

## ANSWERS TO CLARIFICATION QUESTIONS

File: AP 6/5/4  
Date: 18 July 2018  
To: Interested suppliers  
Contact: Maraea S. Pogi  
Subject: **Transfer, export and recycling of used oil from the Northern Pacific (POPs Release Reduction Project)**

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Q1. Refer to Section 2 Specifications 2.5 (a)

Will the costs of decanting existing containers to Isotainers be covered by the owners of the existing stockpiles (as described in Appendices 1, 2 & 3). Will the tender rate need to cover the costs associated with:

- supply and delivery of Isotainers
- inspection of existing Isotainers
- transfer of Isotainer to international sea port terminal
- loading & strapping of Isotainer to ship
- unloading of Isotainer at receiving international port

Response:

The cost of decanting of used oil from existing containers to isotainers will be as follows: a) Pohnpei will be covered by asset owners/operators; Majuro to be included in tenders amount; and Ebeye will be covered by asset owner.

The tender rate will need to include all the costs associated with the supply and delivery of isotainers to the loading site, inspection of existing isotainers, transfer of isotainers to international port, the loading and strapping to ship, and unloading of isotainers at the receiving international port.

Q2. Refer to Section 2 Specifications 2.5 (b)

If in total there is an estimated 3.5million+ L across the three locations, and the project budget is estimated to be sufficient for the collection, export and recycling of a minimum of 500,000 L. How would the volumes for recovery at each location be determined/prioritized?

Response:

As per scope of works 1. The priority will be to Pohnpei, and , if agreed, from Majuro and/or Ebeye.

Q3. Refer to Section 2 Specifications 2.5 (b)

Is there any possible addition to the pre December 2018 timeframe for completion of project? Import permit approval for Australia or NZ can take up to 90 days to assess.

Response:

At this stage there is no possible extension of timeframe beyond Dec 2018.

Q4. Refer to Section 3 Conditions 3.1 (e)

Could further information be provided as to why there is a minimum of 20,000L applied in this section? and how it relates to the 500,000L defined in Section 2 Specifications 2.5 (b)?

Response:

Payments will be made on the export of each isotainer which is estimated at 20,000L.

Q5. Refer to Section 3 Conditions 3.1 (g)

Is the completion of infrastructure works relevant to this tender?

Response:

The completion of infrastructure works is not relevant to this tender. Thanks for pointing this out.

Section 3 conditions 3.1 (g) should read: Be able to complete the first shipment of a minimum of 20,000 litres of used oil within 60days of contract signature.

*This will be in line with TIMEFRAME: 1. A bill of lading will be presented for payment for the first shipment of a minimum of 20,000 litres of used oil within 60 days of contract signature.*

Q6. Refer to Section 3 Conditions 3.2

Is there a preference for shipping to be fully costed in the tender, or for the tenderer to build in the opportunity to use the Moana Taka reverse logistic service? It may be difficult to rely on the Moana Taka if penalty clause exists for project overruns

Response:

Preference is for shipping to be fully costed in the tender. In the event that Moana Taka Partnership can be used, this would then allow for more shipment of used oil.

Q7. Refer to Section 4 Submissions Guidelines 4.2 (c)

As per question regarding Section 2 Specifications 2.5 (b) and Section 3 Conditions 3.1 (e) above. Is the 20,000L referred to in this section a minimum overall or a minimum first export amount? (refer Terms of Reference Timeframe 1.)

Response:

The 20,000L minimum referred to in 4.2(c) is for a lump sum cost for export and recycling.

Q8. Refer to Section 6 Evaluation Criteria 6.1 (g)

Is there a priority for which locations in RMI are to be serviced?

Response:

Not at this stage.

Q9. Refer TOR Timeframe 1

Is this the total or for first shipment only? The information here doesn't seem to correlate with the information provided in Request for Tender Section 2 Specifications 2.5 (b) and Section 3 Conditions 3.1 (e)

Response:

TOR Timeframe 1 refers to the first shipment only.

Q10. Appendix One: Used Stockpiles Pohnpei (a) Existing Stockpiles

Is it likely the 122,000L in open sumps at the PUC will contain water?

This section refers to photo's contained in a report – could the tenderers have access to the report or photo's?

Given the need to ensure material quality and compliance with biosecurity controls, is it expected the tender price will include the cost associate with monitoring the decanting drums/ vessels to ensure minimal contamination within the Isotainers?

Response:

Yes, the tenderers will have access to the report and photos.

Yes, the tender price should include the cost associated with monitoring the decanting drums/vessels to ensure minimal contamination within the isotainers.

Q11. Appendix One: Used Stockpiles Pohnpei (b) Removal of Stockpiles

As Above

Response:

Yes, response as above.

Q12. Appendix One: Used Stockpiles Pohnpei (c) Oil Transport

Are cleaning costs per Isotainer to be covered by the tenderer and included in the tender amount?

Who has ownership of the Isotainers?

Where are the Isotainers from and what condition are they in?

Who will be liable for repairs to the inner skins of the Isotainers caused through pitting/damage which may be found at the point of cleaning?

Is there any assisting cost associated with demurrage of existing Isotainers

Response:

Yes, cleaning costs per isotainer is be included in the tender amount.

The tenderer will need to arrange and source isotainers.

The tenderer will be responsible for wear and tear associated costs of the use of isotainers which should be part of the isotainer hirage fee.

All costs associated with use of isotainers should be included in the tender amount.

Q13. Appendix Two: Used Stockpiles Majuro (a) Existing Stockpiles

What process will be used for water content reduction at the MEC tank farm?

Who is responsible for oil/water separation using this process?

How will the residual contaminated water be dealt with, and who will be responsible?

Response:

MEC will be responsible for the water content reduction process. The water content reduction process will be a combination of vertical tank drainage before filling, as well as isotainer water drainage after filling.

Q14. Appendix Two: Used Stockpiles Majuro (b) Removal of Stockpiles

Is the removal of water content preferred (as per previous question) or can the oil/water mix be costed for export?

Response:

Removal of water content is preferred.

Q15. Appendix Three: Used Stockpiles Ebeye (a) Existing Stockpiles

How difficult will the decanting of the buried US 6000-gallon tank at Kwajalein be? Will the tenderer need to provide costs in the tender budget for gaining access and decanting the tank?

Response:

Yes please include cost for gaining access and decanting of US 6000-gallon tank at Ebeye.

Q16. Appendix Three: Used Stockpiles Ebeye (b) Removal of Stockpiles

Please confirm that the tenderer should simply cost for 9 or 10 Isotainers and that the costs for transferring the oil to Ebeye wharf and loading the Isotainers will be covered by KAJUR?

Response:

Yes that is correct. KAJUR will be responsible for filling used oil into the 1,000 US gallon road tanker, transport to wharf to fill into isotainer.

Q17. Appendix Four: Suggested re-refined base oil criteria

Please provide the reference/source for these criteria on contaminant parameters

Are there lab analysis reports available?

Response:

They are drawn from Australian Product stewardship (Oil) regulations 2000.

[http://www5.austlii.edu.au/au/legis/cth/consol\\_reg/psr2000384/sch1.html](http://www5.austlii.edu.au/au/legis/cth/consol_reg/psr2000384/sch1.html)

Q18. Are the used oil mentioned in the bid contaminated with PCB? Is there a possibility that it is? Has it been tested and may we ask for the results if so. This is because PCB contaminated oil can not be recycled and has to be properly disposed of.

Response:

There is no evidence that the used oil is contaminated with PCB.

Q19. We'd like to ask if the repackaging of the oil and transfer from its current location to the awardee's shipment container is included in the bidders scope of work.

Response:

Refer to response to Q1 above.

The repackaging of the used oil in: Pohnpei will be at the cost of the asset owner/operator (refer to Appendix One (b)); Majuro will be at the cost of the bidders scope (refer to Appendix Two (b)); and Ebeye will be at the cost of the asset owner (refer to Appendix Three (b)).

Q20. Are we to submit a hard copy of the bid package/offer via courier? Or vial mail?

Response:

Submit bids via email to [tenders@sprep.org](mailto:tenders@sprep.org)

Q21. Under No. 3 of the Tender : Conditions: Information for Application, we'd like to ask for clarification on what Infrastructure works are needed to be completed within 60 days of contract signature as stated under (g).

Response:

Refer to response to Q5 above.

Q22. Please advise if offer must be in lump sum per 20,000 liters minimum or per unit/liters of used oil?

Response:

Refer to response to Q7 above.

The offer must be priced on a lump sum cost per 20,000 liters minimum.

Q23. Kindly advise payment terms for this project and if SPREP would issue down payment to the awardee prior to commencement of work or upon signing of contract. May we also ask of the duration for SPREP to issue payment once Bill of Lading is submitted?

Response:

Payment will be made on presentation of a BOL to SPREP for each used oil export shipment.

Payment will be made within 10 working days on presentation of invoice.

Q24. For the scope where water is to be separated from the oil before transfer, please advise and clarify if this is included or not in the awardees scope of work.

Response:

Refer to responses to Q13 and Q14 above.