

# LOCAL COUNCILS' ASSOCIATION

## LOSAMEDCHEM PROJECT



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**LOSAMEDCHEM/01/2010: Tender for the provision of research and consultancy on “How could the logistics and the safety of the transports of chemicals be improved in the Mediterranean Area” Project - LOSAMEDCHEM**

**1. The Contract**

The Contract covers the work and services that are necessary and incidental for the implementation of the LOSAMEDCHEM Project in accordance with the provisions of this document.

**2. Nature of Works**

The Contractor shall be guided by the attached LOSAMEDCHEM Project Brief in order to make the required assessment of the research and consultancy required under this project. The LCA is mainly interested to carry out the following actions:

- (a) SWOT analysis on chemical logistics
- (b) holding of stakeholders meetings and preparation of report
- (c) establishing best practices in chemical logistics and transport
- (d) feasibility study for proposing improvements in the current situation
- (e) study on the legislative and regulatory framework
- (f) any other assignment as directed by the Project Manager

**3. Scope of Contract**

These specific Conditions shall be read in conjunction with the Local Councils Regulations and shall be deemed to form an integral part thereof. Particular attention is to be given to Local Councils (Tendering) Regulations (363.03).

The Contractor shall quote an hourly rate in euros and including VAT. At the end of each month the Contractor must provide the Local Councils' Association with:

- (a) signed timesheets;
- (b) statement listing all the work carried out;
- (c) statement of contacts and meetings for the period;
- (d) statement of results attained during the period.

Payment shall not be effected unless this statement is endorsed by the Executive Secretary of the Association. **The Contractor shall provide an official VAT receipt for all payments made under this agreement.**

#### **4. Duration of Contract**

Subject to the earlier termination in accordance with the provisions of the General Conditions, the Contract shall be valid for the period of three years ending in December 2012. The Local Councils' Association may also, if deemed necessary, extend the contract for a period of time which shall not exceed 2 (two) years as stipulated in the General Conditions of Contract.

#### **5. Quality of Service**

The Contractor is required at all times to provide the service in accordance with the highest standard of efficiency, effectiveness and governance.

#### **6. Qualifications**

The Contractor shall:

- a) Have more than five years of experience in a top management level and be very well versed in transport and logistics, chemicals, safety and communications.
- b) Be able to show concrete experience in the above sectors;
- c) Has experience in EU funded projects;
- d) Be prepared to work at any time during the week;
- e) Remain available on call and respond immediately if pressing matters arise;
- f) Be present at local and foreign meetings in connection with the projects where his/her presence is deemed necessary;
- g) Ensure that all project deadlines are met;
- h) Be in possession of all the qualifications, resources, contacts and networks which this service requests.
- i) have full internet services to enable effective communication between the LCA and the Contractor. All related expenses are to be for the Contractor's account.

#### **7. Compliance with Legislation**

In providing any services under this Contract, the Contractor shall comply with any regulations contained in any law which may from time to time be in force in Malta and any policies, orders, guidelines or directives issued hereunder.

## **8. Subcontracting**

This Contract is particular to the Contractor assigned on this Project and the services to be provided under this Contract shall not be capable of being assigned to any other party, whether in whole or in part, unless prior written approval is granted by the LCA.

## **9. Reports and Direction**

The contractor shall conduct the work as is instructed by the Project Manager and prepare all requested reports within ten working days.

## **10. Documentation**

All bidders are to provide a **company profile** and a **detailed CV** of the persons that shall be providing the consultancy to the project, including copies of relevant educational certificates and previous experience.

## **11. Performance Bond**

Within 7 working days of the issue of the Letter of Acceptance to the successful Tenderer, the latter shall furnish a Performance Bond on the supplied form covering the faithful performance of the Contract and the execution of all obligations arising from the contract between the Association and the Tenderer. The Performance Bond shall be valid up to 31<sup>st</sup> March 2013, and shall have a value of €5000.

## **12. Closing Date**

The closing date for the submission of the tender is Thursday 19<sup>th</sup> August, 2010 at 10.00a.m. Tenders are to be submitted in the tender box at the offices of the Local Councils' Association, 153, Main Street, Balzan. Tenderers are to not that office hours during August are from 0830hrs to 1300hrs. All tenders are to be submitted in a sealed envelope and marked "LOSAMEDCHEM".

## **13. Tender Fee**

The tender fee to be paid when withdrawing the tender document is €75.

## **14. Contract Reference**

The Bidders and Contractor are to quote the following Contract Reference in all correspondence, invoices, emails etc:

AGREEMENT NUMBER: 2G-MED09-199

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## **Annex 1 – Schedule of Rates**

The hourly rate as per the Conditions of this contract will be:

€ \_\_\_\_\_ (VAT included)

Full Name & Surname:	
Identity Card Number:	
Business Address:	
Company Name & Registration Number:	
VAT Number:	

### **Contact Details:**

Phone	
Fax	
Mobile	
Email	

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

## **“How could the logistics and the safety of the transports of chemicals be improved in the Mediterranean area, with the lessons learned from the Central Europe - LOSAMEDCHEM**

In 2008 several European Chemical Regions participants to ECRN presented the Project “ChemLog” under the Interreg 4B-Central Europe. The Project will be financed starting on September this year. The Novara Province will have a role as principal partner in the field of intermodal Centres.

The Novara Province has investigated that a similar project, dedicated to the Mediterranean area could be presented under the European Program Interreg 4B MED. The probable deadline (March 2009) will allow sufficient time to prepare in details the proposal and an appropriated lobby action plan could guarantee it’s financing.

### **The reasons for the LOSAMEDCHEM Project**

The motivation of the project is the huge development of the traffic of goods in the Mediterranean area and its constraints. Some of the most remarkable issues are:

- a) One third of the world container traffic is based on the Mediterranean Sea, distributing manufactured goods from China and South-East Asia to Europe (and, to some extent, to the eastern coast of America). The growth of the container usage has no limits: just in Europe the goods transported in containers have shown an increase of 118% from 1999 to 2007 (source: “Die Welt”, July 2008);
- b) The Southern and Eastern coasts of the Mediterranean Sea show a substantial increase in foreign direct investments (FDI), growing from \$ US 13.1 bn. in 2003 up to \$ US 51.4 bn. in 2007 (source: “ANIMA Investment Network”). While Europe remains the largest Investor (40%), North America has fallen in 4 years from 25% to 10%; meanwhile the Gulf Countries have increased their share from 10% to > 30%; Emerging Economies as India and Brazil, have climbed from 8% to 20%. This growth in Foreign Direct Investment was second only to P.R. of China, which got \$ US 70 bn. in 2007;
- c) The transport modalities breakdown (%) in Europe is forecast as follows (source: EC’s study, Jun. 2006):

<b>Modalities:</b>	<b>2010</b>	<b>2020</b>
Road	44.6	44.4
Rail	9.4	8.1
Barge	3.4	3.0
Pipeline	3.3	3.3
Sea	39.3	41.2
Total	100.0	100.0

From these figures it is clear the small part of the internal water ways in the transport of goods all over Europe; their role become quite marginal in the Mediterranean basin, where the rivers flowing into the Mediterranean Sea are few and, with some remarkable exceptions (e.g. the Rhone - Rhine waterway), suffering from instable depth contour and limited navigability (like the Po river in Italy).

The railways will significantly reduce their role in the near future. Railway transport will be more and more bound to the long distance routes, particularly for dangerous goods, because of the greater safety guaranteed by this modality. In general the future development of the railways is highly dependent on the expansion of well integrated intermodal nodes, linking in synergy road – rail – and sea traffic.

The road traffic, thanks to its intrinsic flexibility, will grow in absolute figures, but, due to the increasing congestion and almost suffocation of the main road links, will remain substantially stable, relative to other transport modes.

The strategic growth will occur in the sea traffic: straightforward connections, absence of such limitations as maximum driving hours allowed to the road drivers and a good average speed of the modern cargo ships make this modality very attractive and competitive, also because of the economy of scale that maritime transport ensures.

The present analysis foresees that the traffic in the Mediterranean Sea will grow (fostered also by the concept of the “Motorways of the sea“, which promotes sea links in the Mediterranean area instead of terrestrial ones). Finally, we cannot forget that, on Sunday 13th July 2008, the French President Mr. Sarkozy, taking the U.E.’s Presidency has vigorously sustained a plan for a coalition of the 42 Mediterranean Countries.

However, we can not forget some critical issues, stated by the E.C., considering the whole European logistics:

- a) Bottlenecks keeping the integration of the different transport modalities very difficult. According to the final Report “Promotion of Intermodal Transport“ (published by Ecorys Transport in Nov. 2005), bottlenecks can not be eliminated or reduced only by means of new transport networks, but existing ones must also be substantially improved;
- b) The development of efficient and effective intermodal terminals remains fundamental for sound transport growth, as stated by the European Report “Improving Quality of Intermodal Terminals” published in Nov. 2005;
- c) The increase of pollution risk, linked to the traffic growth. Pollution risks are higher when dangerous goods are transported; furthermore there is a difference between the systems used: road, rail and sea transport:
  - In the first case, the frequency of the danger is high, but the dimension is normally small;
  - In the second case, the frequency of the danger is not so high, but the dimension could be catastrophic: a confirmation of that was recently given by the accidents occurred on the Channel and along the Galician coasts in Spain.

As pollution risk is concerned the most critical situation is presented by the Mediterranean, being a closed basin with very little capability to absorb a possible ecological disaster.

In 1976, the Conference of Plenipotentiaries of the Coastal States of the Mediterranean Region, convened in Barcelona, adopted the Convention for the Protection of the Mediterranean Sea against pollution. According to the Barcelona Convention, REMPEC (Regional Marine Pollution Emergency Response Centre for the Mediterranean Sea) has the responsibility to organize and activate the MAU (Mediterranean Assistance Unit) to deal with accidental marine pollution. On 15th June 2004 Federchimica (Italian National Association for Chemical Entrepreneurs) and REMPEC signed a Memorandum of Understanding to facilitate the mobilization of Experts in case of sea accidents in that area.

## **Objectives**

The previous analysis elucidates the transport modality breakdown according to existing trend. The present project aims at identifying actions needed in the long term to enforce a more virtuous redistribution of transport modalities, which accelerates road transportation reduction, sustains the share of rail + barge + pipeline and promotes a stronger increase of the sea transportation. Here below we report the EC's forecast together with a possible objective breakdown:

<b>Modalities:</b>	<b>2010 (forecast)</b>	<b>2020 (forecast)</b>	<b>2020 (objective)</b>
Road	44.6	44.4	42.9
Rail	9.4	8.1	8.7
Barge	3.4	3.0	3.1
Pipeline	3.3	3.3	3.3
Sea	39.3	41.2	42.00
Total	100.0	100.0	100.0

## **The Structures of the Project**

### **Infrastructures, with 3 sub- projects:**

1. To study the structure and the evolution of the traffic routes in the E.U.'s Countries bordering on the Mediterranean sea, in both East-West and North – South directions (railways, motorways, waterways, pipelines);
2. To analyze the current bottlenecks and to evaluate in technical and economic terms, how to overcome them;
3. To take into account the development of the most significant projects in the new logistic scenario for the Mediterranean harbours (e.g., the development of the so called “Tangier Med – megaproject”, started six years ago and which in 2012 will be the largest container port in the Mediterranean sea, not far behind the leading European structure of Rotterdam).

**Intermodality, with 2 sub-projects:**

1. To define the best models in the integration of different transport modalities around a hub, and to investigate the development and the organization of both commercial and industrial induced activities, always relying on a centralized design of the global traffic;
2. To propose a path for reaching a higher degree of cooperation among the Mediterranean harbours and their linkage with their transport systems.

**Safety (and security) of transport of chemicals, with 2 sub-projects:**

1. To analyze the best practices dedicated to chemicals in selected infrastructures;
2. To recommend how to improve the existing structures and strategies defined to cope with possible emergency events in the Mediterranean Sea traffic.