentation must be submitted with each Request.
- Candidates are requested to arrange their documents in the format identified below. If the candidate does not include one of the requested documents, a clear and thorough justification must be provided.

The Request must be presented as follows and must include:

- A completed **Checklist** (Enclosure R.2 to the Request to participate).
- **Part A:** all the information and documents required by the contracting authority for the shortlisting candidates on the basis of the points 8, 10, 11.1, 11.2 and 11.6 of these Request Specifications (part of the Identification information and Exclusion criteria):
  1. Signed Cover Letter indicating the name of the company and the person heading the project, and in the case of groupings, specifying the companies that are part of the consortium (including role, qualifications and experience of each member or group) and indicating the company and person heading the project;
  2. The "Statement of Subcontracting/Joint Offer" – information regarding joint offers and subcontracting, if the candidate intends to either sub contract part of the work or realise the work in co-operation with other partners (Joint Offer) he shall indicate in his offer by completion of the template (Enclosure R.3 to Request to participate).
  3. Document authorising the person to represent the company/grouping or consortium for the purpose of this procurement procedure and to individually sign the contract on behalf of the company;
  4. For each of the companies involved in the consortium: Legal Entity Form (this document is available on the Procurement Section - Legal Entity Form - of EMSA's website [www.emsa.europa.eu](http://www.emsa.europa.eu)) completed, dated and signed by the authorised representative and accompanied by:
    - A copy of the VAT Registration Document, if applicable, and if the VAT number does not appear on the Official Document referred to the point below;
    - A copy of an Official Document (Official Gazette, Company Register, etc.) showing the name of the Company, the address of the Head Office and the Registration Number given to it by the relevant National Authorities.
  5. For the company heading the Request only: Financial Identification Form (this document is available on the Procurement Section - Financial Identification Form - of EMSA's website [www.emsa.europa.eu](http://www.emsa.europa.eu)) completed, signed and stamped by the account holder and the bank (or accompanied by a recent bank statement).

Candidates are exempt from submitting the Legal Entity Form and Financial Identification Form requested if such a form has already previously been completed and sent either to EMSA or any EU Institution. In this case the candidate shall simply indicate on the cover letter the bank account number to be used for any payment in case of award.

- **Part B:**

6. Declaration of Honour completed and the associated supporting evidence. For more details see point 11.6 below.

- **Part C:** all the information and documents required by the contracting authority for the appraisal of the **Economic and Financial capacity** (part of the Selection criteria) set out under point 11.3 of these specifications:

7. Balance Sheets for the last 3 financial years:

8. Turnover and Profit and Loss account for the last 3 financial years

or, for semi-public or non-profit organisations, the annual budget of the last year.

- **Part D:** all the information and documents required by the contracting authority for the shortlisting candidates based on the **Technical and professional capacity criteria applicable to the company and/or consortium** (part of the Selection Criteria) set out under point 11.4 of these specifications.

9. Document of Compliance for the ISM Code, including the related latest external audit report to the company;

10. PSC record for fleet or Flag State annual surveys reports;

11. List of works related to the field, if appropriate.

- **Part E: Documentation relating to Point 11.5 (for information purposes only)**

12. General description of proposed arrangement;

13. Identification and technical characteristics of vessel(s) proposed;

14. Usual area of operation and economic activity;

15. Proposed location for pollution response equipment stockpile;

16. Draft mobilisation plan.

## **10. Joint Offer**

Groupings, irrespective of their legal form, may submit joint Requests. Candidates may, after forming a grouping, submit a joint Request on condition that it complies with the rules of competition. Such groupings (or consortia) must specify the company or person heading the project and must also submit a copy of the document authorising this company or person to submit the Request.

Each member of the group must provide the required evidence for the exclusion and selection criteria. The exclusion criteria will be assessed in relation to each economic operator individually. Concerning the selection criteria, the evidence provided by each member of the group will be checked to ensure that the group as a

whole fulfils the criteria. However, the selection criteria may apply individually where it is relevant in view of their nature.

If awarded, the contract will be signed by the person authorised by all members of the group. Tenders/candidates from groups of service providers, contractors or suppliers must specify the role, qualifications and experience of each member or group.

## **11. Information concerning the personal situation of the candidate/tenderer and information and formalities necessary for the evaluation of the minimum economic, financial and technical capacity required**

### **11.1 Legal position – means of proof required**

When submitting their Request, candidates are requested to complete and enclose the **Legal Entity Form** and requested accompanying documentation, available in the Procurement Section (Legal Entity Form) of EMSA's website ([www.emsa.europa.eu](http://www.emsa.europa.eu)).

### **11.2 Grounds for exclusion - Exclusion criteria**

To be eligible to participate in this contract award procedure, a candidate must not be in any of the exclusion situations listed in the Declaration of Honour.

For this purpose the Declaration of Honour available on the Procurement Section of EMSA's website ([www.emsa.europa.eu](http://www.emsa.europa.eu)) shall be completed and signed.

### **11.3 Economic and financial capacity – Selection criteria**

The candidate must be in a stable financial position and must have the economic and financial capacity to perform the contract.

To prove their economic and financial capacity, candidates must provide:

1. Financial statements or their extracts for the last three financial years for which accounts have been closed.
2. Statements of the overall turnover and, where appropriate, turnover relating to the relevant services for the last three financial years available.
3. For semi-public or non-profit organisations, the annual budget of the last year.

Candidates are exempt from submitting the documentary evidence if such evidence has already been completed and sent to EMSA for the purpose of another procurement procedure and still complies with the requirements. In this case the candidate shall simply indicate on the cover letter the procurement procedure where the evidence has been provided.

If, for some exceptional reason which EMSA considers justified, a candidate is unable to provide one or other of the above documents, he may prove its economic and financial capacity by any other document which EMSA considers appropriate. In any case, EMSA must at least be notified of the exceptional reason and its justification in the request to participate. EMSA reserves the right to request at any moment during the procedure any other document enabling it to verify the candidate's economic and financial capacity.

In the case the bid is submitted by a consortium, then each member of the consortium must submit the above-mentioned documents. The documentation may be evaluated according to international rating practice.

#### 11.4 Technical and professional capacity applicable to the Company and/or Consortium (Selection Criteria)

To prove their general technical capacity, candidates must provide with their Request proof of the following:

1. The individual company or at least one of the members of the consortium or subcontractors must have a valid Document of Compliance (DOC) for the International Safety Management (ISM) Code. A copy of this document must be attached to the Request together with the related latest external audit report to the company.
2. Overview of the company/consortium's fleet PSC inspections and, where applicable, detentions for the last three years under the Paris MoU. If the fleet concerned does not have PSC records, the relevant Annual Flag Surveys reports must be submitted. To be considered fulfilling the selection criteria, the company/consortium must have less than three detentions in the last three years.

The Agency reserves the right to request any documentary evidence it deems necessary or useful in order to verify the candidates on this point(s).

#### 11.5 General description of the proposed arrangement for information purposes only

Candidates are invited to submit a first proposal indicating the arrangement envisaged to fulfil the objectives of the project. This description is for information purposes and should be confirmed in case the candidate is invited to tender. It is expected the description would include, the following points:

1. General description of proposed arrangement.
2. Identification of the vessel(s) proposed including the technical characteristics: this must include at least the main particulars, IMO number, heating, pumping and storage capacity and speed, general arrangement plan of the vessel.
3. Usual area of operation and economic activity: a brief description of the usual commercial operations of the vessel, trade patterns, etc.
4. Proposed location for any pollution response equipment/dispersants stockpile(s).
5. Draft mobilisation plan: a brief procedure indicating the way in which the vessel would be made available to EMSA for pollution response when requested at short notice.

#### 11.6 Declaration of Honour (DoH)

For the Selection criteria, the candidate shall provide information only with regards the selection criteria as required by EMSA in the procurement documents.

For the Exclusion criteria, the candidate shall provide information with regards its situation and on the natural or legal persons that are members of the administrative, management or supervisory body or that have powers of representation, decision or control and beneficial owners.

For this purpose, the Declaration of Honour available on the Procurement Section of EMSA's website ([www.emsa.europa.eu](http://www.emsa.europa.eu)) shall be completed and signed.

To support the Declaration on Honour, the candidate shall provide the following evidence for itself, group partners and declared subcontractors:

For the exclusion situations described in (a), (c), (d), (f), (g) and (h) of the Declaration of Honour, production of a recent extract from the judicial record is required or, failing that, an equivalent document recently issued by a judicial or administrative authority in the country of establishment of the candidate showing that those requirements are satisfied.

For the exclusion situation described in (a) and (b) of the Declaration of Honour, production of recent certificates issued by the competent authorities of country of establishment is required. These documents must provide evidence covering all taxes and social security contributions for which the candidate is liable, including for example, VAT, income tax (natural persons only), company tax (legal persons only) and social security contributions. Where any document described above is not issued in the country concerned, it may be replaced by a sworn statement made before a judicial authority or notary or, failing that, a solemn statement made before an administrative authority or a qualified professional body in its country of establishment.

If the candidate already submitted such evidence for the purpose of another procedure, provided its issuing date does not exceed one year and it is still valid, the person shall declare on its honour that the documentary evidence has already been provided and confirm that no changes have occurred in its situation.

Upon request and within the time limit set by EMSA, the candidate must provide information on natural or legal persons that are members of the administrative, management or supervisory body, or that have powers of representation, decision or control, including legal and natural persons within the ownership and control structure and beneficial owners as well as concerning the natural or legal persons which assume unlimited liability for the debt of the candidate.

## **12. Rejection from the procedure**

Candidates that, during the procurement procedure, are in one of the following situations will be rejected from the procedure:

- a) are in an exclusion situation;
- b) have misrepresented the information required as a condition for participating in the procedure or have failed to supply that information;
- c) were previously involved in the preparation of procurement documents used in the award procedure where this entails a breach of the principle of equality of treatment, including distortion of competition that cannot be remedied otherwise.

## **13. Additional Information**

Documents for the Phase II - Tender Phase (published together with the Invitation to submit a Request to participate)

- Enclosure T.1 – Tender Specifications;

- Enclosure T.2 – Draft Vessel Availability Contract (VAC);
  - Annex I – Request Specifications and Tender Specifications (to be added later);
  - Annex II – Tenderer's Request and Tender (to be added later);
  - Annex III – Incident Response Contract-Vessel-Requesting State;
  - Annex IV – Technical Specifications for the vessel/Pool of Vessels;
    - Appendix I (for lots I and 2);
  - Annex V – Technical Specifications for the equipment (one per lot);
  - Annex VI – Technical Specifications for the Mobilisation procedures;
  - Annex VII – Technical Specifications for the Crew;
  - Annex VIII – Drills and Exercises Guidelines;
  - Annex IX – Pre-financing Guarantee template;
  - Annex X – Bank account details template;
  - Annex XI – Incident Response Contract-Vessel-Private entities.
- Enclosure T.3 – Pre-financing guidelines;
- Enclosure T.4 – Bid template (one per lot);
  - Appendix – Summary table cost.

- Previous procurement procedures for similar services

The information which can be found in the link below provide general guidance about the different documents that the pre-selected candidates will have to present when invited to submit a full tender in the Invitation to Tender phase. This information also addresses in general terms how the evaluation of the tenders will be undertaken.

It must be noted that this information is not binding and may change:

EMSA website: [www.emsa.europa.eu](http://www.emsa.europa.eu) → Working with us → Procurement section

Through the “Procurement” section there is access to a range of “hyperlinks” and “documents” including tender archives from the past years.

- Other relevant EMSA documents:

EMSA website: [www.emsa.europa.eu](http://www.emsa.europa.eu) → Sustainability → “Pollution Response Services” section there is access to a range of “hyperlinks” and “documents” including:

- EMSA contracted Oil Recovery Vessels - Technical Specifications;
- EMSA Pollution Response - FAQs;
- EMSA Action Plan for Response to Marine Pollution from Oil and Gas Installations (2013).

- Oil Spill Response Information Resources

Companies/consortia can consult the websites and documents listed below for further information on oil spill response operations and technical aspects to be considered. The list is not exhaustive.

- European Commission (DG Humanitarian Aid and Civil Protection)
  - <http://ec.europa.eu/echo/en>
- Bonn Agreement Counter Pollution Manual
  - <http://www.bonnagreement.org/eng/html/welcome.html>

- HelCom Response Manual  
<http://www.helcom.fi/action-areas/response-to-spills/manuals-and-guidelines/>
- REMPEC (Regional Marine Pollution Emergency Response Centre for the Mediterranean Sea)  
<http://www.rempec.org/>
- IMO Combat Manual  
<http://www.imo.org/> → Publications section