



General clarifications regarding public procurement of passenger ferries

TS Laevad OÜ, a subsidiary company of Port of Tallinn, is looking to purchase 4 (four) passenger ferries (ships) via public procurement.

The tender notice was published in the Estonian Procurement Register on Friday, 20 June 2014 and on 25 June 2014 in Tenders Electronic Daily – a supplement to the Official Journal of the European Union.

The due date for submitting applications for the participation in the tender is 28 July 2014.

The ships to be purchased are to be used in passenger and vehicle transport on Rohuküla-Heltermaa (distance 12 NM) and Virtsu-Kuivastu (distance 4 NM) lines between the Estonian mainland and islands. All necessary information regarding those ports (including port regulations, location maps with depth and navigation info) can be found both in Estonian and in English on the webpage of AS Saarte Liinid, the managing body of all said ports: www.saarteliinid.ee.





NB! Detailed conditions shall be set forth in the proposal to submit tenders sent to qualified applicants! These are only the general data, which can change during the procurement process and while compiling the tender documents. This document is not a part of tender documents pursuant to the Public Procurement Act but merely an explanation aimed at assisting a potential applicant in deciding whether to submit an application to participate in the procurement process along with the relevant evidence of formal qualification pursuant to the tender notice.

Navigational area year round: Väinameri – C class (servicing Virtsu-Kuivastu and Rohuküla-Heltermaa lines).

Ships must have ice class at least corresponding to IACS Finnish-Swedish 1A ice class.

Ships can be either new or previously used, however ships must be no more than 84 months old at the time of delivery.

Ships must confirm to all national and international rules and regulations for passenger and vehicle transport in force and be able to fulfil the rules and regulations coming into force in the coming years.

Ships must be longitudinally symmetrical, meaning they can be driven both ways.

GENERAL REQUIREMENTS FOR SHIPS:

Length, LOA	90-100 m	Number of seats	at least 400 indoor seats in rooms at least 200 outdoor seats on deck
Width, mld	17-20 m	Speed in open water	at least 16 knots
Maximum draught	max 4 m (fully laden)	Ice-going capability without an icebreaker's help	0.3 m smooth ice
Number of passengers	at least 600 people	Number of passenger cars (sample car: 4.65 x 1.85 m)	at least 150
Capability to carry road trains (sample truck: 19.0 x 2.85 m)	at least 10	Bow and stern ramp	Must be identical and compatible with all the existing shore ramps



The ships' power installations

The ship must have a diesel-based electricity system – its spare part supplier must have a representation in Europe. The main engines must be efficient and sufficiently powerful marine diesel engines operating on light diesel fuel or LNG fuel (not above 0.1% mass content of sulphur).

The ship's propulsion system

The ship's propulsion engines and rudder system must comply with the required ice class and must be chosen so as to ensure the ship's maneuvering and movement in both directions in open water at the speed of at least 15 knots and the ship's maneuvering and movement in both directions in 45 cm ice at the speed of at least 10 knots and the ship's mooring at a harbor with minimal time in both open water and ice.

Auxiliary engines

The ship must have at least two diesel generators.

Car decks

The car deck for road trains must be at least 5.2 m high. If the ship has an additional deck for passenger cars only, its height must be at least 2.8 m.

Ramps and visors

The drive-through height of the open bow and stern visor must be at least 5.2 m, both ramps of a ship must be compatible with the ramps at Virtsu, Kuivastu, Rohuküla and Heltermaa ports. Adjustable ramps in all ports have steel construction of 9,3 x 15,5 m. The port ramp platform rests on the ship. The port ramp lift mechanisms are hydraulic, front side of the port ramp is adjustable +2.80 ... +4.80 m on average. The rear height marker of the port ramp is at +2,80 m on the quay, which necessitates driving off to the quay via a ramp (quay heights +2,00 ... + 2,20 m). Port ramps have been engineered taking into account a change in water level of +/- 0,80 m. The port ramp axis is ca 9,2 m from the fender line.

Passenger areas

All passenger areas must be above main deck, toilets for passengers must correspond to maximum number of passengers.

Crew's living and household.

The ship must have at least 6 single and 6 double cabins, separated from passenger areas.



Ventilation and air conditioning

The ventilation system of the ship's rooms must ensure the allowed temperature in the ship's rooms throughout the seasons:

	Indoors	Outdoors
Summer t°	+21°C	+30°C
Relative humidity, %	50%	70%
Winter t°	+20°C	-30°C

Lifesaving equipment

The lifesaving equipment must comply with safety rules and standards for passenger ships travelling in coastal waters in force at the moment of handing over the ship to the client.

Wheelhouse

The wheelhouse must have 360° view.

Classification

The ship must be classified by the classification society Det Norske Veritas or an equivalent classification society approved by the Maritime Administration.

Building design of new ship

The ship's design works must account for the "GREEN SHIP TECHNOLOGY" requirements.

An illustration of a ship currently in use:





For a ship to be built, the procurement contract shall be based on BIMCO standard newbuilding contract, code-name „NEWBUILDCON“ and for an existing ship, the procurement contract shall be based on Norwegian Shipbrokers' Association's Memorandum of Agreement for sale and purchase of ships, adopted by BIMCO in 1956, revised in 1966, 1983 and 1986-87, 1993 and 2012, code-name „SALEFORM 2012“.

Here is a brief non-exhaustive summary of the qualification criteria:

1. During the last three years (June 2011 to June 2014) the applicant must have:
 - a. supplied or given to use at least one ship (min 600 passengers and 150 cars) or
 - b. offered transport services with such a ship.
2. The net assets of the applicant cannot be negative.
3. The net turnover of the applicant for the last 3 fiscal years (2011-2013) must have been at least a total of EUR 1,000,000.

In order to submit the application to participate in the procurement process along with the relevant evidence of formal qualification the applicant needs to study the tender notice and submit the relevant documents pursuant to the tender notice.