

## ANAVE - Circular de Régimen Interior

Madrid, 12 de mayo de 2017  
Explotación 2/2017/ES

**Asunto: Licitación para el Transporte de piezas de proyecto desde España (Avilés) a Japón (Hitachi Port)**  
**– Fecha límite remisión ofertas: lunes 12 de junio**

Muy Srs. nuestros:

El CDTI nos ha hecho llegar la licitación que les adjuntamos para el transporte de diferentes cargas de proyecto:

- Origen: Parque Empresarial del Principado de Asturias - Avda. de la Siderurgia 17 - Avilés
- Destino: Japón (Hitachi Port)
- Fecha estimada: finales de septiembre de 2017
- Peso estimado piezas principales: 215 t
- Cualquier oferta presentada deberá ser válida durante un periodo de 6 meses.
- Se adjudicará el transporte a la oferta más económica de las recibidas que cumpla todos los requisitos de la convocatoria.
- Fecha límite para la remisión de ofertas: 12 de junio de 2017

Les adjuntamos las características principales de las cargas a transportar junto con la convocatoria de licitación.

- En el caso de estar interesados, les recomendamos se suscriban a la oferta en el siguiente enlace (<https://industryportal.f4e.europa.eu/Calls/CallInformation.aspx>) para:
- Descargar toda la documentación relacionada con la convocatoria (incluidos los planos de detalle con los pesos de las piezas a transportar);
- Que les mantengan informados de posibles cambios en la licitación, erratas, ampliaciones de plazo, etc.
- Poder preguntar en caso de precisar alguna aclaración para poder remitir una oferta, o recibir las preguntas que otros interesados puedan hacer.

Asimismo, nos piden del CDTI que, en caso de que una empresa asociada esté en disposición de hacer este transporte, les mantenga informados. La persona de contacto es:

**Belén del Cerro Gordo**  
**Punto focal con la industria para ITER**  
**Departamento de Programas Aeroespaciales**  
**Dirección de Programas Internacionales**  
**CDTI**  
**Tel.:+34 91 581 04 91**  
**Email: [anabelen.delcerro@cdti.es](mailto:anabelen.delcerro@cdti.es)**

Muy cordialmente,

Manuel Carlier  
Director General

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**FUSION  
FOR  
ENERGY**

**INVITATION TO TENDER**  
**(SPECIFIC TENDER CONDITIONS)**

**CRYOSTAT VESSEL BODY CYLINDRICAL SECTION TRANSPORT TO**  
**JAPAN**

**OPEN PROCEDURE**  
**F4E-OPE-0844**

**F4E\_D\_27ZWDK**

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## 1. INTRODUCTION

This document contains the **Specific Tender Conditions** applicable to this call for tender based on an open procurement procedure. This document complements the **General Tender Conditions** available on the Fusion for Energy (F4E) [Industry and Associations Portal](#).

The Contract Notice published in the Official Journal of the European Union (OJEU), together with the General Tender Conditions and these Specific Tender Conditions (including Annexes), make up the documentation enabling economic operators to prepare and submit their tender. In case of ambiguities or discrepancies, instructions defined in the Specific Tender Conditions take precedence over those included in the General Tender Conditions.

- Procedure type: **Open Procedure**
- Contract type: **Direct contract (OPE)** (the draft contract is included as Annex 01).
- Contract notice Reference: 2017/S 088-171164
- Submission deadline: 12/06/2017
- Submission modalities: the submission modalities are detailed in section 5 of the General Tender Conditions.
- Public opening: the public opening of tenders will take place at the F4E premises in Barcelona on 19/06/2017 at 12:00 hrs (local time). The meeting room will be communicated to the duly accredited representative(s) of the tenderers on the day of the public opening at the reception desk of F4E. Tenderers shall communicate to F4E the name(s) of the representative(s) of the tenderer attending the public opening at the latest on the submission deadline by sending the full name(s) and ID or passport number(s) to the following email address: [anne-kathrin.preis@f4e.europa.eu](mailto:anne-kathrin.preis@f4e.europa.eu). Only representatives that are duly and timely accredited will be allowed access to the public opening of tenders.
- Contracts and Procurement Officer: Anne-Kathrin PREIS

## 2. DESCRIPTION OF SERVICES

### 2.1 Scope

The subject of the contract is the provision of services as set out in the Technical Specification and in conformity with the terms provided in this document and the General Tender Conditions.

The subject of the contract is the transport of twelve sectors of the Cryostat Vessel Body Cylindrical Section, two lifting tools and the left-over stainless steel material from the manufacturing company in Spain to Japan.

### 2.1.1 Options

Not applicable.

### 2.1.2 Lots

Not applicable.

### 2.2 Duration

The expected duration of the tasks to be implemented under the Direct Contract is 7 months.

### 2.3 Place of delivery

Collection and Delivery points	
Collect the sectors of Cryostat Vessel Body Cylindrical Section and the lifting tools from	ASTURFEITO SA Parque Empresarial del Principado de Asturias Avda. de la Siderurgia 17 33417 Avilés – Asturias (Spain)
Collect the Left-over Material from	ASTURMATIC SYSTEMS SA Polígono empresarial Loredo., 33682 Baiña, Asturias, Spain
Deliver to	Hitachi Port Ibaraki Prefecture JAPAN

### 2.4 Validity of the tender

Tenderers shall be bound by their tender for 6 months from the applicable submission deadline. In exceptional cases and prior to the expiry of the original tender validity period, F4E may ask tenderers to extend this period.

### 2.5 Variant solutions

Tenders shall not include variant solutions.

### **3. ASSESSMENT OF TENDERERS AND EVALUATION OF TENDERS**

The assessment of tenderers and the evaluation of tenders will take place in four stages:

1. Conditions for participation (as per section 2 of the General Tender Conditions) and compliance with General Tender Requirements (as per section 4 of the General Tender Conditions).
2. Exclusion of tenderers (section 4) – Exclusion criteria (of the tenderer)
3. Selection of tenderers (section 5) – Selection criteria (capacity of the tenderer)
4. Evaluation of tenders (section 6) – Award criteria (evaluation of the offer)

Order of the assessment and evaluation of the above stages:

Fusion for Energy will evaluate the rest of the stages in no particular order. The successful tenderer must pass all stages and satisfy all criteria to be awarded the contract.

### **4. EXCLUSION CRITERIA**

The exclusion criteria are listed in articles 106 and 107 of [the General Financial Regulation \(GFR\)](#). Single tenderers, group members in case of joint tendering and third parties shall provide a Declaration on Honour (see Annex 04), duly signed and dated, stating that they are not in one of the situations listed in these two articles (they will be all referred to as economic operator).

**Tenderers shall be excluded from participation in the present procurement procedure if they are in any of the situations for exclusion.**

**In case of joint tendering, the group will be excluded if a group member is in any of the situations for exclusion.**

The table in section 7.1 details the documentation to be submitted for economic operator.

The tenderer to whom the contract is awarded must provide, before signature of the contract, evidence related to the submitted declaration. The obligation to submit supporting evidence does not apply to international organisations. Further information is available in the Declaration on Honour form (Annex 04).

## 5. SELECTION CRITERIA

Tenders will only be further evaluated if the tenderer meets all selection criteria.

Tenderers may, where appropriate, rely on the capacities of other economic operators regardless of the legal nature of the links they have with them. In such case, these other economic operators shall be considered as third parties for this procurement procedure (see section 9 of the General Tender Conditions).

The tenderers (and each member of the group in case of joint tender) and other entities whose capacity is necessary to fulfil the selection criteria must provide the declaration on honour (see Annex 04), signed and dated by an authorised representative, stating that they fulfil the selection criteria applicable to them individually. For the criteria applicable to the tenderer as a whole the tenderer (sole tenderer or leader in case of joint tender) must provide the declaration on honour stating that the tenderer, including all members of the group in case of joint tender and including subcontractors if applicable, fulfils the selection criteria for which a consolidated assessment will be carried out.

### 5.1 Technical and professional capacity

Tenderers shall have the adequate technical and professional capacity to implement the contract.

Any tenderer may be rejected if Fusion for Energy establishes that the economic operator has conflicting interests which may negatively affect the performance of the contract.

Tenderers relying on the capacities of other economic operators shall demonstrate to F4E that they will have at their disposal the technical resources necessary for the performance of the contract via submission of a duly signed Technical Third Party Undertaking Form (see Annex 09) (see also section 7). Tenderers may only rely on the capacities of other entities where the latter will perform the works or services for which these capacities are required.

#### 5.1.1 Criterion 1: Experience of similar transport – consolidated assessment

Tenderers must submit a list of at least **2 previous projects** relevant for the contract and executed within the last 3 years, covering transports similar to those specified in Section 2.1 „Scope“ and specified in more detail in *Annex B: Technical Specification*. **Each of the projects must include**

1. **Components with a weighing more than 20 tonnes**
2. **Components at least 4.5m wide**
3. **Routes for which at least a part was completed**
  - a) **by road transport in Europe, and**

b) by ship to or from another continent.

#### 4. Proof of a global tracking system capable of tracking progress of the packages

Evidence of the past projects must be provided by presenting documentation according to the following requirements:

Criterion 1 - Minimum level	Evidence
2 projects described fulfilling all criteria listed above, i.e. 1 to 4	Photos or drawings of components Summary of transport modes and route

#### 5.1.2 Criterion 2: Quality criteria – individual assessment

The tenderer shall demonstrate that they operate a quality management system certified to ISO 9001 (or equivalent).

Criterion 3 - Minimum level	Evidence
<i>Tenderer quality management system certified to ISO 9001 (or equivalent)</i>	Copy of certificate

#### 5.2 Economic and financial capacity

Tenderers shall have the adequate economic and financial capacity to implement the contract.

Tenderers relying on the capacities of other economic operators shall demonstrate to F4E that they will have at their disposal the financial resources necessary for performance of the contract via submission of a duly signed Financial Third Party Undertaking Form (see Annex 10) (see also section 7).

If a third party provides the whole or a large part of the financial capacity, the contracting authority may demand that the third party be jointly liable for the performance of the contract.

In order to prove their capacity, the tenderer must comply with the below criteria:

##### **Minimum Turnover**

**Minimum requirement:** The average consolidated turnover for the last two financial years for which accounts have been closed shall be equal to or larger than **EUR 1.000.000** [one million euro].

**Supporting evidence** to be provided: a statement of the turnover for the last two years, for which accounts have been closed, shall be provided by:

- the tenderer (single tenderer or group leader and each group members in case of a joint tender); and
- each third party providing financial capacity to the tenderer.

This statement shall be accompanied by profit & loss accounts (or extracts) for the last two years for which accounts have been closed, where publication of the balance sheet is required under the company law of the country in which the economic operator is established (failing this, appropriate statements from banks are acceptable).

## **6. EVALUATION OF TENDERS AND CONTRACT AWARD**

A tender shall be considered as **technically compliant** when it is compliant with all the requirements set out in Technical Specification.

Technical compliance includes, where applicable and specifically mentioned in the Technical Specifications, the compliance with the required standards/and/or functional environmental requirements/label requirements or "equivalent".

**Tenders that are not technically compliant shall be rejected without further evaluation.**

### **Award method**

This contract is subject to the **Automatic** Award procedure (**Lowest price**): The contract is awarded to the compliant tender offering the lowest price.

## **7. CONTENT OF THE TENDER**

Please also refer to section 5 of the General Tender Conditions.

### **7.1 Administrative documents (first inner sealed envelope)**

The list of administrative, exclusion and selection related documents that a tender shall include depend on the tenderer's organisation. Economic operator(s) can submit a tender as:

- a single tenderer (**scenario 1**); or
- as a group of economic operators in a joint tender (**scenario 2**).

The tender shall include all necessary supporting documentation required to demonstrate the tenderer's technical and professional capacity as well as its financial and economic capacity, consistent with the requirements defined in section 5 and the table below.

Documents to be provided	Annex	Scenario 1 Single tenderer		Scenario 2 Joint tender		
		Single tenderer	Third party	Group leader	Group member	Third party
Cover letter <sup>1</sup>		√	-	√	-	-
Declaration on Acceptance of Contractual Conditions	03	√	-	√	-	-
Declaration on Honour	04	√	√	√	√	√
Identification Form	05	√	-	√	-	-
Legal Entity Form	06	√	-	√	√	-
Financial Identification Form	07	√	-	√	-	-
Agreement and Power of Attorney	08	-	-	√ <sup>2</sup>		-
Technical Third Party Undertaking Form	09	-	√ (see section 5.1)	-	-	√ (see section 5.1)
Financial Third Party Undertaking Form	10	-	√ (see section 5.2)	-	-	√ (see section 5.2)

## 7.2 Technical proposal (second inner sealed envelope)

The tender shall include, as a minimum, the following information:

- i. The **total transport time** offered in calendar days by providing a detailed schedule including the time allocated for road transport and sea transport
- ii. The **proposed route(s) and vehicle types**
- iii. A description on how the contractor will **transport the left-over material**. In case the contractor decides to consolidate the left-over material he should include a description of how the consolidation will be done.
- iv. **A compliance matrix** (Annex 11) indicating compliance with the requirements defined in the Technical

<sup>1</sup> The **cover letter** shall be duly signed by an authorised representative and shall clearly state:

- the tenderer's commitment to execute the services to F4E in accordance with this invitation to tender and all related annexes, including the General Tender Conditions;
- the confirmation of availability of nominated resources from entry into force of the contract; and
- the validity of the tender (in months).

<sup>2</sup> A (one) power of attorney to be provided (and signed) by the group leader and all group members

## Specification

- v. The proposed **subcontracting strategy**, if applicable

### **7.3 Financial proposal (third inner sealed envelope)**

Each copy of the tender shall include a duly completed and signed financial proposal form (see Annex 02), completed in line with the instructions and requirements therein.

Submitted prices:

- shall be in EURO and free from duties and taxes<sup>3</sup>;
- shall be independent of exchange rates;
- shall be inclusive of all costs, charges and expenses directly and indirectly connected with goods and/or services to be supplied/provided;
- shall be fixed and not subject to revision, except if otherwise stated in the draft contract (see Annex 01).

**Failure to submit a financial proposal or submission of an incomplete or ambiguous financial proposal shall lead to rejection of the tender without further evaluation.**

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<sup>3</sup> Fusion for Energy is exempt from taxes and duties, including Value Added Tax (VAT), in accordance with Article 1(4) and 7 of the Council Decision (Euratom) No 2007/198 of 27 March 2007 establishing the European Joint Undertaking for ITER, the Development of Fusion Energy and conferring advantages upon it and pursuant to the provisions of Articles 3 and 4 of the Protocol on the Privileges and Immunities of the European Union annexed to the Treaty establishing a the European Atomic Energy Community.

## 8. ANNEXES

- ANNEX A MANAGEMENT SPECIFICATION – NOT APPLICABLE
- ANNEX B TECHNICAL SPECIFICATION
- ANNEX 01 DRAFT CONTRACT AND ASSOCIATED ANNEXES
- ANNEX 02 FINANCIAL PROPOSAL FORM
- ANNEX 03 DECLARATION ON ACCEPTANCE OF CONTRACTUAL CONDITIONS
- ANNEX 04 DECLARATION ON HONOUR ON EXCLUSION CRITERIA
- ANNEX 05 IDENTIFICATION FORM
- ANNEX 06 LEGAL ENTITY FORM (to be retrieved from  
[http://ec.europa.eu/budget/contracts\\_grants/info\\_contracts/legal\\_entities/legal\\_entities\\_en.cfm](http://ec.europa.eu/budget/contracts_grants/info_contracts/legal_entities/legal_entities_en.cfm))
- ANNEX 07 FINANCIAL IDENTIFICATION FORM (to be retrieved from  
[http://ec.europa.eu/budget/contracts\\_grants/info\\_contracts/financial\\_id/financial\\_id\\_en.cfm](http://ec.europa.eu/budget/contracts_grants/info_contracts/financial_id/financial_id_en.cfm))
- ANNEX 08 AGREEMENT AND POWER OF ATTORNEY
- ANNEX 09 TECHNICAL THIRD PARTY UNDERTAKING FORM
- ANNEX 10 FINANCIAL THIRD PARTY UNDERTAKING FORM
- ANNEX 11 COMPLIANCE MATRIX

# **F4E-OPE-0844**

## **Annex B**

### **TECHNICAL SPECIFICATION**

## **JT-60SA Cryostat Vessel Body Cylindrical Section Transport to Japan**

idm@F4E #	F4E_D_27KQ9N
Version	2.1
Status	Signed
Date	24 April 2017
Author	A. Cardella
Reviewed	A. K. Preis
Approved	E. Di Pietro



**JT-60SA CRYOSTAT VESSEL BODY  
CYLINDRICAL SECTION TRANSPORT TO  
JAPAN**

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## 1. Introduction

### 1.1. Abbreviations and Acronyms

ADP	-	Acceptance Data Package
CIEMAT	-	Spanish Institution (Energy, Environment and Technology Research Center)
CVBCS	-	Cryostat Vessel Body Cylindrical Section
DEL	-	Deliverable
DMS	-	JT-60SA Document Management System
EXW delivery	-	Ex Work delivery (INCOTERMS 2010)
F4E	-	Fusion for Energy (European Implementing Agency for JT-60SA)
HP	-	Hold Point
JT-60SA	-	Japan Tokamak 60 Super Advanced
MR	-	Management Requirement
MS	-	Milestone
POE	-	Port of Entry
QP	-	Quality Plan
QST	-	National Institutes for Quantum and Radiological Science and Technology
TR	-	Technical Requirement

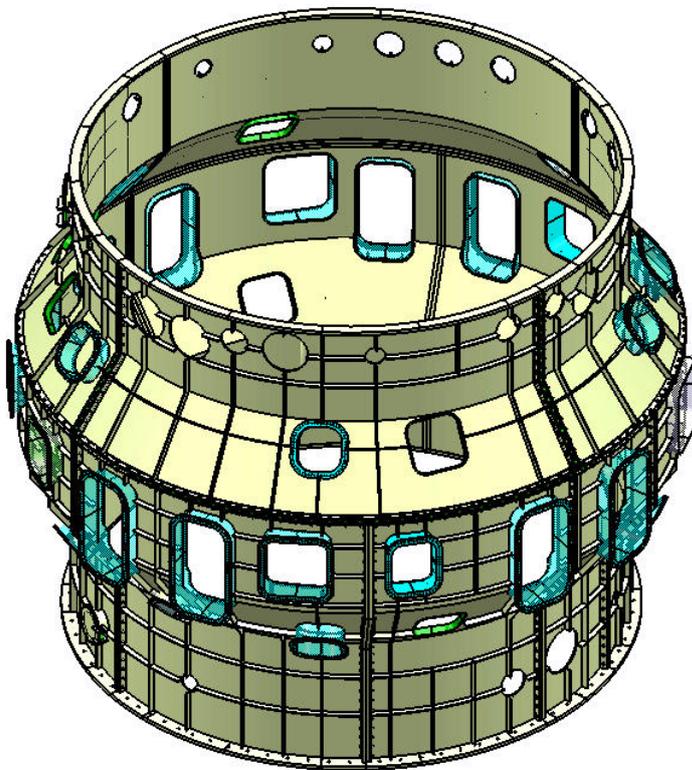
## 1.2. Background

The Broader Approach (BA) agreement between Japan and the EU covers research collaboration to support the development of nuclear fusion as an energy source. Fusion for Energy is responsible for implementing this agreement on behalf of the EU.

Within the framework of the BA, F4E must supply, together with its collaborator CIEMAT in Spain, the CVBCS for the JT-60SA tokamak (Figure 1) under construction in Japan. The supply consists of a single-shell vessel (34 mm thickness) subdivided in 12 sectors. Additionally F4E should deliver back to Japan lifting tools and the left-over stainless steel material (in the following called Left-over Material), procured for the CVBCS manufacturing.

This specification concerns the transportation of the 12 CVBCS sectors, their lifting tools and the Left-over Material (collectively called in the following “the Components”) from the collection points in Spain to Hitachi Port in Japan. In the following Aviles (Spain) is indicated as the port of shipment, being it the nearest to the collection points; however the tenderer can specify another port if he deems it as financially and technically convenient. The distance from the manufacturing factory to the quay at the port of Aviles is approximately 1km and access for large loads is very good.

Information about the JT-60SA Advanced Superconducting Tokamak project may be found at [www.jt60sa.org](http://www.jt60sa.org).



**Figure 1: Schematic overview of the Cryostat Vessel Body Cylindrical Section of JT-60SA.**



**JT-60SA CRYOSTAT VESSEL BODY  
CYLINDRICAL SECTION TRANSPORT TO  
JAPAN**

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### 1.3. Roles

For clarity, the roles of various organizations involved in the procurement of the CVBCS are summarized in Table 1 below:

TABLE 1 Roles	
QST	Recipient of the CVBCS in Japan
F4E	Agency responsible, in collaboration with CIEMAT for discharging Europe's responsibilities under the "Broader Approach" agreement.
CIEMAT	Spanish institution procuring the CVBCS in Europe under an Agreement of Collaboration with F4E.
ASTURFEITO SA	Company manufacturing the CVBCS
ASTURMATIC SYSTEMS SA	Company where the Left-over Material is stored

## 2. Scope

This contract will cover:

1. Collection of the twelve CVBCS sectors from one of the ASTURFEITO factory in Aviles, Spain; covering their transport frames (packages) with a suitable (see TR1 below) waterproof bag; transport of the packages to the Aviles port; uploading of the packages into the ship.
2. Collection of the Lifting Tools from one of the ASTURFEITO factory in Aviles Spain; transport to the Aviles port; uploading of the lifting tools into the ship.
3. Collection of the Left-over Material from the ASTURMATIC SYSTEMS factory in Mieres (Asturias), Spain; weighting of the collected Left over material; if financially and technically convenient, its size reduction (in the following named "consolidation"), the disposal of the scrap material, the re-weighting of the consolidated part; its packaging and transport to Aviles port; its uploading into the ship.
4. Transportation of the CVBCS, the lifting tools and the Left-over Material to Hitachi Port in Japan
5. Insurance for the CVBCS during transportation
6. The temporary secure storage, if necessary, of the CVBCS Sectors and the lifting tools at the Aviles port before uploading in the ship (see paragraph 7, Schedule). Including guard/custody of the sectors at the port (Aviles port does not have guarded custody).

In Attachment 3 to this specification are listed the identification name of the CVBCS sectors and lifting tools packages, the related package drawings and the estimated weight. The total weight can vary  $\pm 5\%$ ; the weight of the single package can vary  $\pm 10\%$ .

This contract excludes packaging for the CVBCS sectors, which will be provided by their manufacturer.

The contract does not include the unloading of the Components from the ship at the POE (this is in the responsibility of QST).

This contract will be between the transport Contractor and Fusion for Energy (F4E).



### 3. Components & Packaging

#### 3.1. CVBCS sectors

The CVBCS sectors are mainly of two types: the lower and the upper sectors. The sectors of each type have a similar shape but different dimensions and port/opening details. The package drawings might be updated before the final packaging. It is not expected that eventual changes will affect the transportation, in any case the tenderers and afterward the contractor will be informed in due time of any change it might occur. The number of CVBCS sector packages is ten. Two packages will contain two sectors each (see Figure 2 as example). Each package consists of a steel frame covered with wood panels provided by Asturfeito SA. The wood panels are attached on the top and at all the lateral sides of the packages; the bottom surface is not provided with wood panels. Additional steel braces (not in the drawings) might be added as necessary by Asturfeito in order to better hold the wood panels.

Some of the packages will additionally have inside additional boxes containing auxiliary material such as bolts, nuts and eight anchor plates with lugs. The sectors, wrapped in a bag will be fixed to the transport steel frame by the manufacturing company. The total weight of the additional boxes is about 2 tons.

If the Contractor has additional specific requirements regarding the packaging of the Components these must be clearly stated in his offer, e.g. if particular certification is required for wooden packaging materials

[T.R.1.] The contractor should additionally provide the covering of the ten transport packages with a waterproof PVC tarpaulin bag, 680 gr/m<sup>2</sup> or equivalent, to protect them from a marine environment and rain. ASTURFEITO, the manufacturing company can allow the final covering in their premises following a separate agreement. The Contractor must ensure that this cover is not damaged during handling operations. A clear identification of the package should be put in all lateral sides of the packages.

[T.R.2.] The contractor has to provide for two Shock Indicators for each of the ten packages to be attached to the transporting frame in a location where they can easily be accessed (e.g. in places where it is easy to temporarily open the tarpaulin bag). The Shock Indicators shall have 10g sensitivity. Each Shock Indicator must be clearly identified (serial number). Their identification shall be communicated to F4E before that the packages are transported to the shipment harbour.

#### 3.2. Left-over Material

The Left-over Material consists mainly of several left-over parts from 304-grade stainless steel plates in different shapes and thicknesses (2, 3.4, 4.9, and 10 cm thick plates). Of these plates, seven are unused and therefore integral (uncut). The dimensions are:

- 1) 1 plate 100mm thickness: Measured (1710x5850).
- 2) 2 plates 34mm thickness: Measured (2400x4110).
- 3) 1 plate 34mm thickness: Measured (2510x5010).
- 4) 1 plate 20mm thickness: Measured (1810x6730).
- 5) 1 plate 20mm thickness: Measured (1910x7430).
- 6) 1 plate 20mm thickness: Measured (1810x6820).

The contract should include:

- The weighting of all the collected Left-over Material.
- The packing of the seven integral plates in order to avoid transport damages. An example of packing of these plates is shown in photo 1 below.
- The cutting of the used Left-over Material as necessary in order to reduce their size (consolidation of the parts) if the tenderer retains it as technically and financially convenient with respect to transporting the used left-over Material in its present status. This operation cannot be performed at the ASTURFEITO premises, therefore in this case the tenderer / contractor must take into

account that the used Left-over material must be transported in a suitable workshop or area where with adequate tools the used Left-over material must be cut. As an indication the scrapable parts of the Left-over Material have already been indicatively marked in red by F4E and QST. After consolidation the contractor shall weigh the consolidated Left-over Material and provide for the disposal of the scrapable parts. The tenderer should clearly specify in the tender if they intend to consolidate the Left-over Material or to transport it in its present status.

- The packaging of the used Left-over material in order to efficiently and safely transport the parts. The tenderer has to define and specify how he intends to transport the left-over material.

The total weight of the Left-over Material is not precisely known; it is estimated to be about 80 t with a maximum of 100 t. In order to clarify the types of Left-over material see Appendix I to this technical specification.

There is no need to cover or wrap in Tarpaulin bags the Left-over Material.

The temporary storage of the Left-over material at the Aviles port should also be included in the contract (see paragraph 7, Schedule).

[T.R.3.] If the tenderer deems it necessary to consolidate the Left-over Material, he has to give evidence in his tender reply that he is capable to perform the operation himself or using a subcontractor.

### 3.3. *Lifting Tools*

Two lifting tools consisting of:

- a Lifting Beam (named in Spanish documents Balancin, see Attachment 3) for the uploading of the Packages. Before shipment the lifting beam will be used by ASTURFEITO to upload the packages with the sectors in the trucks in ASTURFEITO premises. After this operation the lifting beam should also be transported by the contractor to the shipment port in order to be used for the uploading of the CVBCS sectors in the ship, see also T.R.8. When all the CVBCS packages are uploaded into the ship the Lifting beam will also be uploaded to be transported to Japan. The design of the lifting beam is under final approval; a couple of additional braces might be added.
- a Lifting Frame for the lower sectors. The Lifting frame will be already wrapped in a plastic foil by ASTURFEITO or provided with an antirust paint.

The design of these tools is under final approval; additional braces might be added to the lifting beam and / or small changes to the lifting tool may be implemented.



**Photo 1 - Example of packing of unused steel plates**



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#### 4. Route, Collection and Handling

[T.R.4.] The Contractor shall transport the Components between the locations indicated in Table 2.

[T.R.5.] ASTURFEITO / ASTURMATIC SYSTEMS shall load the Components onto the Contractor's vehicles at the collection points using the overhead bridge cranes available there and the Lifting Beam shown in the Attachment 3 (drawing # 133101-Balancin). The Contractor shall make the loads secure.

[T.R.6.] The Tenderer shall describe the route to be taken by the Components and the approximate type of vehicle / vessel to be used to transport them. Any transfers of the Components between vehicles / vessels shall be indicated.

Table 2 Collection and Delivery points	
Collect the CVBCS from	ASTURFEITO SA Parque Empresarial del Principado de Asturias Avda. de la Siderurgia 17 33417 Avilés – Asturias (Spain)
Collect the Left-over Material from	ASTURMATIC SYSTEMS SA Polígono empresarial Loredo., 33682 Baiña, Asturias, Spain
Deliver to	Hitachi Port Ibaraki Prefecture JAPAN

[T.R.7.] All of the components must be transported together in the same ship. The use of different ships for different components is not permitted (different vehicles may be used for road transport). The contractor shall quote for the transportation and insurance of each of the twelve CVBCS sectors as specified in Annex 2.

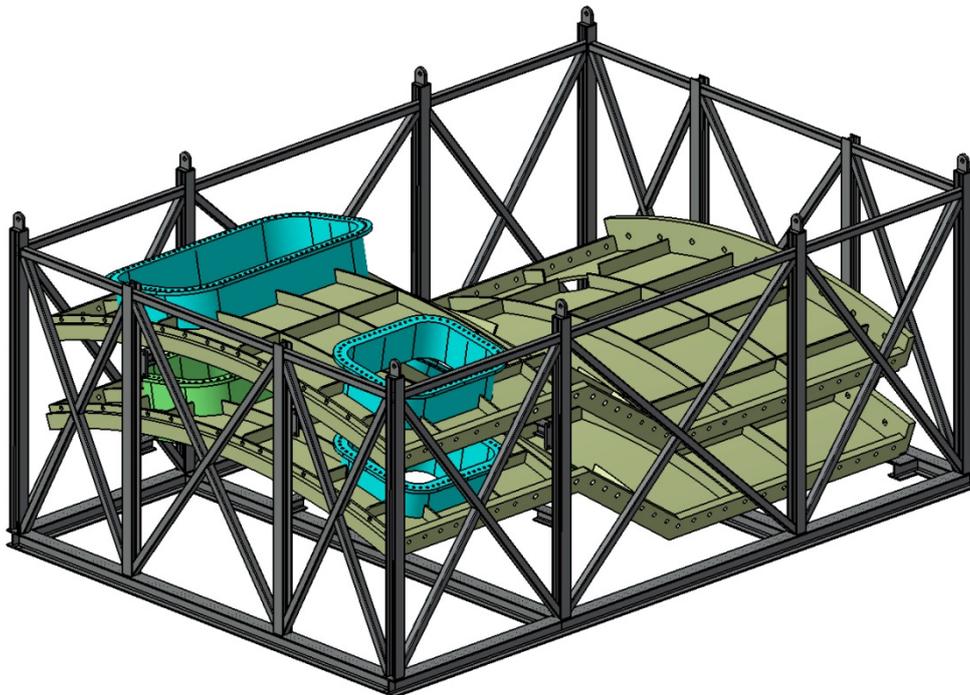
[T.R.8.] For site security reasons the driver(s) collecting the components must present their personal identity card(s) or passport(s) on arrival at the collection site. Seventy-two hours before their arrival the Contractor shall notify ASTURFEITO by email:

- Transport company and the vehicle registration number
- Estimated loading date and time
- Reference of the order to be collected (133101)
- the driver's first name and family name

[T.R.9.] The contractor should ensure that the Components are secure and guarded during any necessary period of storage at the port of departure before being loaded onto the ship.

[T.R.10.] Each CVBCS package is supplied by the manufacturer equipped with lifting points. The contractor has to use the indicated lifting points. In any case, for uploading/unloading manoeuvres of the packages, the use of the Lifting Beam (Balancin in Spanish documents) is mandatory. Attachments 1 and 2 to this specification describe the ASTURFEITO transport procedure including transport drawings and Technical Instructions for the handling and maintenance of the Lifting Beam (Balancin). These documents are in a preliminary status at the issue of the call for tender but give useful information.

- [T.R.11.] Each CVBCS package must be transported with the orientation as received by ASTURFEITO and should not be rotated or largely tilted. The maximum allowed inclination is 5 degrees.
- [T.R.12.] In the tender the tenderer has to specify the shipment port that he will use. Whether the Contractor chooses to ship the Components from Aviles or from a different port, the Contractor shall make any and all necessary arrangements for road transport to the port, including but not limited to obtaining permissions, arranging escorts, moving road furniture or setting up diversions.
- [T.R.13.] The Contractor shall be responsible for all subsequent handling operations until the Components arrive at their destination.
- [T.R.14.] The Packages may not be stacked on or under each other or on or under other cargo.
- [T.R.15.] The CVBCS Sectors shall be transported below deck in the ship.
- [T.R.16.] The Hitachi port has specific depth restrictions. In particular the berth 4F, which has the fixed crane suitable for unloading the components, is on a quay with a depth limitation of 7.5 m. The tenderer / contractor should:
- either choose a ship suitable for the docking to berth 4F adjacent to the fixed crane; in this case QST will unload the components,
  - or they have to unload the components from the ship themselves using the Lifting Beam (the ship must have its own crane),
  - or Ro-Ro ship should be used.
- [T.R.17.] F4E or persons acting on their behalf may witness any handling operation.



**Fig. 2 Sketch of the Transport frame for two sectors**



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## 5. Customs clearance and delivery

- [T.R.18.] QST are responsible for customs clearance and for the onward transport of the Components to the Naka site. The Contractor shall make the Components available to QST or to persons acting on their behalf in the bonded area of Hitachi Port.
- [T.R.19.] The Contractor shall provide any assistance necessary to expedite rapid customs clearance and shall provide any information or documents required for this purpose at least one month prior to the delivery of the Components.
- [T.R.20.] Bills of Lading or any other documents necessary to take possession of the components in Hitachi Port shall be sent to Fusion for Energy and to QST immediately after the shipment of the components from Europe.

## 6. Schedule

The Left-over material will be already made available for consolidation (if necessary) and packing to the contractor at the date of the contract signature.

The CVBCS sectors are scheduled to be packed and ready for EXW delivery on the 29<sup>th</sup> of September 2017, however this date might change due to delays in the completion of the components. Fusion for Energy shall notify the Contractor 10 working days in advance of the CVBCS sectors and the lifting tools being ready for collection. Notification shall be made by email.

The Left-over material should be, already consolidated if necessary, packed and transported to the harbor by the contractor at the same date in which the CVBCS and the lifting tools are ready to be uploaded into the ship.

- [T.R.21.] The Contractor shall notify F4E and CIEMAT by email 5 working days in advance of the date on which he will collect the Packages. Collections can only be made between the hours of 8.00am to 16.00pm Monday to Thursday and from 8.00am to 14.00pm Friday.
- [T.R.22.] The Contractor shall collect the Packages within 10 working days of it being made available for collection. These 10 working days are part of the transport time, since the transport time is counted from the day on which the Packages are made available by F4E.
- [T.R.23.] The Contractor shall transport each Package from Aviles (if the chosen shipment port) to Hitachi port within the transport time quoted in his offer. The transport time is the total number of calendar days between the date on which the Packages are made available for collection at ASTURFEITO by F4E, and the date on which the Packages are made available by the Contractor to QST at Hitachi Port. This should not exceed 3 months.
- [T.R.24.] The date on which the packages shall be unloaded from the ship in Hitachi port and made available for collection by QST shall be notified to F4E and to QST's Contractor, 6 calendar weeks in advance by email. Similarly the Contractor shall confirm the arrival of the Packages one calendar week in advance by email.
- [T.R.25.] The Contractor shall take all reasonable measures to avoid delays. In the event of any circumstances arising during the execution of the Contract that may affect the transport time for the packages, e.g. bad weather or road closures, the Contractor shall notify Fusion for Energy immediately of the expected effect and shall take all reasonable steps to minimise its impact, e.g. by using an alternative route. Fusion for Energy will not accept as force majeure any circumstance for which a warning could reasonably have been issued (e.g. local government restrictions on large loads) but which was not notified in advance by the Contractor.



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## 7. Final Acceptance

The contractor has to issue a Cargo Acceptance Note. In order to be valid this must be signed by QST after inspection at the port of entry, certifying that all the components have been delivered in order without damages. The Cargo Acceptance Note is considered as the Acceptance Data Package for this contract.

## 8. Insurance

- [T.R.26.] The Contractor shall arrange insurance to cover all risks to the Components for the full duration of the transport until the contractor is discharged by all his contractual responsibilities, including loading, unloading and storage, up to their replacement value, which is 13.4 million Euro.
- [T.R.27.] The direct beneficiary of this insurance shall be Fusion for Energy and a copy of the relevant insurance certificate shall be sent to Fusion for Energy before the transportation. The insurance must be underwritten by a reputable company with a credit rating (Standard & Poor's or AM Best) of 'A+' or above. The Contractor must ensure that his actions under the contract respect any requirements or restrictions of the insurance, e.g. regarding the type of vessel or route chosen.
- [T.R.28.] The risks covered must be stated in the Offer and on the insurance Certificate and must include as a minimum any and all material damages and losses howsoever arising including general average, theft, fire, explosion, handling damage, damage from water, collision of vehicles, storm, hail, snow, strikes, riots, civil commotions, war, terrorism, malevolence, vandalism or failure of packing or packaging.
- [T.R.29.] The Contractor shall arrange his own insurance to cover risks to any third parties and shall indemnify F4E against any claims by third parties arising from the Contractor's actions or inaction under this Contract.

## 9. Quality and tracking

- [T.R.30.] The Contractor shall operate an industry standard Quality Management System certified to ISO 9001 or equivalent.
- [T.R.31.] The Contractor shall also operate a global tracking system capable of tracking the progress of the Packages such that F4E can find out their status online and / or by phone on any working day. These systems shall be described in the Offer.
- [T.R.32.] Should wood auxiliary parts be used for the transport to Japan, the wood must comply with the international Phytosanitary Requirements.

## 10. Attachments

Attachment 1: ASTURFEITO SA, Transport procedure including transport drawings\_ Rev01

Attachment 2: ASTURFEITO SA, Technical Instructions for handling and maintenance the balancin\_ANEXO 1

Attachment 3: Weights and Drawings by Asturfeito

**APPENDIX I**

**Photos of the Rest Material (16 Photos; a few additional parts are not shown)  
Part 1 – Photos during Marking**



Photo 2



Photo 3



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Photo 4



Photo 5



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Photo 6



Photo 7



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Photo 8



Photo 9



Photo 10



Photo 11



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Photo 12



Photo 13

**Part 2 – Photos example of Left over material in the status they have been put after the marking.**



Photo 14



Photo 15



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Photo 16



Photo 17