

**TENDERING DOCUMENTATION FOR PROJECT
“INNOVATIVE DANUBE VESSEL”**

Project INNOVATIVE DANUBE VESSEL

Project description

The **stimulation** of the **modernisation of the Danube fleet** is one thematic priority within the Priority Area 1a - To improve mobility and multimodality: Inland waterways - of the EU Danube Region Strategy (European Union Strategy for the Danube Region, SEC/2012/1489 final, SEC/2010/1490 final, SEC/2010/1491 final). Within this framework a specific research and development (**R&D**) **project** is to be implemented aiming at supporting the further development of ship technology for reducing the environmental impact of Danube navigation.

The study will focus on the elaboration and development of **innovative vessel** and **technology solutions** with **high potential for implementation**. In this respect the proposed solutions must also have an **added economic value** in comparison to existing Danube vessels in order to stimulate the necessary investments by the navigation industry.

Issues to be **considered** relate to improved energy efficiency, reduction of exhaust gas emissions, safe and economical vessel operation, alternative structural solutions as well as the possible use of alternative fuels to gas oil.

The following issues are to be addressed in the study:

1. **Collection and evaluation** of relevant data on **conditions for ship operation** on the Danube as basis for the R&D activities to be performed.

The objective is the provision of framework conditions for the research and technology development to be performed within the study. This task is not intended to collect all data from scratch but shall make use of existing sources (websites, previous studies) as far as possible in order to minimise the proportion of effort in relation to the overall project.

The task comprises the following activities:

- Consolidation of navigation conditions relevant for the choice of the vessel main dimensions (fairway conditions with relevant bottleneck information, locks, bridges);
 - Consolidation of port information;
 - Description of relevant logistics chains involving other modes of transport as well as practical ship operation and realisation of waterborne transport on the Danube;
 - Consolidation of the composition and technical state of the Danube fleet;
 - Definition of good-practice benchmarks as reference for demonstration of possible improvements and implementation potential, considering most common vessels in use (e.g. Steinklasse), construction of new standard vessels as well as acquisition of used vessels for selected representative transport relations on the Danube;
 - Consolidation of current and future market developments and cargo flows.
2. **Analysis** of technical solutions derived from **existing R&D projects** with respect to their potential for implementation in the Danube region and further development.

The objective is the provision of first technical solutions for implementation and further development within the EU Danube Region Strategy.

Activities to be carried out comprise:

- Consolidation of technical solutions derived from existing R&D projects;

- Assessment of their economical and environmental performance as well as their potential with respect to an implementation and further development within the Danube Region, including comparisons with the benchmarks defined;
- Selection of most feasible technical solutions showing a clear economical and ecological benefit and return on investment.

3. **Elaboration and assessment of different new technology solutions.**

The objective is the provision of different new technical solutions for optimal economical and ecological performance of inland waterway transport on the Danube not covered by the former task.

Issues to be considered comprise in any case:

- Altered main dimensions of vessels for optimal economical and ecological performance on different relations relevant to waterborne transport on the Danube;
- Different pushed formations for optimal economical and ecological performance on different relations relevant to waterborne transport on the Danube;
- Alternative structural solutions for weight reduction or increase of the cargo carrying capacity as well as reduction of construction costs;
- Application of different materials for weight reduction or increase of the cargo carrying capacity as well as reduction of construction costs;
- Measures related to reduction of frictional resistance, e.g. air lubrication, as well as avoidance of separation;
- Improved propulsion devices for reduction of fuel consumption;
- Advanced engine solutions;
- Hull forms.

Elaboration and assessment of further issues with obvious high relevance to the modernisation of the Danube fleet are considered as an asset.

4. **Development and assessment of first vessel concepts** including strategies with respect to their operation in different regions of the Danube corridor utilising the knowledge gained from the former tasks.

The objective is the provision of new vessel solutions for optimal economical and ecological performance of inland waterway transport on the Danube, which may be further developed amongst others within the framework of the EU Strategy for the Danube Region. The focus of the development activities is on solutions with a high potential for practical implementation till 2020.

The vessel solutions to be developed are requested to cover solutions for operation on different stretches of the Danube, e.g. the Lower Danube or the Upper Danube, as well as solutions for operation on the entire Danube. The vessel concepts to be considered comprise:

- Motor cargo vessels;
- Pushers, barges and lighters.

The development and assessment activities have to include descriptions of the technical solutions, e.g. general arrangements, proof of technical feasibility, as well as economical, ecological and operational considerations with respect to the applicability of the solutions developed within different regions of the Danube corridor.

5. **Provision of recommendations** for further technology development within the framework of the EU Strategy for the Danube Region.

The objective is the consolidation of the project findings in a report available to the public.

The activities to be carried out comprise:

- Easily comprehensible descriptions of the solutions developed and assessment outcomes;
- In particular a clear justification with respect to the choice of the solutions for optimal economical and ecological performance of inland waterway transport on the Danube has to be provided.
- Provision of recommendations for further R&D amongst others within the framework of the EU Strategy for the Danube Region.

The core R&D activities of the project relate to the **elaboration** and **assessment** of **different new technology solutions** as well as the **development** and **assessment** of **first vessel concepts**. The **allocation of the majority of project resources** has to be dedicated to these activities.

Project duration: 18 months (estimated start: July 2012).

Project supervision and contractee on behalf of the European Commission: via donau – Österreichische Wasserstraßen-Gesellschaft mbH

Consortium/project partners: The consortium is requested to have comprehensive knowledge of the economy and practice of Danube navigation as well as market developments in the Danube region. Further requirements are expertise in ship technology and construction, in particular with respect to Danube vessels, as well as close connections to shipyards and technology providers. Further assets are the possession and availability of specific data related to framework conditions of Danube navigation and the design of Danube vessels as well as proper design tools for efficient conduction of the project.

Considering the demanding requirements listed above the consortium shall comprise at least a market research institution with specific knowledge of navigation and market developments in the Danube region, a research institution with access to model test and full-scale test data related to powering and design of Danube vessels as well as an institution with comprehensive experience in ship engineering tasks.

The consortium is requested to provide convincing references proving its expertise as well as capability related to successful achievement of the project objectives. The consortium shall comprise at least three institutions. The maximum number of participating institutions in one consortium is limited to five. The institutions shall not be affiliated to each other. The minimum annual turnover of a participating institution is requested to exceed 500 000 EUR for each of the last three years.

Outcome: The **results** will be **publicly available free of charge** for further use and exploitation. **The core result will be a publicly available report** containing descriptions and analyses of innovative technology and vessel solutions recommended for further development within the EU Danube Region Strategy.

Public availability of project results:

- The results aim at supporting the **further technology development** within the **EU Strategy for the Danube Region** and **are to be made public** in order to achieve this objective.
- The project is financed by the **European Commission** demanding a **public disclosure** of project results.
- Particular **single results** as well as the **report** will be made **public** (on the website of the European Commission as well as the one dedicated to the EU Strategy for the Danube Region).
- **Precondition** for acceptance of a proposal submitted will be **sufficient innovative contents** related to research and development, proper **expertise** of the consortium as well as the **agreement** of the project participants to **disclosure of the results** obtained in the project.

Maximum grant: 250 000 EUR excl. VAT

Deadline for submission of project proposals: 22.5.2012, 17:00 CET

Deadline for submission of requests for further clarifications: 9.5.2012, 17:00 CET

Requests for further clarifications may be submitted anonymously to the contact person (see below) in electronic form. These will be made public in an anonymous way at www.danube-navigation.eu in order to ensure transparency and fair competition.

Documents to be submitted in electronic form:

- Concise and clear description of the work to be carried out, including foreseen results, timing, resources and staff to be allocated to each task, as well as distribution of the work between project partners;
- Proof that the team to be allocated to the project has the means and the capacity to carry out the work requested (e.g.: previous work in the field, specific knowledge of the team etc);
- References of the project partners e.g. projects carried out or data availability, proving their expertise as well as capability related to successful achievement of the project objectives;
- References of the personnel allocated to the different tasks, at least the CV of the team leader;
- Proof of economical and financial performance (declaration of annual turnover for the last three years), proof of competence, extract of criminal record, extract of the most recent commercial register, ultimate statement of the relevant social security institution (max. 3 months old), ultimate statement of the relevant fiscal authority (max. 3 months old), or equivalent certificates;
- Contact point for submission of the documents: see contact person below;

The receipt of the documents submitted will be confirmed by e-mail.

Tendering procedure:

1. **via donau is a company with limited liability under Austrian law. via donau is in the sole ownership of the Federal Republic of Austria, and its tendering activities have to comply with the rules of the Bundesvergabegesetz 2006, BGBl I 17/2006, last amended by BGBl I 10/2012 (in short: "Procurement Act").**
2. **In accordance with § 10 (13) Bundesvergabegesetz 2006, BGBl I 17/2006. last amended by BGBl I 10/2012 (in short: "Procurement Act") the tendering rules defined in it are not to be applied in this particular case.**
3. **Based on the descriptions above is to be noted that the project to be commissioned comprises a research and development service, all results will be made publicly available free of charge, and all external services will be compensated by the contractee.**
4. **Although the tendering rules of the Procurement Act need not to be followed, yet, potential project consortia are informed about the tendering on a voluntary basis through respective European communication media, and, herewith, they are invited to submit a project proposal. Information of potential project consortia is realised by using the means of a Voluntary Ex Ante Transparency Notice. This procedure was chosen in order to inform all relevant experts properly, and in order to ensure a transparent procedure. The proposals submitted will be evaluated by an evaluation commission using evaluation criteria defined in advance. The evaluation commission comprises external experts with particular knowledge of ship technology and Danube navigation e.g representatives of the Ministry of Transport and Infrastructure of Romania and the Federal Ministry of Transport, Innovation and Technology of Austria, in addition to one representative of via donau – Österreichische Wasserstraßen-Gesellschaft mbH. The main criteria considered in the evaluation are professional soundness and expected outcome of the R&D activities to be carried out as well as**

expertise of the consortium. The three best ranked proposals will be selected for further consideration. The respective three consortium leaders will be given a possibility for presentation of their projects as well as provision of further clarifications to the evaluation commission in Vienna in mid June, 2012. The consortium that will implement the project will be finally selected by the evaluation committee on the basis of the quality evaluation of the proposals submitted. The evaluation committee will take its decision on the consortium to be awarded the contract in its evaluation meeting to take place in June. Due to the voluntary character of the tendering procedure no complaints procedure related to the decision of the evaluation commission is foreseen.

Contact person:

Dr. Juha Schweighofer

via donau – Österreichische Wasserstraßen-Gesellschaft mbH

Donau-City-Straße 1, A-1220 Vienna

Phone: +43 50 4321 1624

Fax: +43 50 4321 1050

E-mail: juha.schweighofer@via-donau.org

This notice in TED website: <http://ted.europa.eu/udl?uri=TED:NOTICE:129553-2012:TEXT:EN:HTML>

**AT-Vienna: research and development services and related consultancy services
2012/S 79-129553**

Voluntary ex ante transparency notice

This notice is covered by: Directive 2004/18/EC

Section I: Contracting authority/entity

I.1) Name, addresses and contact point(s)

via donau - Österreichische Wasserstraßen-Gesellschaft mbH
FN257381B

Donau-City-Straße 1

Contact point(s): Development and Innovation

For the attention of: Herr Dr Juha Schweighofer

1220 Wien

AUSTRIA

Telephone: +43 5043211624

E-mail: juha.schweighofer@via-donau.org

Fax: +43 5043211050

Internet address(es):

General address of the contracting authority/entity: www.via-donau.org

Electronic access to information: www.danube-navigation.eu

I.2) Type of the contracting authority

Body governed by public law

I.3) Main activity

General public services

Other: Waterway management and development of navigation

I.4) Contract award on behalf of other contracting authorities/entities

The contracting authority/entity is purchasing on behalf of other contracting authorities/entities: no

Section II: Object of the contract

II.1) Description

II.1.1) Title attributed to the contract

Development of innovative vessel and technology solutions with high potential for implementation in the Danube region.

II.1.2) Type of contract and location of works, place of delivery or of performance

Services

Service category No 8: Research and development services

Main site or location of works, place of delivery or of performance: EU, Republic of Croatia, Candidate Countries.

NUTS code AT

II.1.3) Information about a framework agreement or a dynamic purchasing system (DPS)

II.1.4) Short description of the contract or purchase(s)

Development of innovative vessel and technology solutions with high potential for implementation in the Danube region.

II.1.5) **Common procurement vocabulary (CPV)**

73000000 - FG07

II.6) **Information about Government Procurement Agreement (GPA)**

The contract is covered by the Government Procurement Agreement (GPA): no

II.2) **Total final value of contract(s)**

II.2.1) **Total final value of contract(s)**

Value: 250 000 EUR

Excluding VAT

Section IV: Procedure

IV.1) **Type of procedure**

Award of a contract without prior publication of a contract notice in the Official Journal of the European Union (in the cases listed in Section 2 of Annexes D1, D2 or D3 as appropriate)

Justification for the choice of the negotiated procedure without prior publication of a contract notice in the OJEU in accordance with Directive 2004/18/EC

Other justification for the award of the contract without prior publication of a contract notice in the OJEU

The contract falls outside the scope of application of the Directive

The contract falls outside the scope of application of the relevant Directive: via Donau is a company with limited liability under Austrian law. Via Donau is in the sole ownership of the Federal Republic of Austria, and its tendering activities have to comply with the rules of the Bundesvergabegesetz 2006, BGBl I 17/2006, last amended by BGBl I 10/2012 (in short: "Procurement Act"). In accordance with § 10 (13) Bundesvergabegesetz 2006, BGBl I 17/2006. Last amended by BGBl I 10/2012 (in short: "Procurement Act") the tendering rules defined in it are not to be applied in this particular case.

It is to be noted that the project to be commissioned comprises a research and development service, all results will be made publicly available free of charge, and all external services will be compensated by the contractee.

Although the tendering rules of the Procurement Act need not to be followed, yet, potential project consortia are informed about the tendering on a voluntary basis through respective European communication media, and, herewith, they are invited to submit a project proposal. Information of potential project consortia is realised by using the means of a Voluntary Ex Ante Transparency Notice. This procedure was chosen in order to inform all relevant experts properly, and in order to ensure a transparent procedure. The proposals submitted will be evaluated by an evaluation commission using evaluation criteria defined in advance. The evaluation commission comprises external experts with particular knowledge of ship technology and Danube navigation e.g. representatives of the Ministry of Transport and Infrastructure of Romania and the Federal Ministry of Transport, Innovation and Technology of Austria, in addition to one representative of via donau – Österreichische Wasserstraßen-Gesellschaft mbH. The main criteria considered in the evaluation are professional soundness and expected outcome of the R&D activities to be carried out as well as expertise of the consortium. The three best ranked proposals will be selected for further consideration. The respective three consortium leaders will be given a possibility for presentation of their projects as well as provision of further clarifications to the evaluation commission in Vienna in mid June, 2012. The consortium that will implement the project will be finally selected by the evaluation committee on the basis of the quality evaluation of the proposals submitted. The evaluation committee will take its decision on the consortium to be awarded the contract in its evaluation meeting to take

place in June. Due to the voluntary character of the tendering procedure no complaints procedure related to the decision of the evaluation commission is foreseen.

IV.2) **Award criteria**

IV.2.1) **Award criteria**

The most economically advantageous tender in terms of

IV.2.2) **Information about electronic auction**

An electronic auction will be used: no

IV.3) **Administrative information**

IV.3.1) **File reference number attributed by the contracting authority/entity**

22600061

IV.3.2) **Previous publication(s) concerning the same contract**

Section V: Award of contract

Contract No: 1

Lot title: Not applicable.

V.1) **Date of contract award decision:**

V.2) **Information about offers**

V.3) **Name and address of economic operator in favour of whom the contract award decision has been taken**

Not applicable

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V.4) **Information on value of contract**

V.5) **Information about subcontracting**

The contract is likely to be sub-contracted: no

Section VI: Complementary information

VI.1) **Information about European Union funds**

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

Reference to project(s) and/or programme(s): European Union Strategy for the Danube Region. Grant Agreement Number 2011CE16BAT103.

VI.2) **Additional information:**

Further information and download of extended tender description to be taken into account: www.danube-navigation.eu. National identification number: [L-506256-2418].

VI.3) **Procedures for appeal**

VI.3.1) **Body responsible for appeal procedures**

Not applicable

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Body responsible for mediation procedures

Not applicable

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VI.3.2) **Lodging of appeals**

Precise information on deadline(s) for lodging appeals Not applicable.

VI.3.3) **Service from which information about the lodging of appeals may be obtained**

VI.4) **Date of dispatch of this notice:**

19.4.2012

Druckvorschau

Die folgende Druckvorschau enthält den gedruckten Text in vollem Umfang. Die Druckvorschau entspricht jedoch aufgrund satztechnischer Vorgaben nicht dem Erscheinungsbild des tatsächlichen Drucks, weshalb die Anzahl der Zeilen im Druck von der Druckvorschau abweicht.

Freiwillige Ex-Ante Transparenzbekanntmachung. Auftragsvergabe ohne vorherige Veröffentlichung der Vergabebekanntmachung.
Auftragsbezeichnung: Innovative Danube Vessel; **Gegenstand des Auftrags:** Development of innovative vessel and technology solutions with high potential for implementation in the Danube region.; **CPV-Codes:** 73000000/FG07; **Auftragsvergabe:** Bezeichnung: Not applicable; Zuschlag an: Not applicable, Not applicable, 1 Not applicable; **Datum der Versendung der Bekanntmachung zur Veröffentlichung im Amtsblatt der EU:** 19.04.2012; **Auskünfte:** via donau - Österreichische Wasserstraßen-Gesellschaft mbH, Development and Innovation, Donau-City-Straße 1, 1220 Wien, Tel: +43 5043211624, Fax: +43 5043211050, juha.schweighofer@via-donau.org, www.via-donau.org; **AU/TA:** via donau - Österreichische Wasserstraßen-Gesellschaft mbH, Donau-City-Straße 1, 1220 Wien, Tel: +43 5043211624, Fax: +43 5043211050, www.via-donau.org.

L-506256-2418

Fenster schließen

Procedure to be applied during the hearing related to the project “Innovative Danube Vessel”

Location: via donau - Österreichische Wasserstraßen-Gesellschaft mbH
Meeting room 6.1, Techgate Vienna, Donau-City-Straße 1, A-1220 Vienna, Austria

Date: June 12th, 2012

Evaluation Commission:

- Ms. Irina Cruceru (European Commission)
- Mr. Serban Cucu (Ministry of Transport and Infrastructure of Romania)
- Mr. Reinhard Vorderwinkler (Federal Ministry of Transport, Innovation and Technology of Austria)
- Mr. Juha Schweighofer (via donau – Österreichische Wasserstraßen GmbH)

Optional participants (observer):

- Ms. Susanna Fuchs-Weißkircher (via donau – Österreichische Wasserstraßen GmbH)
- Mr. Michael Fastenbauer (via donau – Österreichische Wasserstraßen GmbH)

1. The Evaluation Commission as presented above has the authority and competence related to the evaluation of the projects submitted in the framework of the *Innovative Danube Vessel*.
2. The Evaluation Commission constitutes a quorum if more than 2/3 of the members of the Commission are present (requested minimum number of members present: 3).
3. Each member of the Evaluation Commission has one vote.
4. The members of the Evaluation Commission have been provided with the proposals submitted as well as the evaluation criteria well in advance prior to the hearing of June 12th, 2012.
5. The evaluation criteria correspond to the ones the consortium leaders have been provided with.
6. In addition to the evaluation criteria, the consortium leaders have been informed on the schedule, procedure and possible content of questions asked during the hearing in advance.
7. The hearing will be digitally recorded.using a dictaphone.
8. In addition to the digital recording minutes in note form will be created.
9. The hearing will start with a presentation of the respective consortium leader (or representative of the consortium), giving an overview of the project. The time foreseen for the presentation is about 0.5 hours.
10. The presentation will be followed by a hearing on the project, allowing for a final evaluation of the project proposed. In the hearing questions related to clarification of the project description as well as expertise of the consortium will be asked. Further questions may relate to the evaluation

criteria, which have been announced to the consortium leaders well in advance (see page 3). The hearing is planned to take about 1 hour/project.

11. The consortium can be represented by one or more persons, who are recommended to know the professional details of the project as well as details about the expertise and possession of data of the consortium. Particular focus is on Danube navigation.
12. After conclusion of all hearings, once all relevant information is available, the Evaluation Commission will come together in a closed meeting in order to evaluate the projects proposed.
13. The evaluation will be carried out on the basis of the proposal submitted as well as the remarks made at the hearing, which are documented through digital recording and minutes in note form.
14. In order to assure an objective and comprehensible evaluation, the evaluation will be carried out using an evaluation form, which is in line with the evaluation criteria announced prior to the hearing to the respective consortium leaders (see page 3). Each member of the Evaluation Commission will use one form for one project proposed. The projects will be ranked according to the maximum weighted points achieved. Each evaluator will award her/his first-ranked project with two points. The second ranked project will be awarded with zero points. In the case of equal amount of weighted points awarded the projects will be awarded with one point each.
15. The decision on which consortium will be awarded the project will be taken on the basis of the maximum points achieved in the ranking in the form of a majority decision. (E.g. in the case of four evaluators three may give to project A 2 points each = 6 points in total, and one may give 2 points to project B = 2 points in total, which means that the majority votes for project A). In the case of an equal amount of maximum points achieved in the ranking, a second hearing has to be carried out on another date to be agreed upon at a later stage.
16. The respective consortium leader will be informed in writing on the outcome of the evaluation till June 30th, 2012.

Project Innovative Danube Vessel				
Evaluation criteria				
juha Schweighofer				
21.5.20122				
	Maximum points	Weight	Weighted points	Threshold
Quality	100	0,35	35	21
Clarity and comprehensibility of the work description	25			
Professional soundness of the proposed work methodology	25			
Innovative level of expected results	25			
Potential of expected results for practical implementation in the Danube region	25			
Quantity	100	0,3	30	18
Compliance with objectives set	25			
Further issues with added value considered going beyond the objectives set	25			
Extent of expected results (e.g. amount of vessels designs, amount of technologies developed, complexity of solutions developed)	25			
Appropriateness of resources allocated to tasks	25			
Consortium	100	0,35	35	21
Professional expertise of consortium leader and partners	20			
Experience and references of consortium leader and partners (e.g. projects)	20			
Availability of and access to project relevant data	20			
Connections to shipyards, technology providers, shipping organisations and shippers	20			
Proper composition of consortium for comprehensive coverage of expertise requested	20			
Maximum evaluation points			100	