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CONTRACT NOTICE – UTILITIES
(Directive 2014/25/EU)

SECTION I: CONTRACTING ENTITY

I.1) NAME, ADDRESS, CONTACT POINT(S) AND CONTACT PERSON(S):

PUBLIC GAS CORPORATION OF GREECE (DEPA) S.A. 92, Marinou Antypa Str. GR14121, Herakleion of Attica, Greece. Procurement Department/ Mrs. I. Kombotiati, Procurement Director **Telephone:** + 30 210 2701118, **Fax:** + 30 210 2751731, **Email:** procurement@depa.gr, **Web Site:** <http://www.depa.gr>.

NUTS code: EL301

I.3) COMMUNICATION:

The RFP documents are available for unrestricted and full direct access, free of charge at: <http://www.depa.gr> Additional information can be obtained from the abovementioned address. Tenders or requests to participate must be submitted to the abovementioned address.

I.6) MAIN ACTIVITY:

Production, transportation and distribution of gas and heat.

SECTION II: OBJECT

II.1) SCOPE OF THE PROCUREMENT

II.1.1) Title: Selection of a shipyard for the building of two bunkering vessels: via two separate contracts with each one of the awarding authorities
Reference Nr : DEPA's Inquiry No. 906/19

II.1.2) Main CPV code:

760000 Services related to the Oil & Gas Industry Supplementary CPV code: IA01 design & Construction

II.1.3) Type of contract: Services

II.1.4) Short description:

Selection of a shipyard and the Vessels' definition (by preparing a techno-economic assessment report) and determination of all necessary technical, financial and contractual requirements for the selected shipyard with which each Ship Owner will sign a contract (the "Contractor"), in the context of the Action entitled "BlueHUBS: LNG and CNG Supply Chains Upgrading Core TEN-T Ports in Eastern Mediterranean", which is co-financed by the European Union (EU) under the Connecting Europe Facility in the field of transport (CEF-Transport), for the construction of two LNG bunkering vessels, one for DEPA and one for NAVIGAS, which will be registered at the ports of Piraeus and Limassol respectively, in order to establish the fundamental supply chain for the distribution of LNG to users in the ports of Piraeus, Heraklion, Limassol and other EU Ports in East Mediterranean Sea.

II.1.5) Estimated total value: -

II.1.6) Information about lots:

This contract is not divided into lots

II.2) DESCRIPTION

II.2.2) Additional CPV code(s): 45000000 Construction Works Supplementary CPV code: MEO2 Of Natural Gas

II.2.3) Place of performance:

NUTS code: 00 Other Nuts Code

Where ever the shipyard to be selected is located

II.2.4) Description of Services:

The Project

- PUBLIC GAS CORPORATION (DEPA) S.A. is a group of companies with a dynamic presence in the natural gas and energy sector, being the incumbent gas supplier in Greece.
- NAVIGAS is part of a Group of Companies in the field of Marine Bunkers and Lubricants trading and in Lubricants Blending Facilities and was formed with a mandate to establish the Marine LNG Bunkering in Cyprus and the Eastern Mediterranean.

In the context of the Action entitled “BlueHUBS: LNG and CNG Supply Chains Upgrading Core TEN-T Ports in Eastern Mediterranean”, which is co-financed by the European Union (EU) under the Connecting Europe Facility in the field of transport (CEF-Transport), DEPA is planning the construction of an LNG bunkering vessel, which will be registered at the port of Piraeus, in order to establish the fundamental supply chain for the distribution of LNG to users in the ports of Piraeus, Heraklion and other EU Ports in East Mediterranean Sea.

Under the same Action, NAVIGAS Ltd, is going to construct an LNG bunkering vessel to be registered at the port of Limassol, for the distribution of LNG to users in the port of Limassol and other EU Ports in East Mediterranean Sea.

DEPA and Navigas Ltd will consider the construction of the above two (2) vessels with the option of additional 2+2

The LNG bunkering vessel(s) (each of them “the Vessel” and jointly “the Vessels”) of an indicative net capacity of 3.000 to 4000 m³ each, will have to serve LNG fueled vessels, as well as small scale mobile bunkering equipment (LCNG stations and tanker trucks). The Vessels will be adequately equipped to perform Terminal-to-Ship, Ship-to-Ship, Ship-to-Shore and Ship-to-Truck and Truck-to-ship operations.

Vessels are intended to establish the fundamental supply chain for the distribution of LNG to users in the ports of Piraeus, Heraklion and other EU Ports in East Mediterranean Sea. Design and construction of vessels to be able to meet this objective. At the same time Vessels shall be designed for worldwide service.

They will be loaded with LNG mainly from adjacent LNG terminals (Revithoussa LNG Import terminal in Greece and Vassilikos (FSRU) terminal in Cyprus) respectively, but they should be able to load LNG from any other LNG terminal with small scale LNG loading facilities.

The Vessels will be creating a critical level of supply, enabling the market development in the East Mediterranean Sea and achieving the economic feasibility of the project especially in view of the entry into force of the new IMO and EU Sulphur Cap Regulations in 2020.

The Vessels

- i. The vessels to be designed, constructed, equipped, tested and delivered to the Buyer by the Builder as a sea-going, unrestricted navigation LNG bunkering vessel suitable to offer LNG as bunker and as LNG supply vessel suitable to load, carry and deliver LNG from/to shore and floating LNG terminals and LNG units. Builder shall carry out ship-to-ship, ship to truck and ship-to-terminal compatibility studies.
- ii. Prior to vessels’ delivery, all systems and equipment to be fully tested, this includes exhaustive docking trials, sea trials and gas trials, all conducted and successfully completed.
- iii. The Vessels, including their hull, machinery, equipment and outfitting to be built for operation under Greek Flag for DEPA vessel and Cypriot Flag for NAVIGAS vessels classed and constructed under special survey of any of major (IACS) classification societies with experience in classification of LNG bunkering vessels.
- iv. The Vessels to comply with the IMO, SOLAS and/or EUROSOLAS, MARPOL, IGC, etc. conventions, regulations and requirements as in force at the contract date. Additionally Flag state rules & regulations must be fulfilled.
- v. The Vessels shall be designed and constructed with transom stern, main deck, trunk deck, open water type stern frame, double bottom extending within cargo area and engine room, cargo hold area may be single or double bottom.
- vi. The Vessels should be able to cross the Corinth Canal.
- vii. The Vessels to be highly maneuverable to be able to operate unassisted in east Mediterranean ports and deliver intended services up to specified weather conditions.
- viii. Dual fuel propulsion system and maneuvering systems shall ensure continuous operational speed in the range 10-13 knots, and high level of maneuverability ensuring safe and efficient operation in both LNG bunkering vessel mode and LNG supply vessel mode.
- ix. The Vessels, their cargo containment, cargo handling, control and measurement systems shall be designed, constructed and equipped for transporting liquefied natural gas (LNG) and perform all of functional requirements as a bunkering vessel.
- x. The Vessels to have cargo holds accommodating C-type cargo tanks, as type 2G ship specified in IGC code, designed for a specified maximum vapor pressure, minimum temperature of -165 °C and maximum specific gravity of 0.5 kg/m³. Deliverable LNG capacity of minimum 3,000 m³ to maximum 4000 m³
- xi. The Vessels shall be capable of loading and discharging bunkering from any of her manifolds using primary and or secondary bunkering systems.

- xii. The system should be designed to handle vapor return from receiving vessels, terminals and other receivers of LNG.
- xiii. The cargo system shall be designed to handle Boil-off Gas (BOG) generated during all operations of cargo handling including voyage and idle time. Boil off handling to include GCU besides other gas consumers onboard.
- xiv. The cargo loss (Gas consumed in idle conditions) should be kept to a minimum, ideally not requiring the use of GCU. Efficient tanks and/or re-liq facilities will be a plus.
- xv. The capacity of performing bunkering operations with a maximum air clearance of 12.5 m will be a plus.
- xvi. As an option, use of vacuum insulated double wall pipes/hoses/fittings should also be considered for the LNG transfer systems and its handling.
- xvii. Builder to conduct HAZID / HAZOP, risk assessment and safety studies during detailed engineering stage by reputable independent third party. SIMOPS to be covered as a part of HAZID and HAZOP study mentioned above.
- xviii. Accommodation onboard shall be suitable for 14 to 19 persons, and to comply with ILO, flag requirements.
- xix. Extensive and detailed model tests be conducted before finalizing hull form and propulsion equipment. Test to be carried out in a reputed ITIC member European model basin.
- xx. All materials, machinery, equipment and fittings to be of high industry standards and in full compliance with regulatory and statutory requirements.
- xxi. Makers List to ensure all installed equipment is readily serviceable from the service stations in the vicinity of the vessel's intended operational area.
- xxii. Vessels' delivery shall be in Piraeus port & Limassol port respectively.
- xxiii. Shipyards should propose an indicative outline design and main equipment list (and eventually variations) they consider as best satisfying the above given requirements and which they could build. This will not be part of the exclusion criteria but could be used in defining the final specs.

II.2.5) Award criteria:

Price is not the only award criterion and all criteria are stated only in the procurement documents

II.2.6) Estimated value: -

II.2.7) Duration of the contract:

Start: **30/06/2020**

End: **31/12/2022**

II.2.10) Information about variants: Variants will not be accepted

II.2.11) Information about options: No

II.2.13) Information about European Union funds: Yes

The procurement is related to a project and/or programme financed by European Union funds: yes

Identification of the project:

"BlueHUBS: LNG and CNG Supply Chains Upgrading Core TEN-T Ports in Eastern Mediterranean", which is co-financed by the European Union (EU) under the Connecting Europe Facility in the field of transport (CEF-Transport).

II.2.14) Additional information:

1) This Tender is carried by **PUBLIC GAS CORPORATION (DEPA) SA) acting on its own behalf and on behalf of NAVIGAS on the basis of article 275 Law 4412/2016**, is governed by the Laws of Greece, EU Directive 2014/25/EU, Law 4412/2016 (including article 222 para. 7 of said law) applicable to all relations between the Contracting Entity and Tenderers.

2) This RTP is posted on DEPA's site (URL): [http:// Announcements 2019/](http://Announcements 2019/). It can be obtained along with Annexes either at the Contact Point stated in section I.1. here above or in electronic form (PDF) by applying in writing to the Contact E:mail Address stated in section I.1. here above by 20/12/2019, latest.

Questions concerning this Inquiry can be submitted in writing to the E:mail Address stated in section I.1. here above, latest, by 24/12/2019.

3) The first stage will result in a short list of five shipyards maximum.

SECTION III: LEGAL, ECONOMIC, FINANCIAL AND TECHNICAL INFORMATION

III.1) CONDITIONS FOR PARTICIPATION

It is anticipated that the Tender will take place in two stages. In the first stage a qualification of the shipyards will take place on the basis of the criteria described here below. In the second

stage the qualified shipyards will be invited to submit their full tenders according to the Negotiated procedure with prior call for competition, rules.

III.1.1) Suitability to pursue the professional activity, including requirements relating to enrolment on professional or trade registers:

Candidates have to be experienced and reputable shipbuilding companies/shipyards.

Each Request to Participate, shall include the following documents:

-A solemn declaration that the Tenderer (or in case of a Consortium each of its members) is not an offshore company according to the provisions of case a. par.4 of article 4 of the Greek Law 3310/2005, the Presidential Decree 82/1996 as amended by Law 3414/2005.

-A solemn declaration that the Tenderer has studied all the terms of the Inquiry and that he accepts them with no reservations whatsoever.

-Subject to rejection of the Tender the Tenderer shall complete all relevant sections of the European Single Procurement Document (ESPD) by electronic means, at <https://ec.europa.eu/growth/tools-databases/espdp>, with the corresponding EU Inquiry Number as stated in the Inquiry Documents.

-Subject to rejection of the Tender, the Tenderer, or in the case of a Consortium, each of its members undertakes the obligation to submit to the Contracting Entity within reasonable time and at any stage of the bidding/evaluation period of this Inquiry, all or part of the documents that are stated in their submitted ESPD.

III.1.2) Economic and financial standing:

Each participating company, or in case of a Consortium of shipbuilding companies each member, must submit:

- details of the economic background of the company including full sets of accounts for the last three (3) years

- bank certifications which verify its financial standing.

-Ascertain by declaration his ability to provide refund guarantee from a first-class bank with a minimum rating of BBB+ or BAA1 for a long-term rating (> 360 days), issued by at least two of the following rating agencies: Standard & Poor's, Fitch, Moody's.

- Ascertain by declaration his ability to provide insurance from insured with first class insurance companies or underwriters, with a minimum rating A issued by at least two of the following rating agencies: Standard & Poor's, Fitch, Moody's, under coverage corresponding to the London Institute BUILDER'S Risks Paragraphs and Institute BUILDER'S War Risk Paragraphs.

III.1.3) Technical and professional ability:

List and brief description of selection criteria:

Subject to the rejection of the RFP the candidate must fulfil at least one of the following two within the last five (5) years:

i) at least one small LNG vessel (<20K m3) delivered, under-construction or on order. Indicate year, size and number of vessels.

ii) at least, one LNG bunkering vessel, delivered, under-construction, or on order. Indicate year, size and number of vessels.

The candidate should also provide any documents relevant to the following additional selection criteria:

a) Experience in design and fitting of loading arms/cranes on LNG carrier/bunkering vessels – indicate year and type of cranes

b) Experience in different containment systems. Indicate type and number of vessels built and the type of containment and insulation system used.

c) Experience in planning and conducting gas trials for gas carriers.

d) Experience in construction and commissioning of vessels with dual fuel propulsion system, including conducting trials dual fuel propulsion system.

e) Experience, capability and capacity in-house or subcontracted (to be specified) for the development of initial / basic design and classification documentation. (number of vessels and type delivered so far – submit performance record).

f) Experience, capability and capacity in-house or subcontracted (to be specified) for the development of detail design and advanced engineering design (FEA, CFD, etc.).

g) Experience, capability and capacity in-house or subcontracted (to be specified) for the development of production design, including 3D model of the vessel.

h) Indicate name of cargo system designers with whom builder has worked.

i) Experience, capability and capacity in prefabrication and installation austenitic piping systems.

- j) Infrastructure, technology and commitment to install LNG tanks in the hull before vessel's launching.
- k) Builder's building capacity – Number of small gas vessels that can be delivered per year.
- l) Average construction period (steel cutting to delivery) achieved during the last 3 years for different size of vessels.
- m) Number of gas vessels delivered so far from the facility proposed. (submit performance record, including owner)
- n) Number of small LNG vessels delivered during the last 3 years. Type, size and number of vessels.
- o) Vessels currently under construction – Type, size and number of vessels and delivery schedule.
- p) Current order book – Type, size and number of vessels, delivery schedule
- q) Indicate if any major subcontracting outside the propose facility.
- r) HSE certifications:
 - a. Environmental management systems certification (ISO 14001)
 - b. Occupational health and safety management systems certification (OSHAS 18001 or equivalent)
 - c. Work place safety certification.
 - d. Any other safety certifications (issued by local government or any internally recognized bodies)
- s) HSE leading performance indicators and lagging performance indicators
- t) HSE Statistics for the last 3 years
- u) QMS certification. ISO 9001:20XX "Quality Management Systems or equivalent (issued by local government or any internally recognized bodies)

DEPA reserves the right, during evaluation, to request clarifications or additional information in relation to the above documents. The participants will have a seven (7) days period from receipt of the relevant request to reply in writing on the requested clarifications/ additional information. In case they will not reply or the reply provided is considered to be non satisfactory, DEPA shall have the right to reject the RTP.

Documents that have been written in other languages excluding Greek or English, will be accompanied by an official translation either in Greek or English.

The present Contract Notice has been published in English language in the Official Journal of the European Union and has been inserted, in full detail, in DEPA's Web site ([http:// www.depa.gr](http://www.depa.gr)).

III.1.4) Objective rules and criteria for participation:

List and brief description of rules and criteria:

Without prejudice to any other relevant provision of the Inquiry documents, candidates shall be rejected if:

-It appears that the candidate does not have the know-how or the experience and generally the technical and/or the financial capacity for executing the project Technical capacity and professional ability for participation should be proved among others on the basis (but not limited to) fulfilment of the **subject to Rejection criteria** of the Inquiry referred to in para III.1.3) hereinabove..

-The candidate has committed any serious professional misdeed which can be verified by any means by the Contracting Entity.

-The candidate has provided, at any stage of the Inquiry any information required, in order to comply with the terms and conditions of the Tender, which is false.

-At the second stage the Tender is not precise enough to the point that it is impossible to establish with certainty what is offered against which price, or if it is not responsive or if it is in any other way unsatisfactory to the Contracting entity, including unfair competition.

- The Inquiry will end to a list of up to 5 shipyards.

III.1.6) Deposits and guarantees required:

During the second stage of the Tender, it would be required:

- subject to rejection of the Tender, a letter of guarantee for the participation
- a refund guarantee to be provided upon signature of the contract and renewed in the case of DEPA exercising its option right for extension of the contract, for the relevant period of time.

Both guarantees, should be issued by one or more banks which are legally operating within member states of EU or European Economic Area (EEA), in accordance with the drafts to be

included in the Tender Documents. If the text of the letter of guarantee is written in any language other than Greek or English, it should be accompanied by an official translation either in Greek or English.

III.1.7) Main financing conditions and payment agreements and/or reference to the relevant provisions governing them:

Financed by self means and co-financed by the European Union (EU) under the Connecting Europe Facility in the field of transport (CEF-Transport), in the context of the Action entitled "BlueHUBS: LNG and CNG Supply Chains Upgrading Core TEN-T Ports in Eastern Mediterranean".

III.1.8) Legal form to be taken by the group of economic operators to whom the contract is to be awarded:

A preliminary Consortium Agreement. Upon signing of the Contract, submission of a final Consortium Agreement signed by all members of the Consortium, or other legal document to that effect.

III.2) CONDITIONS RELATED TO THE CONTRACT

III.2.2) Contract performance conditions: Two separate identical Contracts will be signed with each one of the awarding authorities, DEPA and NAVIGAS respectively and will be executed separately. Each awarding authority would be solely and exclusively responsible for the execution of their contract, while the Contractor should be solely and exclusively responsible for the execution of each contract against each awarding authority eliminating thus any contractual interaction. Execution of the contracts will be governed by the current DEPA's Procurement Regulation (BoD Decision No 1261/2/25.10.2016) posted on DEPA's site (URL): [http:// www.depa.gr](http://www.depa.gr).

For matters not explicitly provided in the Contract, relevant provisions of the Greek Civil Law shall apply.

SECTION IV: PROCEDURE

IV.1) DESCRIPTION

IV.1.1) Type of Procedure:

Negotiated procedure with prior call for competition

IV.1.8) Information about the Government Procurement Agreement (GPA):

The procurement is not covered by the GPA.

IV.2) ADMINISTRATIVE INFORMATION

IV.2.1) Previous publication concerning this procedure: No

IV.2.2) Time limit for receipt of requests to participate:

Date: 07/01/2020

Local Time: 14:00

IV.2.3) Estimated date of dispatch of invitations to tender or to participate to selected candidates: 27/02/2020

IV.2.4) Language(s) in which tenders or requests to participate may be drawn up: English.

IV.2.6) Minimum Time frame during which the tenderer must maintain the tender:

Four (4) months (from the date stated for receipt of tender).

SECTION VI: COMPLEMENTARY INFORMATION

VI.1) THIS IS A RECURRENT PROCUREMENT: No

VI.3) ADDITIONAL INFORMATION: -

VI.4) PROCEDURES FOR REVIEW

VI.4.1) Review Body:

PUBLIC GAS CORPORATION OF GREECE (DEPA) S.A.
92, Marinou Antypa Street, GR14121, Herakleion of Attica, Greece.

Telephone: + 30 210 2701118,

Fax: + 30 210 2751731,

Email: procurement@depa.gr,

Web Site: <http://www.depa.gr>.

VI.4.2) Body responsible for mediation procedures:

Any dispute shall be subject to the jurisdiction of the Law Courts of Athens, Greece.

VI.4.3) Review procedure:

This tender is governed by the Laws of Greece and the European Union Legislation (Directive 2014/25/EU, Law 4412/2016 and DEPA's Regulation on the procurement of goods and services uploaded on www.depa.gr) which will be applicable in general to all relations between the Contracting Entity and the Tenderers, regardless of their nationality.

Any dispute shall be subject to the jurisdiction of the Law Courts of Athens.

VI.4.4) Service from which information about the review procedure may be obtained:

PUBLIC GAS CORPORATION OF GREECE (DEPA) S.A.

92, Marinou Antypa Street, GR14121, Herakleion of Attica, Greece.

Procurement Department,

Mrs. I. Kombotiati, Procurement Director

Telephone: + 30 210 2701118,

Fax: + 30 210 2751731,

Email: procurement@depa.gr,

Web Site: <http://www.depa.gr>.

VI.5) DATE OF DISPATCH OF THIS NOTICE:

29/11/2019