

Annex A to RFP 15/1

STATEMENT OF WORK

JMTO requirement

INTRODUCTION

JMTO has a requirement for a RORO vessel engaged under Time Charter for the ARK Project. The vessel will be engaged in sealift of military equipment in support of national Danish/German armed forces, NATO, UN, EU and other allies' military requirements. Between military deployments the vessel will be attempted employed within the civilian market.

Vessel Criteria

The vessel will be evaluated under a number of criteria, which are grouped as follows:

- a. *Mandatory criteria:* A vessel complying with such criteria will be subject to further analysis. Failure to comply with any individual criterion will disqualify the Bid.
- b. *Special selected vessel data;* Additional criteria which are considered substantial for the vessel and Bidders ability to perform as required in the ARK project. These criteria are listed in order of priority.

List of Criteria

a. *Mandatory Criteria (MC):*

- Danish flag
- Minimum lane meter capacity: 2000 lane meters, calculated with a lane meter (LM) width at no less than 2.8 meters.
- The vessel shall be able to discharge via a Side Ramp
- The Side Ramp needs a minimum capacity of 70 ts.
- Side Ramp clear width – Min. 8.0 m
- Service Speed min. 16 knots (with 85% main engine output in calm water with Douglas sea state 3 and wind speed 6 m/s).
- Vessel range min. 8000 nm at service speed without bunkering.
- Storage capacity for min. 30 days provisions for crew and 12 passengers

- Equipped with stabilizers (flume tank or finns) fulfilling IMO Resolution A. 1054 (27).
- Min. 12 pax in cabins.
- Built Year: 1995 or thereafter.
- Crew Nationality EU/EØS.
- Length overall (LOA) max. 200 m
- Draft max. 7 meters at a full standard trailer cargo (Trailer length 14 meters/weight 25 ts).
- Internal ramps:
 - Width of internal ramps min. 4.4m to upper decks
 - Width of internal ramps min. 3.2m to lower hold
- Deck capacity min. 3.0 ts per sqm for Main deck and lower hold.
- Deck capacity min. 2.0 ts per sqm for Upper decks.
- Stern ramp (self sustained) with a minimum load capacity of 70 ts.
- Stern ramp free height min. 6.1 m.
- Side ramp free height min. 6.1 m.
- Free height on main deck min. 6.1 m.
- Free height on other decks min. 4.2 m.
- Number of reefer plugs must be min. 50 units.
- Internal ramp inclination of max. 8%.
- Lashing equipment for min. 350 military vehicles.
- Lashing equipment for full container capacity.
- Distance between lashing points must not exceed 3 meters.
- Communication equipment required for worldwide trade in accordance with IMO regulations. In addition to this the vessel are required to be equipped with a satellite communications system with global coverage/ continuous coverage of the position of the vessel like VSAT/Flat fee system equipped with at least 1 telephone lines and a broad band capability able to download /upload mails/attachment at a speed of at least 512/256 Kb.

B1. Special selected Vessel data (weighted 40 %) - listed in order of priority:

- Ramp :
 - Stern ramp, width between 10 – 12 meters (12 meters preferred), or
 - Split stern ramp: One ramp between 6 – 8 meters and the other ramp between 10 – 12 meters- Max width of respectively 8 and 12 meters are preferred, or
 - Stern Ramp with a width exceeding 12 meters – stern ramp width between 12-20 m, 12 m will be preferred.
- Geared with SWL crane - vessel with 1x40 ts SWL crane with an outreach of between 3,2 – 26 meters will be preferred.
- Lane meter capacity 2000-2700 LM - with preference for larger capacity.
- Fuel consumption and type (MTS/ 24 hours) while in harbour and at 0, 10, 16 and 18 knots outside SECA and inside SECA area respectively. (with preference for low fuel consumption).

B2. Special selected Vessel data (weighted 20%) - listed in order of priority:

- Fuel type(s) while in harbor, outside SECA and inside SECA area respectively. (with preference for a vessel with scrubber system or an alternative fuel systems).
- Ability to discharge all decks via a Side Ramp – vessels able to discharge all decks via side ramp will be preferred.
- Twin Screws – or similar system in order to optimize ships maneuverability (ships with twin screws or similar system will be preferred.
- Bow thruster: Vessel must be able to go alongside during wind speeds up to 15 m/s without tug assistance.
- Service Speed min. 18 knots (with 85% main engine output in calm water with Douglas sea state 3 and wind speed 6 m/s).
- Free height on other decks than main deck min. 4.7 m – Vessels with 4.7 m will be preferred.
- Standard lashing equipment for min. 400 military vehicles (trucks and cars).
- Communications equipment required for worldwide trade in accordance with IMO regulations. In addition to this all vessels are required to be equipped with a satellite communications system with global coverage/ continuous coverage of the position of the vessel like a VSAT/Flat fee system equipped with 1-3 telephone lines, 3 preferred, and a broadband capability able to download/ upload mails/attachments at speeds higher than 528/256 Kb.

- Container sockets in upper deck – preferable if containers can be stowed in pre-fitted container sockets.
- Speed – Ships which are capable of sailing with variable service speeds between 10 and 20 knots are preferred.
- Vessel equipped with spreaders for handling of 20 and 40 feet containers – vessel equipped with spreaders will be preferred.
- Supplementary crane 1 x 4 Ts SWL crane – (Vessel with supplementary crane will be preferred).
- Fixed monthly/pro rata price for usage of vessels wireless stations GMDSS/mobile phone.
- Price per day for meals to passengers and Charterers representatives.

C. Charter Hire (weighted 40 %)

- The Charter Hire per day in €