



CLEAN INLAND SHIPPING

CLINSH: Fleet Selection III

Summary of Tender Document

This document presents the summary of the 'Fleet Selection III' procedure for the Clean Inland Shipping (CLINSH) project. This is an international project with the long-term objective of reducing the inland shipping sector's emissions of pollutants and hazardous substances, thus improving air quality. International requirements regarding clean air and energy efficiency are becoming ever stricter, and there is a greater focus on environmental responsibility when awarding contracts in the marketplace too.

The first stage of the CLINSH project involves selecting vessels to take part in the trials. We refer to this as the 'fleet selection' phase. A total of more than 30 vessels from various European countries have already been selected by means of a tender procedure. 'Fleet selection III' will involve selecting additional vessels for the CLINSH project.

This summary will explain the fleet selection procedure in brief, and how you can qualify to take part in the project. It supports but does not replace the Invitation to Tender and the Programme of Requirements, which set out all the hard and soft requirements which the applicant, the vessel and the tender must meet. You should also read all these documents very carefully. You must be able to meet all requirements in order to take part in the project.

Disclaimer: should there be any discrepancies between this summary guide and the Invitation to Tender or the Programme of Requirements, the Invitation to Tender and the Program of Requirements will take precedence.

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Purpose of the tender

The purpose of this third fleet tender is to select additional vessels to take part in a study of technologies designed to make the inland shipping sector more environmentally sustainable. Some of these vessels will be fitted with a specific type of emissions-control technology or modified to run on an alternative fuel. This group will be monitored both before and after modification in order to ascertain how the use of the technology affects emissions. The second group will consist of vessels which already have some emissions-control technology installed. They too will be monitored throughout the project.

Vessels in both groups will have monitoring equipment installed on board and their emissions will be measured for between one and two years. This will generate valuable data on how the technology affects both environmental performance and operating costs. CLINSH will reimburse the owners of the vessels for their participation in the project and the various services that owners and operators will be required to provide; see Table 1 for the maximum reimbursement per contract. The project will generate useful knowledge regarding the various technologies and the environmental benefits they provide. Participants will be 'pioneers', leading the way for the rest of the European inland shipping sector, and they will therefore be helping to improve air quality for everyone.

Procurement authority and partners

The formal client for this tendering procedure is the Province of Zuid-Holland. The Province is acting on behalf of the co-financing partners and will continue to do so throughout the project. Those partners are the Port of Antwerp Authority and Shell Global Solutions International B.V. Further information can be found at www.clinsh.eu.

Communication and subscription

Communication during this Tender Procedure will take place by e-mail. Owners of vessels who want to participate in the Tender Procedure should send an e-mail to tenderclinsh@pzh.nl with 'Notify Tender CLINSH' in the subject field. You will then be sent the tender documents and you can then register using this e-mail address.

The tender documents consist of:

- The Invitation to Tender
- The Programme of Requirements (specifications and conditions that vessels must meet)
- Draft contract
- Standard forms A and B (which must be completed if you wish to take part in the project)
- Standard form Request for Clarification

The tender 'lots'

The tender covers seven project components, which are referred to as 'lots'. These lots are shown in Table 1, with the number of vessels to be selected for each lot shown in the third column.

Table 1

Lot	Description	No. of available Contracts	No. of Optional Contracts	Maximum reimbursement per Contract	Refit?
1	SCR combined with DPF	1	1	€ 100.000,-	Yes
2	FWE or FWE+ combined with (temporary) use of GTL	4	4	€ 60.000,-	Yes
3	Euro VI / NRE	1	1	€ 80.000,-	Yes
4	Fully electric ¹	1	1	€ 150.000,-	Yes
5	Hybrid or diesel-electric	1	1	€ 150.000,-	Yes
6	Electronical Common Rail Fuel Injection	2	2	€ 50.000,-	Yes
7	Monitoring (LNG, CNG, Euro VI, Hybrid, CCRI, CCRII)	6	6	€ 10.000,-	No

Full details of each lot and the activities to be carried out are provided in the Programme of Requirements. These are 'hard' requirements: your vessel must meet them all in order to be considered for the project.

Remuneration

The owners of vessels selected to take part in the CLINSH project will receive financial compensation. The amount will depend on the lot concerned, i.e. the technology that you are testing. There is a *maximum* level of compensation for each lot, as shown in Table 1. You may submit applications in respect of several vessels but each vessel (or combination of vessels in lot 4) can take part in one lot only. You can choose the lot for which you wish the vessel to be considered. If more than one of your vessels is selected, you will receive the listed payments in respect of each vessel. However, it is not permissible to register a vessel that has already been selected for a refit for the CLINSH project.

Contract, duration and phases

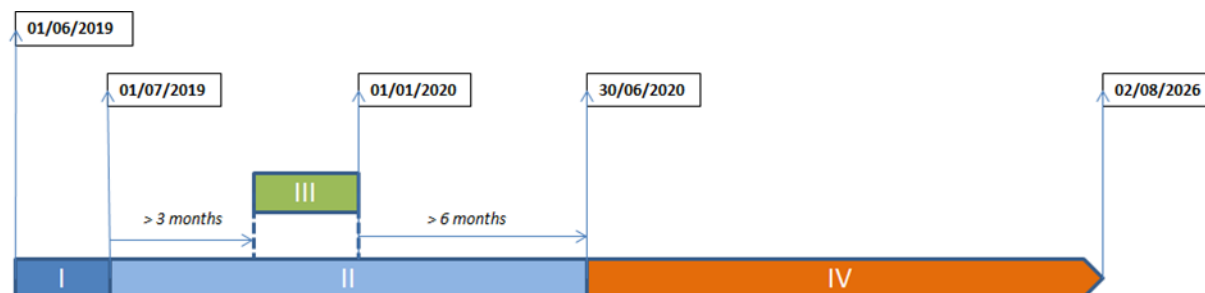
The closing date for the fleet selection process is **22 April 2019**. No applications will be considered after this date. If you have not submitted your application before the deadline, you will not be able to take part in the CLINSH project. The selection process will then begin. We expect to award the contracts on 10 May 2019. Successful applicants will be required to sign a contract. All contracts are valid for a period of around seven years. Further details can be found at www.clinsh.eu. The project implementation period is divided into four consecutive phases: see Table 2.

¹ Possible for one Vessel with monitoring before and after remodelling, or with two similar vessels (one electric and one diesel)

Project phases

After the contract has been signed the contract, the implementation of the contracts will begin. Although the exact timing may differ per Lot, in general the implementation period is divided into four phases. A general outline of the different phases is provided below.

Table 2



Phase I

Starting from 1 June 2019 the monitoring equipment will be installed on the vessels participating in the CLINSH project by a third party contracted by the contracting authority.

Phase II

After the installation of the monitoring equipment, monitoring will begin right away. The contracted third party will collect the data measured by the monitoring equipment. Two or three times during this period, a measurement crew will also come on board to perform reference measurements. This phase will end on 30 June 2020.

Phase III (only applicable for Lots 1 until 6)

After a minimum of three months of data collection the NOx reduction technology will be fitted. Lot 4 has a different planning schedule. The collection of data will only be interrupted while the refit is taking place. Data collection will be resumed following the refit. Depending on the technology involved, it may be necessary to re-install the monitoring equipment. This will be done by the third party contracted by the contracting authority.

Phase IV

After 30 June 2020 the data must continue to be collected until 2 August 2026. This is a requirement for the EU life subsidy. The supplier of the monitoring equipment will be responsible for the proper functioning of the monitoring equipment during this period.

Fleet selection tender: timetable

The offer phase will begin with the dispatch of the Invitation to Tender. The planned dates are shown in the table below. The contracting authority reserves the right to alter the timetable.

Table 3

Phase	Date
Dispatch of notice	13 March 2019
Final round of questions	1 April 2019 Before 14:00 CET
Publication of the Memorandum of Clarification	8 April 2019
Closing date for submission of tenders	<u>22 April 2019</u> <u>Before 14:00 CET</u>
Provisional award of contract	10 May 2019
Final award of contract	31 May 2019

Any failure by participants to meet the above deadlines or the altered deadlines announced by the contracting authority shall, in principle, lead to exclusion from the project.

How to submit your application

Questions about the tender procedure can be submitted until 1 April 2019 at 14:00 to tenderclinsh@pzh.nl using the standard form Request for Clarification. Questions will be answered in a Memorandum of Clarification that will be made available by 8 April 2019 at the latest.

In order to be considered for the CLINSH project, you must complete and submit the following documents:

1. Standard form A: Short ESPD, consisting of three (3) tabs which ask for general information about you, minimum requirements, etc.) A signature must be appended to the final page of the Excel form.
2. Standard form B: Tender application form: the vessel's operator must complete this form in full.
3. Costed project proposal (lots 1 until 6): quote and technical information as received from the technology provider.
4. Description and evidence of the method of financing (lots 1 until 6).

You must provide all the information requested. In attaching your (digital) signature, you certify that the information provided is complete, truthful and accurate. Documents must be sent by e-mail to tenderclinsh@pzh.nl **no later than 14:00 on 22 April 2019**. If you fail to submit your documents before this deadline, your application is likely to be excluded from further consideration. Just to be clear: 14:01 is too late!

For assistance preparing your offer, you can contact EICB by telephone on +31(0)10 798 9830 or by e-mail at secretariaat@eicb.nl. Further information and FAQs can be found at www.clinsh.eu

For general information about the CLINSH project, please visit www.clinsh.eu.

This summary is an abridged version of the tender document for the fleet selection phase of the Clean Inland Shipping project (CLINSH). We hope that it has explained what the project involves and how you can apply to take part.