

FAQ
Invitation to tender N°TREN/F2/408-2008
contract notice in OJEU S 2008/S 124-165112 of 28/06/2008
Feasibility study and impact assessment on the use of alternative fuels,
including biofuels, for aviation

[Update 29/08/2008 \(questions 4-7\)](#)

1. Is a tenderer from a non-EU country eligible to submit a tender?

Tenderers from Countries that have signed a bilateral agreement in the field of public procurement allowing those countries to tender in European procedures are eligible.

In addition, tenderers from countries who have signed the Multilateral Agreement on Government Procurement (GPA) concluded within the World Trade Organisation are eligible.

According to the Financial Regulation¹ (articles 106 and 107) there is no obligation to accept the participation of a tenderer that does not meet one of the above two conditions. However, in cases where candidate/tenderer is not eligible according to the above-mentioned agreements, Community institutions are nevertheless not required to reject tenders. The respective candidate/tenderer can be admitted on an ad hoc basis to the respective procurement procedure without creating a precedent or obligation for the future.

2. The Call for Tender is a re-launch of a tender which was published last year (with a few changes). What are the reasons for the re-tendering of the work?

Indeed this is the relaunch of a tender of last year (TREN/D2/408-2007) with revisions, taking account of developments since then. The main reason for the relaunch is that no bids of sufficient quality were received.

3. We note the requirements for a consortium of partners with stakeholders across the aviation industry (e.g. aero engines, equipment and aircraft manufacturers, fuel suppliers for different types of fuels, air transport service providers, airports, air traffic management, research and consulting organisations with modelling, energy and environmental expertise). Could you suggest whom to contact to build or join a required consortium?

As a general recommendation I suggest to look into research projects in the area funded under the 6th and 7th EU Framework Programmes for research, technological development and demonstration. Information on programmes and projects can be found on the Internet under <http://cordis.europa.eu/en/home.html>

¹ Council Regulation (EC, Euratom) No 1605/2002 of 25 June 2002 on the Financial Regulation applicable to the general budget of the European Communities (OJ L 248, 16.9.2002, p. 1) as amended Council Regulation (EC, Euratom) No 1995/2006 of 13 December 2006 L 390 1 30.12.2006 and corrected by: corrigendum OJ L 25, 30.1.2003, p. 43 (1605/2002) and corrigendum, OJ L 99, 14.4.2007, p. 18 (1605/2002).

4. There is a project in the 7th Framework Programme resulting from a very similar call (ALFA-BIRD). Could you please comment on this and the deviations from the present DG TREN call?

The tender for the feasibility study on alternative fuels in aviation should be complementary to technical development projects in industry such as the ALFA-BIRD project.

In the 7th Framework Programme the Commission provides a subvention to industry-driven research and technology development to support industry interests. Ownership of the results of an FP7 research project is with the project consortium.

In the tender DG Energy and Transport requests work which addresses policy relevant issues such as the overall economic, environmental and business case assessment, the effects of different fuels and more efficient other aircraft technologies as well as the modernisation of the ATM concept in Europe aiming at more efficient routes and fuel-saving trajectories and traffic management (Single European Sky policy and SESAR Single European Sky ATM Research), the need for future policy activities eg standardisation and certification. The European Commission will have full ownership of the results. In this context the consortium must be clear (and have internal arrangements) that all information in the official reports could be published.

The tender addresses several potential alternatives to kerosene (biofuels and others). The tender limits technical work (eg fuel development, testing) and requires to obtain information and data input from technical research and development initiatives such as the ALFA-BIRD project, also to avoid overlaps in public financing. The tender also involves information and coordination across the sectors concerned (e.g. aircraft manufacturing, airlines, fuel sector) and international cooperation as important elements, including an international conference.

The work aims at producing the first consolidated knowledge basis in this specific area for the European policy process with a view to possible policy actions with a short-medium term horizon.

5. How should I understand the meaning of "independant co-ordinator or core team" (page 18)?

The requested work requires quite an extensive range of expertise and a number of contributing bodies in the consortium. By independent co-ordinator or core team we understand an organisation/team which is the principle interlocutor to the Commission and which is in the position to collect and compile the specific technical contributions from other partners in an independent and objective manner, i.e. for the reporting.

6. Does the provision of financial guarantees apply to all types of organisations, including e.g. universities?

The Terms of Reference of the tender specify that for any pre-financing higher than 100,000 EUR, a financial guarantee equivalent to the amount of the pre-financing will be requested. This is usually in the form of a bank guarantee, but could also be equivalent supplied by a bank or an authorised financial institution (guarantor). Such guarantee may be replaced by a joint and several guarantee by a third party. (see Article II.4.1. of the contract).

The latter is assumed in the case of public bodies. Therefore, if a tenderer is a public body (supplying evidence for this) no bank guarantee is requested.

7. The invitation to tender documents indicates two different post-codes for the same address where the tender should arrive either by registered mail, mail or personal. Is this correct?

Yes, this is correct. For personal delivery the postcode is the "geographic" postcode linked to the address. For mail delivery the postcode indicates a mailbox.