

14 January 2025

Subject: Request for Quotations for the Provision of Consultancy Services for the Preparation of a Study on the Loss of Containers at Sea in the Mediterranean Region

Dear Sir/Madam

The Regional Marine Pollution Emergency Response Centre for the Mediterranean Sea (REMPEC) is a Regional Activity Centre established within the framework of the Mediterranean Action Plan (MAP) of the United Nations Environment Programme (UNEP), also referred to as UNEP/MAP, with a view to coordinating the activities of the Mediterranean coastal States related to the implementation of the Protocol concerning Cooperation in Preventing Pollution from Ships and, in Cases of Emergency, Combating Pollution of the Mediterranean Sea (the "2002 Prevention and Emergency Protocol") to the Convention for the Protection of the Marine Environment and the Coastal Region of the Mediterranean (the "Barcelona Convention"). The Centre is based in Malta, hosted by the Maltese Government, and is administered by the International Maritime Organization (IMO) in cooperation with UNEP/MAP.

REMPEC would like to procure the Consultancy Services for the Preparation of a Study on the Loss of Containers at Sea in the Mediterranean Region. The duration of the contract shall be until 29 July 2025. Details of requirements are as per the attached Request for Quotations.

You are invited to submit your quote as per the attached Request for Quotations to procurement@rempec.org, by not later than **Tuesday, 04 February 2025 – midnight (Malta local time or UTC+2 hour)**. Late or incomplete submissions will not be considered. All prices submitted are to be exclusive of VAT.

Questions regarding this Request for Quotations should be addressed to procurement@rempec.org by not later than **Tuesday, 28 January 2025 – 5 p.m. (Malta local time or UTC+2 hour)**. REMPEC will reply to any request for additional information in strict compliance with the equal treatment principle. Provided that they have reached REMPEC before the abovementioned deadline, requests will be answered by e-mail.

The REMPEC Procurement Selection Committee will open the bids and proceed with the selection of the 'lowest-priced, technically acceptable offer' and will communicate the results in due time.

Yours sincerely,



Ivan Sammut
Head of Office
REMPEC



REQUEST FOR QUOTATIONS FOR THE PROVISION OF CONSULTANCY SERVICES FOR THE PREPARATION OF A STUDY ON THE LOSS OF CONTAINERS AT SEA IN THE MEDITERRANEAN REGION

Issued by: Regional Marine Pollution Emergency Response Centre for the Mediterranean
Sea (REMPEC)

RfQ: REM_Quote 01/2025

Issue Date: 14 January 2025

Submission Date and Time: 04 February 2025 – midnight (Malta local time or UTC+2 hour)

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SECTION A: INSTRUCTIONS

- 1 Response to this Request for Quotations (RfQ) is to be submitted on procurement@rempec.org. All submissions will be dealt with in strictest confidence.
- 2 This RfQ will be awarded based on the 'lowest-priced, technically acceptable offer' evaluation methodology.
- 3 The list of criteria for the analysis of the quotations are set out in the enclosed List of Criteria.

SECTION B: GENERAL INFORMATION

Purpose

4 The purpose of this RfQ is for the provision of consultancy services for the preparation of a Study on the loss of containers at sea in the Mediterranean Region.

Beneficiary

5 The Regional Marine Pollution Emergency Response Centre for the Mediterranean Sea (REMPEC) is a Regional Activity Centre established within the framework of the Mediterranean Action Plan (MAP) of the United Nations Environment Programme (UNEP), also referred to as UNEP/MAP, with a view to coordinating the activities of the Mediterranean coastal States related to the implementation of the Protocol concerning Cooperation in Preventing Pollution from Ships and, in Cases of Emergency, Combating Pollution of the Mediterranean Sea (the "2002 Prevention and Emergency Protocol") to the Convention for the Protection of the Marine Environment and the Coastal Region of the Mediterranean (the "Barcelona Convention"). The Centre is based in Malta, hosted by the Maltese Government, and is administered by the International Maritime Organization (IMO) in cooperation with UNEP/MAP.

6 The beneficiary, being REMPEC, is the point of contact for this RfQ. Any communications at tendering stage shall be made on procurement@rempec.org.

7 Any clarification questions are to reach REMPEC by not later than **28 January 2025 at 1700hrs**. (Malta local time or UTC+2 hour). Clarifications requests are to be sent on procurement@rempec.org.

Scope and Terms & Conditions

Scope

8 The objective of this RfQ is to obtain competitive quotations from qualified and eligible companies for providing consultancy services for the preparation of a Study on the loss of containers at sea in the Mediterranean Region, in accordance with the enclosed Terms of Reference (the "Terms of Reference").

Terms & Conditions

9 In submitting a quotation, the bidder accepts in full and without restriction the requirements of this RfQ including the Terms of Reference and the IMO General Terms and Conditions as the sole basis of this tender process, and waives his own conditions of sale, whatever they may be.

SECTION C: DETAILS OF INFORMATION REQUESTED

Specific Project Overview

10 Technical specifications, including Background, Objectives, Assignment, Geographical scope of the assignment, Reporting, and Schedule, are as set out in the Terms of Reference.

11 Bidder should submit a technical proposal that offers a solution to the requirements specified in the Terms of Reference.

12 Bidder should also submit a financial proposal indicating all costs that the bidder will charge in carrying out the technical proposal.

Project deliverables

13 The successful bidder is expected to produce the following deliverables:

Title	Detailed description
Draft kick-off Meeting summary and workplan	as per paragraph 18.1 of the Terms of Reference
Draft Questionnaire	as per paragraph 18.2 of the Terms of Reference
Final Questionnaire	as per paragraph 18.3 of the Terms of Reference
Draft Study	as per paragraph 18.4 of the Terms of Reference
Revised draft Study, together with draft executive summary and set of draft recommendations, as well as draft roadmap and action plan	as per paragraph 18.5 of the Terms of Reference
Final draft Study, together with revised draft executive summary, set of revised draft recommendations, revised draft roadmap and action plan, as well as draft policy brief	as per paragraphs 18.6 and 18.7 of the Terms of Reference
PowerPoint presentation	as per paragraph 18.8 of the Terms of Reference

Company profile

14 The company must demonstrate:

- .1 a minimum of three (3) years' experience in providing consulting services in environmental sciences, regulatory studies, marine science, marine biology, maritime technology or closely related field and in providing data driven solutions and policy recommendations;

- .2 advanced capabilities in quantifying lost containers and identifying affected seafloor areas through cutting edge mapping technologies and environmental assessments; and
- .3 a minimum of two (2) qualified personnel, to provide the services, and ability to provide an equally qualified consultant, in case a replacement is required during the implementation of the Assignment. The Curriculum Vitae (CVs) of the qualified personnel shall be submitted accordingly.

Personnel qualification

15 The proposed personnel must have:

- .1 a university degree in maritime regulatory affairs, environmental sciences, Geographic Information Systems (GIS) specialists, data science, Geoinformatics, marine science, or other closely related field;
- .2 a minimum of five (5) years' experience in delivering technical projects related to environmental impacts of maritime activities, ideally related to loss of containers at sea;
- .3 at least three (3) years' experience in research and analytical work associated with the environmental impacts of maritime activities ideally related to loss of containers at sea;
- .4 at least two (2) years' experience working with GIS and other mapping tools;
- .4 strong technical skills related to the multifaceted challenges associated with the loss of containers at sea – at least three (3) previous assignments;
- .5 direct experience in relevant practices related to maritime operations, particularly concerning container management and loss – at least one (1) previous assignment;
- .6 skills related to the use of analytical tools as well as the review of research and other materials; and
- .7 excellent communication and presentation skills.

Other

The technical proposal must include a Project Execution Plan

The technical proposal must include a Risk Management Plan

SECTION D: FINANCIAL BID FORM**FINANCIAL BID**

Quotation Title Request for Quotations for the provision of consultancy services for the preparation of a Study on the loss of containers at sea in the Mediterranean Region

Reference Number REM_Quote 01/2025

Item No.	Description	Detailed Items to be provided	Total Cost of Service Provided	Total including Taxes/Charges, other Duties & Discounts <u>BUT</u> Exclusive of VAT (Delivered Duty Paid – DDP) €
1	Consultancy services for the preparation of a Study on the loss of containers at sea in the Mediterranean Region	As detailed in Section C on page 5 of this RfQ.		
	GRAND TOTAL INCLUDING TAXES/CHARGES, OTHER DUTIES & DISCOUNTS BUT EXCLUSIVE OF VAT (DELIVERED DUTY PAID-DDP) €			

**MEDITERRANEAN ACTION PLAN (MAP)
REGIONAL MARINE POLLUTION EMERGENCY RESPONSE CENTRE FOR
THE MEDITERRANEAN SEA (REMPEC)**

**TERMS OF REFERENCE FOR THE PROVISION OF CONSULTANCY SERVICES FOR
THE PREPARATION OF A STUDY ON THE LOSS OF CONTAINERS AT SEA IN THE
MEDITERRANEAN REGION****EU-funded Marine Litter MED PLUS Project****Activity No. 1.1.1. Undertake national, subregional, regional actions to boost the
implementation of the Marine Litter Regional Plan in the Mediterranean****Background**

1 The Regional Marine Pollution Emergency Response Centre for the Mediterranean Sea (REMPEC) is a Regional Activity Centre established within the framework of the Mediterranean Action Plan (MAP) of the United Nations Environment Programme (UNEP), also referred to as UNEP/MAP, with a view to coordinating the activities of the Mediterranean coastal States related to the implementation of the Protocol concerning Cooperation in Preventing Pollution from Ships and, in Cases of Emergency, Combating Pollution of the Mediterranean Sea (the “2002 Prevention and Emergency Protocol”) to the Convention for the Protection of the Marine Environment and the Coastal Region of the Mediterranean (the “Barcelona Convention”). The Centre is based in Malta, hosted by the Maltese Government, and is administered by the International Maritime Organization (IMO) in cooperation with UNEP/MAP.

2 According to the World Shipping Council (WSC), in 2023, 221 containers were lost at sea, out of 250 million packed and empty containers currently shipped each year, with cargo transported valued at more than \$7 trillion. Approximately one-third, or 33% of the containers lost at sea in 2023 were subsequently recovered. The rolling average of losses for the last three years was 1,061 containers per year (2021-2023).

3 The loss of containers at sea, even when they contain non-hazardous materials, presents significant environmental, economic, and safety concerns. Containers lost overboard at open sea can be a serious hazard to navigation and safety at sea as well as to the marine environment. Not all containers sink when lost overboard and therefore constitute a danger to other ships. Those that do sink may in shallow waters hamper fisheries or other economic activities in the area. Further, the content of containers lost overboard may have negative impacts on the marine environment (e.g. plastic pellets released to the environment following a loss of a container will exacerbate the problem of marine plastic litter from ships).

4 COP 18¹ adopted Decision IG.21/7 related to the Regional Plan on Marine Litter Management in the Mediterranean in the Framework of Article 15 of the Protocol for the Protection of the Mediterranean Sea against Pollution from Land-based Sources and Activities (LBS Protocol) to the Barcelona Convention, hereinafter referred to as the Marine Litter

¹ Eighteenth Ordinary Meeting of the Contracting Parties to the Barcelona Convention and its Protocols (Istanbul, Türkiye, 3-6 December 2013).

Regional Plan (MLRP) (UNEP(DEPI)/MED IG.21/9). COP 22² adopted Decision IG.25/9 on Amendments to the MLRP (UNEP/MED IG.25/27).

5 According to Article 9 (paragraph 15.4) of the MLRP, and in conformity with the objectives and principles thereof, the Contracting Parties to the Barcelona Convention (CPs) shall implement measures on prevention, response and remediation regarding litter from maritime accidents, including containers lost at sea.

6 COP 22 also adopted Decision IG.25/16 on the Mediterranean Strategy for the Prevention of, Preparedness, and Response to Marine Pollution from Ships (2022-2031)³, hereinafter referred to as the Mediterranean Strategy (2022-2031), which identified the environmental impacts of container loss amongst the current emerging issues under Common Strategic Objective (CSO) 7 (Identify and understand collectively emerging issues related to pollution from ships in the Mediterranean, and define required actions to address issues identified).

7 The 73rd session of the Marine Environment Protection Committee (22-26 October 2018, London, United Kingdom) (MEPC 73) adopted resolution MEPC.310(73) *on Action Plan to address marine plastic litter from ships*, which include the following actions:

- .1 Consider the establishment of a compulsory system of formatted declarations of the loss of containers and the means on board to easily identify the exact number of losses;
- .2 Also, consider establishing an obligation to report through a standardized procedure the loss of containers;
- .3 Consider ways to communicate the location of containers lost overboard based on additional information to be provided by interested parties; and
- .4 Consider the most appropriate instrument to address the responsibility and liability for plastic consumer goods lost at sea from ships.

8 The 77th session of the Marine Environment Protection Committee (22-26 November 2021, London, United Kingdom) (MEPC 77) adopted resolution MEPC.341(77) *on Strategy to address marine plastic litter from ships*, which sets a vision to “strengthen the international framework and compliance with the relevant IMO instruments, endeavouring to achieve zero plastic waste discharges to sea from ships by 2025”, and identified the actions referred to in paragraphs 7.1, 7.2 and 7.3 as being short-term actions, and the action referred to paragraph 7.4 as being a long-term action.

9 The 81st session of the Marine Environment Protection Committee (MEPC 81) (18-22 March 2024, London, United Kingdom) (MEPC 81) adopted amendments to article V of Protocol I of MARPOL (Provisions concerning reports on incidents involving harmful substances) concerning reporting procedures for the loss of containers, through resolution MEPC.384(81), which are expected to enter into force on 1 January 2026. MEPC 81 also approved MEPC.1/Circ.909 *on Recommendations for the carriage of plastic pellets by sea in freight containers*, which address packaging, transport information, and stowage of plastic pellets.

² Twenty-second Ordinary Meeting of the Contracting Parties to the Barcelona Convention and its Protocols (Antalya, Türkiye, 7-10 December 2021).

³ UNEP/MED IG.25/27, Decision IG.25/16.

10 The 108th session of the Maritime Safety Committee (15-24 May 2024, London, United Kingdom) (MSC 108) adopted, through resolution MSC.550(108), amendments to chapter V (Safety of navigation) of the International Convention for the Safety of Life at Sea, 1974 (SOLAS), which are expected to enter into force on 1 January 2026 and will require mandatory reporting of loss of containers at sea. The new amendments will require the master of every ship:

- .1 involved in the loss of freight container(s) to communicate the particulars of such an incident (including the position of the lost containers, the total number lost, and if any contained dangerous goods) to ships in the vicinity, to the nearest coastal State, and also to the flag State. The flag State will then pass the information to the IMO via a new module in the Global Integrated Shipping Information System (GISIS); and
- .2 that observes freight container(s) drifting at sea, to also communicate the particulars of such an observation to ships in the vicinity and to the nearest coastal State.

11 The 10th session of the Sub-Committee on Carriage of Cargoes and Containers, (CCC 10) (16-20 September 2024, London, United Kingdom) endorsed a preliminary inventory list on finalised, current and foreseeable work on various topics, including the detection, tracking and mandatory reporting of containers lost at sea. The inventory outlines existing measures under SOLAS, the Nairobi International Convention on the Removal of Wrecks, 2007, and other instruments, as well as new proposals, and additional topics of work related to the prevention of the loss of containers at sea.

12 COP 23⁴ agreed to include the following expected deliverables in the UNEP/MAP Programme of Work and Budget for 2024-2025⁵:

- 1.1.1.h) Legal and regulatory framework for lost containers at sea (focusing on non-hazardous material) in place in the Mediterranean assessed, including specific case study examples from Mediterranean countries.
- 1.1.1.i) Assessment study with a focus on the quantities of lost containers at sea prepared, including mapping of the respective seafloor areas around the Mediterranean; best practices for the marking and relevant retrieval actions of lost containers at sea proposed.

13 The Mediterranean region, with its unique challenges and opportunities, requires tailored approaches for the successful implementation of the Mediterranean Strategy (2022-2031) by CPs, including relevant stakeholders. Although there does not seem to have been as many large-scale losses of containers at sea in the Mediterranean Sea, smaller incidents do occur from time to time and the risk of larger incidents exist. The Mediterranean Sea, a densely trafficked maritime route, is particularly vulnerable to such incidents that can affect marine ecosystems, shipping lanes, coastal communities, and regional trade.

14 To this effect, a consultancy is envisaged to support REMPEC with its efforts towards assessing the legal and regulatory framework for lost containers at sea, evaluating quantities and mapping affected seafloor areas, and proposing best practices for the marking and retrieval of lost containers at sea in the Mediterranean region, while promoting regional cooperation.

⁴ Twenty-third Ordinary Meeting of the Contracting Parties to the Barcelona Convention and its Protocols (Portorož, Slovenia, 5-8 December 2023).

⁵ UNEP/MED IG.26/22, Decision IG.26/14.

Objectives

15 The principal objective of this consultancy will be to prepare a Study on the loss of containers at sea in the Mediterranean region (hereinafter referred to as “the Study”) aimed at:

- .1 assessing the legal and regulatory framework for lost containers at sea in place in the Mediterranean;
- .2 providing case studies on how the loss of containers at sea is managed in the Mediterranean region, including best practices, lessons learned and challenges faced;
- .3 assessing the quantities of lost containers at sea and mapping the seafloor areas affected in the Mediterranean;
- .4 proposing best practices for the marking and retrieval of lost containers at sea to mitigate risks to navigation and the marine environment; and
- .5 providing recommendations for policy interventions, best practices, and technological innovations to address the specific challenges faced in relation to the loss of containers at sea in the Mediterranean region.

Assignment

16 For the completion of this consultancy, which shall not exceed fifty-five (55) working days in total, the Contractor shall:

- .1 attend a kick-off Meeting to be held through videoconference, **within three (3) working days from the signing of the contract**, to discuss the content of the reference documents to be analysed, the scope of the assignment, as well as to collect all required information for the completion of this consultancy and to agree on the method of work and communication channel;
- .2 draft a brief summary of the kick-off Meeting reflecting the main outcomes of the meeting, and prepare a workplan for the completion of this consultancy;
- .3 prepare, in consultation with REMPEC, draft questionnaires or surveys to be completed online by CPs and relevant stakeholders, as appropriate, covering key elements related to the legal, regulatory, and operational (e.g. reporting, tracking, seafloor mapping, and retrieval) aspects of the loss of containers at sea, as well as information on specific incidents in the Mediterranean Sea, if any;
- .4 prepare, in consultation with REMPEC, final draft questionnaires or surveys, taking into account the feedback and comments provided by REMPEC on the draft questionnaires or surveys referred to in paragraph 16.3 above;
- .5 prepare, in consultation with REMPEC, a draft Study, which shall include:
 - .1 a review and analysis of the policy, legal, and regulatory frameworks, with a focus on non-hazardous materials, including relevant international, regional and national regulations from CPs as well as

- industry standards, to identify possible gaps related to the loss of containers at sea in the Mediterranean region;
- .2 a review of existing literature, reports, and data on lost containers at sea in the Mediterranean region;
 - .3 a summary of the completed questionnaires or surveys referred to in paragraph 16.3 above, as well as, possibly, interviews carried out with relevant stakeholders, including government officials (e.g. regulators), industry representatives (e.g. shipowners, operators), environmental organisations, and experts;
 - .4 case study examples from selected Mediterranean coastal States to assess how they manage the loss of containers at sea, including best practices, lessons learned, and challenges faced;
 - .5 a quantification of the number of lost containers at sea in the Mediterranean in the past 10-15 years;
 - .6 the mapping of the seafloor areas affected by lost containers at sea in the Mediterranean, and an evaluation of the environmental or navigational risks (e.g., impact on marine ecosystems, obstructions to shipping lanes, or fishing grounds);
 - .7 a compilation of best practices, strategies and technologies, as well as lessons learned from other regions or countries, for the marking and retrieval of lost containers at sea, including an evaluation of their effectiveness; and
 - .8 the identification of barriers and challenges specific to the Mediterranean, and proposals on ways how these could be addressed efficiently.
- .6 prepare, in consultation with REMPEC, a revised draft Study, taking into account the feedback and comments provided by REMPEC on the draft Study referred to in paragraph 16.5 above, which shall include:
- .1 a draft executive summary detailing the study findings, including data analysis and stakeholders' feedback;
 - .2 a set of draft recommendations tailored to the Mediterranean context, taking into account the specific barriers and challenges as well as opportunities in the region; and
 - .3 a draft roadmap and action plan for addressing the barriers and challenges identified, with timelines, milestones, and responsibilities for CPs, including relevant stakeholders, taking into account capacity-building, technical assistance, and financial support needs.
- .7 prepare, in consultation with REMPEC, a final draft Study, taking into account the feedback and comments provided by REMPEC on the revised draft Study referred to in paragraph 16.6 above, which shall include:
- .1 a revised draft executive summary;

- .2 a set of revised draft recommendations; and
- .3 a revised draft roadmap and action plan.
- .8 prepare, in consultation with REMPEC, a draft policy brief highlighting actionable recommendations for policymakers and relevant stakeholders, including the Secretariat (REMPEC), as appropriate; and
- .9 prepare, in consultation with REMPEC, a PowerPoint presentation summarising the key outcomes of the final draft Study referred to in paragraph 16.7 above, for dissemination to CPs, including relevant stakeholders, as well as a final draft policy brief, taking into account the feedback and comments provided by REMPEC on the draft policy brief referred to in paragraph 16.8 above.

Geographical scope of the assignment

- 17 The Contractor will primarily perform the assignment from office/home.

Reporting

- 18 The Contractor shall:

- .1 prepare and submit to REMPEC, not later than **two (2) working days** after the date of the kick-off Meeting, the draft kick-off Meeting summary and the workplan referred to in paragraph 16.2 above;
- .2 prepare and submit to REMPEC, not later than **7 March 2025**, the draft questionnaires or surveys referred to in paragraph 16.3 above;
- .3 prepare and submit to REMPEC, not later than **18 March 2025**, the final draft questionnaires or surveys referred to in paragraph 16.4 above;
- .4 prepare and submit to REMPEC, not later than **27 May 2025**, the draft Study referred to in paragraph 16.5 above;
- .5 prepare and submit to REMPEC, not later than **30 June 2025**, the revised draft Study, together with the draft executive summary and the set of draft recommendations, as well as the draft roadmap and action plan, referred to in paragraph 16.6 above; and
- .6 prepare and submit to REMPEC, not later than **29 July 2025**, the final draft Study, together with the revised draft executive summary, the set of revised draft recommendations, as well as the revised draft roadmap and action plan;, as well as the draft policy brief, referred to in paragraph 16.7 above;
- .7 prepare and submit to REMPEC, not later than **29 July 2025**, the final draft Study, together with the revised draft executive summary, the set of revised draft recommendations, the revised draft roadmap and action plan, as well as the draft policy brief, referred to in paragraphs 16.7 and 16.8 above; and
- .8 prepare and submit to REMPEC, not later than **29 July 2025**, the final draft policy brief and the PowerPoint presentation referred to in paragraph 16.9 above.

19 All documents produced by the Contractor shall be prepared using the Established Guidelines for the preparation of reports on seminars, symposia, courses, workshops, and similar events, provided in Annex II to the “REMPEC Consultant Booklet” unless instructed otherwise by REMPEC (i.e. specific document template(s) to be provided by REMPEC) and shall be drafted in English, formatted according to REMPEC requirements, as well as provided in electronic format using software compatible with Microsoft Office.

20 The following disclaimer shall appear in all documents prepared by the Contractor:

“This activity is financed by the EU-funded Marine Litter MED PLUS Project, and is implemented by the Regional Marine Pollution Emergency Response Centre for the Mediterranean Sea (REMPEC), in cooperation with the International Maritime Organization (IMO) as well as the Mediterranean Pollution Assessment and Control Programme (MED POL) of the Mediterranean Action Plan (MAP) of the United Nations Environment Programme (UNEP).

The views expressed in this document are those of the Contractor and are not attributed in any way to the United Nations (UN), UNEP/MAP, MED POL, IMO or REMPEC.

The designations employed and the presentation of material in this document do not imply the expression of any opinion whatsoever on the part of the UN Secretariat, UNEP/MAP, MED POL, IMO or REMPEC, concerning the legal status of any country, territory, city, or area or of its authorities, or concerning the delimitation of its frontiers or boundaries.”

Schedule

21 The work and tasks set out in the present document shall be completed by **29 July 2025**. The contract will be terminated following the submission by the Contractor of the final draft Study, final draft policy brief and the PowerPoint presentation referred to above, as well as the subsequent certification by REMPEC that the performance of the duties and the work carried out are satisfactory.

22 Within that timeframe, the Contractor shall organise work in the best possible manner and ensure the successful completion of the consultancy.
