

# Q&A

**Latest update: 29/09/2016**

**Subject: Safety assessment of specific stability requirements for ro-ro passenger ships.**

**Contract notice 2016/S 143-258105**

**Ref no: Tender no MOVE/D.2/2016-243 V4.0**

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**Q1**

With reference to Tender Specifications, in 4.2.4. Technical and professional capacity criteria and evidence - a. Criteria relating to tenderers - Criterion A1 - Evidence A1

What are the 150.000 Euro referred to?

- a) to a specific project regarding damage stability only; or
- b) to the whole amount of a contract for a new building where damage stability calculations were performed?

**A1**

To a project in which damage stability is involved. Damage Stability calculations for a shipbuilding project is included in this typology.

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**Q2**

In the same section of Q1, the references relevant to the "*2 projects ... omissis ..... in the last three years*" are relevant to the company participating to the tender or to the appointed person that will perform the activity in the tender?

**A2**

To the organization submitting the tender.

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**Q3**

With reference to Tender Specification, n 4.2.4. Technical and professional capacity criteria and evidence In b. Criteria relating to the team delivering the service: B3 page 25: the requirement of an "*expert in ro-ro passenger ship-design, damage stability calculations and formal safety*

*assessment/impact and risk analysis techniques*" can be split in two experts or each expert shall have all characteristics?

**A3**

This section is related to the Team performing the tasks and requires the submission of a CV. The requirements are related to persons. The requirement in B3 is for "at least 1 expert", therefore if more experts are needed to cover the entire spectra of requirements that would be acceptable.

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**Q4**

The PDF files of the annexes are not editable, is there a web page in the EU website where PDF files that can be edited are uploaded?

**A4**

No, the files are provided in pdf format.

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**Q5**

In task A.1 reference is made to a database of existing ships with general parameters such as length, beam, draft, etc. and other more specific ones like metacentric height. Who is providing the data? More specifically the ones as GM?

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**A5**

Some data can be already found in previous studies and projects such as European Commission Staff Working Document in the context of the REFIT of the passenger ship safety legislation (SWD: COM(2015)197), however more detailed analysis is required for this specific study. In first place data must be found within broad knowledge of the tenderer (company or consortium), from the sources specified in the Task A.1 (such as Thetis and Marinfo, et *al.*). It should be noted that in the existing databases information on the metacentric height is not available. Additional information may be provided by the Member States in the specific survey that shall be performed in Task A.1.

**Q6**

Will previous tasks be available as EMSA 1 and 2?

**A6**

The full report reports are already publicly available on the EMSA web site.

EMSA1: <http://www.emsa.europa.eu/implementation-tasks/ship-safety-standards/items.html?cid=92&id=160>

EMSA2: <http://www.emsa.europa.eu/implementation-tasks/ship-safety-standards/items.html?cid=92&id=1457>

EMSA3: <http://www.emsa.europa.eu/damage-stability-study.html>

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**Q7**

How are stakeholders involved in the project? What kind of information or queries have to be asked to them or have to be done by them? And finally, what is awaited from the analysis of this information?

**A7**

The stakeholders, should be consulted when Task A.1 and A.2 are completed or near completion, allowing to consult them on the draft results of these Tasks. The aim should be twofold: 1) to verify that important issues have not been overlooked, 2) to get feedback on the results of Tasks A.1 and A.2.

Note that the stakeholder's consultation is NOT the survey to gather detailed information foreseen in Task A.1

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