

ARGENTINE NAVY

NAVAL LOGISTICS MISSION
IN UNITED STATES OF AMERICA
(WASHINGTON DC)

**PUBLIC BID
Nº 13 / 2026
TERMS, CONDITIONS & FORMS**

Contracting Entity: ARGENTINA NAVAL LOGISTICS MISSION IN THE UNITED STATES OF AMERICA – Acquisitions Operational Unit 038/40

File No: 600023

Modality: no modality

Class: single phase

Bidding Purpose: “Procurement of a Logistic Transport Vessel with Polar Capacity, Crew Training and Transfer to the Port of Buenos Aires”.

Bidding Terms and Conditions Pick up - Place and Address: ARGENTINE NAVAL LOGISTICS MISSION IN THE UNITED STATES OF AMERICA - 630 Indiana Ave. NW, Washington, DC. 20004, USA; website www.argnavallogistics.us or by electronic mail to contratacionesmnl@yahoo.com.ar **Deadline date and time:** from September 18, 2026 at 08:00 am to October 19, 2026 at 08:00 am (Eastern Time).

Bidding Terms and Conditions Inquiries - Deadline Date and Time: From 08:00 am to 2:00 am (Eastern Time) up until three (3) business days prior to the date and time of the Bid Opening Act.

Bid Submission Location: ARGENTINE NAVAL LOGISTICS MISSION IN UNITED STATES OF AMERICA – 630 Indiana Avenue, NW, Washington, DC., 20004, USA.

Bid Submission Deadline and Time: Bids can be submitted in person, by certified mail, electronic mail at the Argentine Naval Logistics Mission, 630 Indiana Ave. NW, Washington D.C. 20004, **and will be accepted by the contracting entity up to ONE (1) hour before the Bid Opening Act scheduled time.**

Bid Opening Location: ARGENTINE NAVAL LOGISTICS MISSION – 630 Indiana Ave. NW, Washington, DC. 20004, USA

Bid Opening Date and Time: October 19, 2026 at 10:00 am (Eastern Time).

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ANNEX I **BIDDING TERMS AND CONDITIONS**

ARTICLE 1. LEGAL REGULATIONS

This procurement shall be governed by Delegated Decree No. 1023/2001 and its amending and supplementary regulations currently in force in the Argentine Republic; these may be viewed and/or consulted on the websites www.argentinacompra.gov.ar and www.infoleg.gov.ar or consulted Monday through Friday from 8:00 am to 12:00 pm (Eastern Time) at Acquisition Operational Unit 038/40 of the Naval Logistics Mission in the United States of America, located at 630 Indiana Ave NW, Washington, DC 20004, USA.

ARTICLE 2. BIDDING PURPOSE

This request for quotation is implemented for the "Procurement of a Logistic Transport Vessel with Polar Capacity, Crew Training and Transfer to the Port of Buenos Aires".

ARTICLE 3. TECHNICAL SPECIFICATIONS

Offers that do not meet the requirements listed in **Annex II** shall be dismissed with no rights of claims from the bidder.

ARTICLE 4. OBTAINING BIDDING TERMS INFORMATION AND DOCUMENTS FOR BIDDING

Bidding terms and conditions can be viewed and picked up Monday through Friday, from 8:00 am until 12:00 pm (Eastern Time), at the Acquisitions Operational Unit 038/40 of the ARGENTINE NAVAL LOGISTICS MISSION located at 630 Indiana Ave. NW, Washington D.C. 20004, USA, Telephone No. (202) 626-2170. They will also be available at our website: www.argnavallogistics.us or can be requested to the e-mail address: contratacionesmnla@yahoo.com.ar

ARTICLE 5. COMMUNICATIONS

All communications from interested parties, bidders, or awardees shall be carried out exclusively with the Argentine Naval Logistics Mission.

Inquiries may be done in person at the Mission at 630 Indiana Ave., N.W. Washington D.C. 20004; by e-mail at contratacionesmnla@yahoo.com.ar; by telegram or by certified mail to the Argentine Naval Logistics Mission, located at 630 Indiana Ave. NW, Washington DC. 20004. USA.

ARTICLE 6. SUBMISSION OF BIDS

Considering the experience of bidding acts performed in this Argentine Naval Logistics Mission in the United States of America and customary procedures, bids may be submitted in an original format, in a sealed, unmarked envelope, with no signatures, legends or markings of any kind that would allow identification of the bidding company. The file number and the time of the bid opening should be clearly stated in the envelope. Bids must be submitted under one of the following ways:

- a. In person at the Argentine Naval Logistics Mission in the United States, located at 630 Indiana Ave, NW, Washington DC. 20004. USA.
- b. By e-mail at: justbidsmnla@yahoo.com

This email address will be used exclusively for bid submission, and not for any other means or concerns. The offer may not be modified after the deadline and no alterations will be allowed.

ARTICLE 7. REQUIREMENTS FOR BID SUBMISSION

Bids shall be in compliance with the following requirements:

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- a. Bids must be completed in the **Request for Quotation Form (Annex III)** attached to the List of Terms and Special Conditions or a similar one making sure it contains the same information of the original form.
- b. Regardless of the method of presentation, the bid must have been delivered to the office of the contracting entity up to **ONE (1) hour prior to the Opening Act**.
- c. Should the bid be submitted in a foreign language, an official translation to Spanish must be included with the offer/bid.
- d. In the case of presenting the bid at the Argentine Naval Logistics Mission, the bidder must present a sealed envelope, box or package, indicating the specific bid quoted, and the opening/submittal date.
- e. The specific bid quoted must be clearly stated on the sealed envelope or package.
- f. The corrections or alterations to the documents must be properly acknowledged and justified at the bottom of the bid then signed by the bidder. Otherwise, the altered and/or corrected sections will be considered invalid.
- g. The submission of the bid implies that the bidder acknowledges the terms and conditions and accepts the rules of the bidding act.

ARTICLE 8. DOCUMENTS TO BE SUBMITTED WITH THE QUOTATION

- a. Complete the attached quotation form (**Annex III**) or a similar one making sure it contains the same information of the original form.
- b. In the event that the quote is made under payment in advance terms, it must be expressed in the quote form and supply the payment guarantee information, in accordance with Article 18 or 19 of this Bidding Document.
- c. When the requesting Agency requests it, additional technical information will be requested about the effects offered. In the event that said requirement is after the bid opening, the offeror will be notified and must attach the information within a period of 72 hours starting from the following business day of the notification of the request. The non-compliance will result in the rejection of the offer.
- d. All technical documentation required in "Information to be completed by the bidder (Enclosure No. 1 to Annex I), attached to this Bidding Document.
- e. Offers that are not signed by the holders must be accredited by the company, so that whoever presents the offer is authorized to do so.
- f. The offeror must establish a special address in which all notifications made to it as a result of its capacity as offeror/awardee will be considered valid.

ARTICLE 9. BID QUOTATION CONTENT

The bid quotation form should include:

- a. The unit price in numbers, expressed in U.S. dollars, always referring to the unit of measure stated in the bid invitation, and the **total amount of the proposal, in letters and numbers**.
- b. In the event that the total amount quoted for each line does not correspond to the unit price, the latter will be taken exclusively as the quoted price. The quote must include all information and requirements listed in Annex I and II.
- c. The quotation bid shall include within each unit price handling and freight charges required for delivery to the requested location, with all the licenses pertaining to the shipping process as well as any and all costs that may arise in complying with all requirements in Annex II of the Bidding Document.
- d. Alternative offers will be accepted as an option with its terms and documents, always based on the Terms and Conditions that govern the present contract.
- e. In case a mistake is encountered, either on a line or in the total amount of the quote, the unit price will be considered valid.
- f. The quoted price will be considered unique, fixed and invariable during the selection of the bidding process as well as for the contracted period.

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ARTICLE 10. BID SUBMISSION

Regardless of the format of bid submission, all offers received will be securely kept in the Mission's Department of Accounting and Finance until the day and time of the bid opening.

ARTICLE 11. HONORING OFFER TERMS

The bidder should honor the offer up to One Hundred and Twenty (120) calendar days starting from the Bid Opening date. If ten (10) calendar days prior to the mentioned deadline the bidder does not notify in writing that he/she is not willing to renew the offer, it will automatically be considered renewed for a term equal to Sixty (60) calendar days and so on. The bidder can state as well as manifest in the quote that he will not renew the offer, or that he will maintain it for a certain quantity of periods or days.

ARTICLE 12. SPARE PARTS

Not applicable.

ARTICLE 13. GUARANTEE OF MATERIAL AND/OR SERVICES

The manufacturer, supplier or contractor must irrevocably guarantee the material and/or services quoted for the stated period:

Under DAP Delivery Terms: Starting as soon as the vessel arrives to the Port of Buenos Aires, province of Buenos Aires, Argentina Republic.

ARTICLE 14. EXPLANATIONS PRIOR TO BID OPENING

Prior to the bid opening, all interested parties may request from the contracting entity's office all additional information and explanations deemed necessary up to seventy two (72) hours prior to the bid opening. This exchange of information will be allowed and the requests satisfied as long as the equal bases are not altered.

The Contracting Entity reserves the right to modify the present document by means of an explanatory or modifying notice up to twenty four (24) business hours before the bid submission deadline time and date.

ARTICLE 15. BIDS OPENING

Bids opening will start at the place, day and hour assigned, Opening minutes will be recorded.

- a. All interested parties may be present at the time of the opening.
- b. Offers will be accepted by the contracting entity up to One (1) hour prior to the opening act, hence no late offers will be accepted under any circumstances, even if the opening has not yet started, as stated in Articles 6 & 7 of these terms.
- c. If the scheduled date for the bids opening falls on a non-working day, the opening will take place the following business day at the originally scheduled time.

ARTICLE 16. BID REJECTION

Situations that could cause rejections:

- a. If the bid is not signed by the bidder.
- b. If it is written in pencil or any other mode that allows alteration.
- c. If the bid is offered with conditions, that will deem them invalid.
- d. If it has scratches or corrections in fundamental sections such as "price", "quantity", "maintenance time", "shipping time", or any other section of the contract that has not been properly acknowledged.
- e. If it differs from the Terms and Conditions of the regulations that govern this bid, or if it impedes the exact comparison with all other offers.
- f. If the price quoted is not accurate or unreasonable.

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ARTICLE 17. TIE BREAK BIDS

The affected bidders will be invited to submit a price negotiation in writing within a deadline set accordingly. If a tie still persists a public drawing will take place at a date and time fixed.

ARTICLE 18. GUARANTEE

According to the local usage customs and in accordance with Article 31 of the Decree Nr. 1023/01, the awardee will not be required to submit and/or constitute a warranty unless the selected payment method is "Payment in Advance", in which case a counter guarantee will be required.

Notwithstanding the above, all bidders and awardees are obligated to pay the amounts that should have been deposited as guarantees upon the request of the contracting jurisdiction or entity, pursuant to a resolution to that effect issued by the Contracting Agency, and may not file any claim until such payment has been made.

ARTICLE 19. SUBMISSION OF COUNTER GUARANTEES

Should the Payment in Advance option be selected, the counter-guarantee must be submitted without exception within ten (10) days of receipt of the Purchase Order. This counter-guarantee shall take the form of a bank guarantee, specifically a "Standby Letter of Credit." Full payment to the seller will be released upon the Final Acceptance of the vessel, its delivery, and the completion of the training services contracted under this tender. Following the award decision and prior to issuing the Purchase Order, the Argentine Navy will determine and notify the awardee whether a milestone-based schedule for partial payments will be adopted. In such cases, the requesting party must issue the corresponding Partial and/or Final Acceptance Certificate, as applicable.

ARTICLE 20. BIDS EVALUATION CRITERIA, ORDER OF MERIT AND PRE-AWARD INSPECTION

The Evaluation Committee shall proceed to conduct a comprehensive evaluation of the offers in accordance with the conditions set forth in these Specific Terms and Conditions and applicable regulations.

ORDER OF MERIT

From among the offers received, specifically those that meet all required minimum technical specifications and specific conditions, are deemed admissible, and have not been rejected, a preliminary order of merit shall be established. This shall be done by applying the "Weighting Factors" table found in Enclosure N° 2 to Annex I, which will serve as a tool for comparing the offers.

PRE-AWARD INSPECTION

The preliminary order of merit derived from the weighting table does not, in itself, constitute an award of the contract; it rather serves as a guide for the Evaluation Committee to determine the initial order of merit. Any eventual award shall be contingent upon the successful completion of a Pre-Award Inspection of the three (3) highest ranked offers in the preliminary order of merit, or of all offers if there are fewer than three.

The purpose of the inspection is to verify through physical, documentary, technical, operational, registry-based, and legal checks, that the offered vessel actually corresponds to the conditions, characteristics, capabilities, state of preservation, and documentation declared in the offer and listed in Enclosure N° 1 to Annex I, and that it meets the mandatory requirements established in these Terms and Conditions.

This inspection is independent of, and does not replace, the Provisional Acceptance provided for in bullet 7 of Annex II, which shall be carried out solely with respect to the awarded vessel.

EXECUTION

The inspection shall be carried out by technical personnel designated by the Buyer. The Evaluation Committee may require the involvement of experts, technical specialists, marine surveyors,

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classification societies, specialized institutions, or other bodies or professionals whose participation is deemed necessary. The inspection shall be conducted in accordance with a single protocol, identical for all inspected bids, which shall be notified to the relevant bidders at least five (5) business days in advance.

BIDDER OBLIGATIONS

The bidder must make the vessel available at the port declared in its bid within fifteen (15) business days of notification and guarantee unrestricted access to the vessel, its facilities, equipment, technical documentation, and records, as well as facilitate the performance of tests, trials, verifications, and inquiries determined by the Buyer. Refusal to grant access, or failure to make the vessel available within the specified timeframe, shall result in the rejection of the bid and the forfeiture of the bid bond.

COSTS

Travel, accommodations, and per diem expenses for technical personnel and experts designated by the Buyer shall be borne by the Buyer. Expenses associated with making the vessel, its crew, and its documentation available shall be borne by the bidder, without any right to reimbursement or compensation, regardless of the outcome of the procedure.

RESULT

The result shall be deemed compliant when the unit corresponds to what was declared in the bid and satisfies the mandatory requirements set forth in the Tender Specifications. In the event that discrepancies are found:

- a) If the discrepancy concerns a mandatory requirement, the bid shall be rejected.
- b) If it concerns a weighted criteria, the Evaluation Committee shall recalculate the bid's score using the actually verified value and reorder the ranking accordingly.
- c) If the discrepancy reveals that the declared information is false, proceedings shall be conducted in accordance with Article 28 of Delegated Decree No. 1023/01, without prejudice to the rejection of the bid and the forfeiture of the bid bond.

Once a bid is rejected, the process shall continue with the next bid in the ranking; the Evaluation Committee may order its inspection under the same conditions.

TIMEFRAME

All inspections must be completed within sixty (60) calendar days from the notification of the preliminary ranking. The Evaluation Committee shall issue its evaluation report once the inspections are concluded; the period for filing a challenge, as provided for in Article 73 of the Annex to Decree No. 1030/16, shall commence upon notification of said report.

20.1. DOCUMENTATION AND BACKGROUND INFORMATION TO BE SUBMITTED

As a prerequisite for the potential award, the bidder must make the following documentation available to the Buyer in original, certified copy, or verifiable electronic format, as required by the Buyer:

A) IDENTIFICATION AND OWNERSHIP

- 1. Current and previous names of the vessel.
- 2. IMO number.
- 3. Hull number and builder (shipyard).
- 4. Current flag and history of previous flags.

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5. Current registration record.
6. Certificate of Registry or equivalent document proving ownership.
7. Bill of Sale and history of previous ownership transfers.
8. Documentary chain establishing legitimate ownership of the vessel.
9. Full identification of the owner and, where applicable, of controlling companies, shipowners, operators, and managers.
10. Powers of attorney and documentation evidencing the authority of the representative who will sign the transfer documentation.

B) REGISTRATION AND LEGAL STATUS

11. Certificate confirming the absence of mortgages, attachments, encumbrances, liens, maritime liens, or any other real or preferential rights over the vessel.
12. Certification that the vessel is free of debts, claims, or charges of any nature originating prior to the transfer.
13. Certificates or reports from the relevant maritime registry attesting to the legal status of the vessel.
14. Information regarding litigation, arbitration, claims, investigations, detentions, or administrative or judicial proceedings involving the vessel.
15. Sworn statement by the owner regarding the absence of obligations related to labor, wages, port fees, taxes, customs, fuel, provisions, repairs, or any other obligation linked to the vessel.
16. Irrevocable commitment by the seller to deliver the vessel free of all encumbrances and pre-existing obligations.
17. Documentation necessary to obtain the Certificate of Deletion (or deregistration certificate) from the registry of origin.

C) CLASSIFICATION DOCUMENTATION

18. Valid class certificate.
19. Name of the Classification Society.
20. Updated Class Status Report.
21. Complete class history.
22. All outstanding recommendations, conditions of class, memoranda, notes, and deficiencies.
23. Reports of periodic, annual, intermediate, and special surveys.
24. Hull and structural inspection reports.
25. Dry-docking reports.
26. Underwater inspection reports.
27. Ultrasonic thickness (UT) measurement reports, where applicable.
28. Reports on structural repairs and modifications carried out.
29. Information regarding accidents, groundings, collisions, fires, flooding, structural damage, or significant breakdowns.

D) TECHNICAL AND MAINTENANCE DOCUMENTATION

30. Available general arrangement and structural drawings.
31. Machinery drawings.
32. Electrical diagrams.
33. Hydraulic and piping system diagrams.
34. Operation and maintenance manuals.
35. Complete inventory of installed equipment.
36. Preventive and corrective maintenance history.
37. Major repair history.

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- 38. Operating hour records for main engines, auxiliary engines, and major equipment.
- 39. History of engine overhauls or major servicing.
- 40. Information on components with a limited service life.
- 41. Critical component replacement history.
- 42. Inventory of spare parts, special tools, and support equipment included in the offer.

E) MAIN MACHINERY AND SYSTEMS

The inspection shall verify, among other items:

- 43. Main engines.
- 44. Auxiliary engines.
- 45. Generators.
- 46. Fuel systems.
- 47. Lubrication systems.
- 48. Cooling systems.
- 49. Steering systems.
- 50. Propellers and shaft lines.
- 51. Bow thruster, stern thruster, or other maneuvering systems, as applicable.
- 52. Bilge pumps and systems.
- 53. Fire-fighting systems.
- 54. Fire detection and suppression systems.
- 55. Electrical systems and switchboards.
- 56. Batteries and emergency systems.
- 57. Navigation and communication systems.
- 58. Deck and cargo-handling equipment.
- 59. Cranes, winches, and auxiliary equipment.
- 60. HVAC and ventilation systems.
- 61. Wastewater and waste treatment systems.
- 62. Ballast and bilge systems.
- 63. Equipment for polar operations, where applicable.

F) SAFETY AND REGULATORY COMPLIANCE

- 64. Valid statutory certificates.
- 65. SOLAS, MARPOL, and other applicable international convention certificates.
- 66. Safety certificates.
- 67. Pollution prevention certificates.
- 68. Navigation safety documentation.
- 69. Lifesaving appliance certificates.
- 70. Fire-fighting equipment certificates and records.
- 71. Radio and communications documentation.
- 72. Tonnage certificates.
- 73. Cargo capacity and stability information.
- 74. Stability Booklet and approved stability documentation.
- 75. Cargo Securing Manual, where applicable.
- 76. Safety manuals and procedures applicable to the unit.

G) OPERATIONAL HISTORY

- 77. Navigation history for recent years.
- 78. Ports visited.

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- 79. History of detentions by maritime or port authorities.
- 80. Inspection reports from Flag State and Port State Control authorities.
- 81. Accident and incident history.
- 82. History of periods of inactivity.
- 83. History of operations in ice conditions or polar navigation, where applicable.
- 84. Record of repairs carried out following accidents or casualties.

H) EXPORT AND IMPORT DOCUMENTATION

- 85. Documentation required for the vessel's deregistration from the registry of origin.
- 86. Documentation necessary for export from the United States.
- 87. Certificates of origin and other necessary commercial documentation.
- 88. Bill of Sale.
- 89. Commercial Invoice.
- 90. Packing List or detailed inventory of goods and equipment accompanying the vessel.
- 91. Technical and registration documentation necessary for subsequent import, customs clearance, and registration in the Argentine Republic.
- 92. Any other documentation required by the competent Argentine authorities, including customs, maritime, and registry authorities.

20.2. PHYSICAL INSPECTION AND TESTING

During the pre-award inspection, the Buyer may physically verify the general condition of the vessel and conduct, among others, the following checks:

- a. General condition of the hull, superstructure, and deck.
- b. Visual inspection of machinery spaces, holds, tanks, and technical spaces.
- c. Verification of the state of preservation and maintenance.
- d. Verification of main and auxiliary engines.
- e. Verification of generators and electrical systems.
- f. Functional tests of critical equipment and systems.
- g. Navigation and maneuvering tests, when technically necessary.
- h. Tests of loading and unloading equipment.
- i. Verification of navigation and communication systems.
- j. Verification of safety, life-saving, and firefighting systems.
- k. Underwater inspection of the hull, propellers, rudder, and other elements requiring verification.
- l. Analysis of oils and fluids, when necessary.
- m. Thickness measurement via ultrasound or other non-destructive testing, where applicable.
- n. Verification of class status.
- o. Verification of outstanding recommendations and deficiencies from the Classification Society.
- p. Any other test, trial, or inspection reasonably necessary to determine the condition, suitability, safety, seaworthiness, operability, and value of the unit.

Costs associated with the pre-award inspection shall be borne by the bidder, except for those expressly assigned to the Buyer.

20.3. PRE-AWARD INSPECTION REPORT

Upon completion of the inspection, a technical and documentary report shall be prepared, recording, at a minimum, the following:

- a. General condition of the vessel.

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- b. Compliance with the technical specifications of the Bid Documents.
- c. Correspondence between the inspected unit and the information declared in the bid.
- d. Classification status.
- e. Status of statutory certificates.
- f. Condition of main machinery and systems.
- g. Deficiencies, breakdowns, pending repairs, or class conditions detected.
- h. Registration and legal status.
- i. Missing or pending documentation.
- j. Need for repairs, work, or investments prior to delivery.
- k. Suitability of the vessel for the intended operational purpose.
- l. Conclusion regarding the technical and documentary advisability of proceeding with the award.

20.4. INSPECTION RESULT AND AWARD

The award may be made only when, in the judgment of the competent authority, and based on the report from the Evaluation Committee and the corresponding technical reports, it has been verified that the vessel meets the technical, operational, documentary, and legal conditions required by these Bid Documents.

If, as a result of the inspection, substantial discrepancies are verified between the characteristics declared in the bid and those actually observed, or if significant technical deficiencies, insufficient documentation, pre-existing liens or claims, class conditions incompatible with the contract requirements, an inability to obtain necessary documentation for export, import, or registration in the Argentine Republic, or any other circumstance compromising the advisability, safety, legality, or operability of the acquisition are found, the Evaluation Committee may recommend against awarding the contract to said bidder, duly substantiating the reasons for its recommendation.

In such an event, the evaluation may proceed with the bidder ranked next in the order of merit, provided that doing so is legally permissible and the principles of equality and transparency of the procedure are maintained.

The pre-award inspection may not be used to modify, improve, or negotiate the submitted bid, nor to incorporate evaluation criteria other than those established in these Bid Specifications.

Conducting the inspection shall not create any right in favor of the bidder regarding the award, nor shall it imply an obligation for the Buyer to enter into a contract until the corresponding administrative act of award is issued.

The order of merit, the pre-award inspection report, and other relevant records shall be considered by the competent authority when making the award decision, in accordance with applicable regulations.

ARTICLE 21. CONTRACT CLOSING

According to article 20 of the Decree 1023/2001, the closing of the contract will take place with the notification, and acceptance of the purchase order by the Awardee, which will be issued by the Contracting Entity within TEN (10) business days from the award notification date.

ARTICLE 22. CANCELLATION OF BIDS

Before the closing of the contract, the contracting entity reserves the right to cancel the call for a bid. In this case, the bidders or interested parties will not have the right to demand any compensation or indemnification.

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ARTICLE 23. DELIVERY TERMS

Delivery terms to the final destination must be detailed in the bidder's offer, as well as when that period begins. If payment terms are Payment is Advance, the period will start when the successful bidder receives the funds.

The delivery must not exceed one hundred and eighty (180) calendar days. Should the last day of this 180-day period fall on a non-working day, the period will be extended until the next working day. Should the service delivery be delayed past the 180-day period, a letter detailing the reason for the delay must be submitted.

ARTICLE 24. FREIGHT CHARGES, LICENSES AND OTHERS.

The cost of freight, licenses and any other expense must be included in the unit value of the item quoted for each line item.

All costs of transporting this contract's vessel to the Port of Buenos Aires, Province of Buenos Aires, Argentine Republic, must be contemplated in the Offer, as well as all the requirements contemplated in Annex II of this document.

ARTICLE 25. DELIVERY LOCATION

The Vessel final delivery under this bid shall take place at the Port of Buenos Aires on a DAP Port of Buenos Aires, Argentine Republic basis. This includes, among other items, transport, documentation, taxes, and insurance costs to be borne by the Seller. The Argentine Navy shall be responsible solely for customs formalities.

ARTICLE 26. CONTRACT COMPLIANCE

The Awardee will comply with his/her obligations according to the procedures, terms, location and specifications established within the contract and/or purchase order.

ARTICLE 27. REQUEST FOR EXTENSION OF DELIVERY TIME

The request for an extension of delivery other than the stipulated in the purchase order must be submitted before the deadline explaining the reasons for the delay. The contracting entity will accept the approval of new delivery dates only when justified causes exist, although applicable penalties will still apply.

ARTICLE 28. UNFORESEEN CASES

In the case an unforeseen situation comes up which impedes the fulfillment of the contract by the awardee, he/she must notify the Contracting Entity within TEN (10) days of the promised delivery time. After this period, no unforeseen or accidental situation can be invoked.

ARTICLE 29. SERVICE CONFORMITY RECEPTION

Once the final reception tests have been performed without any issues, the Buyer will have ten (10) business days to perform the final receptions, all in accordance with Annex II of this Document of Bases and Conditions.

ARTICLE 30. INVOICES

All invoices must be submitted to this Naval Logistics Mission located at 630 Indiana Ave. N.W. Washington, DC. 20004, or via email to the following email addresses:
contratacionesmnl@yahoo.com.ar and ruben.bolognesi@argnavy.org

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ARTICLE 31. INQUIRIES

All inquiries related to conditions and deadlines, purchase orders and/or billing should be addressed directly with this contracting agency. The Naval Logistics Mission in the United States of America will not be responsible for information provided by different entities.

ARTICLE 32. PAYMENT TERMS

Payment of the amount specified in the Purchase Order shall be made via Payment in Advance.

ARTICLE 33. PAYMENT IN ADVANCE

The payment method will be "Payment in Advance". Bidders must provide a counter-guarantee in accordance with the provisions of Article 19 of these Terms and Conditions, which must be submitted together with the corresponding invoice.

ARTICLE 34. PAYMENT METHODS

Payment will be made by electronic bank transfer issued by the National Central Bank of Argentina (Banco Central de la Nación Argentina) to the bank account indicated by the grantee once he/she is notified of the award. He/she must provide our Accounting Department the necessary banking information. Payment will be made in US Dollars for the amount indicated on the purchase order and / or invoice. In no case, monetary update or price indexation will apply.

ARTICLE 35. END USER CERTIFICATE

The Contractor may require the Contracting Agency to sign the End User Certificate, when required, as a condition for the State Department or Department of Commerce approval.

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ANNEX I - ENCLOSURE N° 1
ITEM N° 1: LOGISTIC TRANSPORT VESSEL WITH POLAR CAPABILITY

INFORMATION TO INCLUDE WITH THE OFFER
MANDATORY REQUIREMENTS

REQUIREMENT		INFO TO COMPLETE	DOCUMENT TO ATTACH
Total Length	120 mts, +/- 12 mts		General Diagram
Beam	22 mts +/- 2.5 mts		
Maximum Draft	Equal or less than 7.3 mts		
Service Speed	12 knots or more		
Autonomy	8000 or more nautical miles		
Gross Dead Weight	6000 tons, +/- 600 tons		Survey Status Report submitted by the Classification Society
Main Generators	2 or more		
EGA Generator	1		
Propulsion Engine	4-stroke Diesel - turbo compressed with gearbox		
Propulsion Engine and Generator Fuel	Marine Diesel Oil		
Bow Thruster	1 or more		
Hold with Subdivision Capability or Hold with an "in between" deck	One of Either Options		Holds and Cranes Diagram
Hold Cargo Volume	6000 cu mts or more		
Capacity TEU	350 units or more		
Reefers Amount Simultaneously ON Capability	10 units or more		
"In Between" Deck Hold Cargo Capacity	2 t/m ² or more		
Hold Floor Cargo Capability	15 t/m ³ or more		
Cranes	In all Holds		
Cranes Capabilities	40 t or more		
Crane Reach	22 mts or more		
Ice Class	Minimum PC 7 or equivalent		Class Notation Certificate
Classification Society Class	Member IACS		
Construction Date	2010 or later		Survey Status Report submitted by the Classification Society

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DESIRABLE REQUIREMENTS – NON-MANDATORY

REQUIREMENT		INFO TO COMPLETE	DOCUMENT TO ATTACH
Reefers Amount Simultaneously ON Capability	20 units or more		Hold and Crane Diagram Eléctric Balance
Shafts	2		Engineering Room Diagram
Generator Tail Coupled	Yes		
Dry Stranding Capability	Yes		Class Notation Certificate
Controllable Pitch Propeller	Yes		
EGA Generator with Capability to Cover Basic Services during Stranding	Yes		Eléctric Balance
Crew and Passenger Lodging	Minimum 19, more Desirable		General Diagram
Main and Generator Engines Technical Representatives in Argentina	Yes		Technical Representatives List

TECHNICAL DOCUMENTATION TO ATTACH

A copy of the following technical documentation must be added to the offer, including the documentation required in 1. MANDATORY REQUIREMENTS and 2.DESIRABLE REQUIREMENTS, NON-MANDATORY:

- Class Notation Certificate.
- Survey Status Report issued by the Classification Society.
- Statutory certificates (SOLAS, MARPOL, BALLAST WATER, LOAD LINE, DANGEROUS GOODS, etc.) issued by the Flag Authority or the SC, in case of delegation.
- General Arrangement.
- Engine Room Arrangement.
- List of main equipment: will include brand, model and characteristics of, at a minimum, the main motors, gearbox/inverter, generators, sewage treatment plant, oily water separator, fresh water generator, boilers, chilled water plant, purifiers, navigation bridge equipment, etc.
- List of technical representatives of the propulsion motors and generator motors.
- Arrangement of Holds and Cranes.
- Electrical balance.

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ANNEX I - ENCLOSURE N° 2**ITEM N° 1: LOGISTIC TRANSPORT VESSEL WITH POLAR CAPABILITY****WEIGHTING FACTORS**

Item	Evaluation Factor	Normalization / Calculation Method	Maximum Factor
1	Offer total price	$(\text{Minimum price} / \text{bid price}) \times 37$	37
2	Technical condition and overall condition of the vessel	According to the technical evaluation matrix	16
3	Year of construction / vessel age	$[(\text{Year offered} - \text{minimum admissible year}) / (2026 - \text{minimum admissible year})] \times 8$	8
4	Classification, certifications and class status	According to the documentary and classification matrix	8
5	Capacity and operational suitability	According to the capacity and performance matrix	8
6	Propulsion and redundancy of critical systems	According to the propulsion and redundancy matrix	7
7	Autonomy, consumption and operational efficiency	According to the autonomy and consumption matrix	5
8	Cargo and refrigerated containers capacity	According to offered capacity and available connections	4
9	Beaching capacity and power generation during dry dock	According to accredited capacities	3
10	Documentation, records and transfer/registration conditions	According to accredited documentation	2
11	Technical support and assistance in Argentina	According to accredited capacity	2
		TOTAL	100

WEIGHTING FACTOR BREAKDOWN MATRIX**FACTOR 1 – OFFER TOTAL PRICE: 37 POINTS**

Subfactor	Points	Means / verification criteria
Comparable total price	37	$P = (\text{PM} / \text{PO}) \times 37$. PM: lowest admissible price; PO: price of the bid being evaluated.

FACTOR 2 - TECHNICAL AND OVERALL CONDITION: 16 POINTS

Subfactor	Points	Means / verification criteria
Hull and structural condition	4	Class Status Report, dry dock, UT thickness measurements, physical inspection.
Main engines	4	Hours, maintenance, overhaul, tests and documented condition.
Auxiliary engines and electrical generation	2	Condition, maintenance, tests and operational capacity.
Machinery and critical systems	2	Steering gear, pumps, electrical systems, fire-fighting, navigation, bilge systems, etc.
Maintenance history	2	Complete, verifiable and up-to-date records.

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Repairs and outstanding work	2	Pending work and its operational/economic impact.
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FACTOR 3 — YEAR OF CONSTRUCTION / AGE: 8 POINTS

Subfactor	Points	Means / verification criteria
Construction Year	8	$P = [(Year\ offered - minimum\ admissible\ year) / (2026 - minimum\ admissible\ year)] \times 8$. Result between 0 and 8; the greater the age, the lower the score.

FACTOR 4 — CLASSIFICATION, CERTIFICATIONS AND CLASS STATUS: 8 POINTS

Subfactor	Points	Means / verification criteria
Valid class and recognized Classification Society	2	Class certificate and documentation from the Classification Society.
Absence of relevant conditions / recommendations	2	Updated Class Status Report.
Valid statutory certificates	1.5	SOLAS, MARPOL and other applicable certificates.
Complete and verifiable class history	1	Inspection and class history.
Most recent favorable Special Survey / Dry Dock	1	Corresponding report.
Absence of relevant Port State Control deficiencies	0.5	Available records and reports.

FACTOR 5 — CAPACITY AND OPERATIONAL SUITABILITY: 8 POINTS

Subfactor	Points	Means / verification criteria
Dead Weight / useful cargo capacity	2	Technical documentation and verification.
Cargo hold / cargo space capacity	1.5	Plans, certificates and technical documentation.
Additional operational autonomy at minimum load	1.5	Tank, consumption and performance data.
Operating speed	1	Certified data / tests.
Draft and port-access flexibility	1	Technical characteristics and verification.
Suitability for polar operations above the required minimum	1	Class notation, documentation and operational records.

FACTOR 6 — PROPULSION AND REDUNDANCY OF CRITICAL SYSTEMS: 7 POINTS

Subfactor	Points	Means / verification criteria
Two independent shaft lines	4	Plans and physical verification.
Controllable-pitch propeller	2	Technical documentation and verification.
Stern / Shaft Generator	1	Documentation and functional test.

FACTOR 7 — AUTONOMY, CONSUMPTION AND OPERATIONAL EFFICIENCY: 5 POINTS

Subfactor	Points	Means / verification criteria
Autonomy	2	Fuel capacity and consumption data.
Fuel consumption	2	Lower consumption = higher score; preferably supported by documented data.
Fuel capacity	0.5	Accredited usable capacity.
Electrical generation efficiency	0.5	Technical data and available records.

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FACTOR 8 — REFRIGERATED CONTAINERS AND CARGO CAPACITY: 4 POINTS

Subfactor	Points	Means / verification criterion
Total container capacity	1	Stowage plan / technical documentation.
Reefer capacity	1.5	Accredited quantity. Suggested formula: (reefers offered / 20) × 1.5, capped at 1.5.
Simultaneous electrical connections for reefers	1	Number of verified connections.
General cargo capacity / versatility	0.5	Cargo holds, decks and cargo-handling means.

FACTOR 9 — BEACHING CAPACITY AND GENERATION DURING BEACHING: 3 POINTS

Subfactor	Points	Means / verification criteria
Beaching capacity	1.5	Technical documentation and records.
Power generation capacity during beaching	1	Installed capacity and configuration.
Operational autonomy during beaching	0.5	Fuel and power generation capacity.

FACTOR 10 — DOCUMENTATION, RECORDS AND TRANSFER/REGISTRATION: 2 POINTS

Subfactor	Points	Means / verification criterion
Complete and verifiable technical documentation	0.5	Manuals, plans, records and certificates.
Clearly accredited chain of title	0.5	Registry, Bill of Sale and records.
Complete registration and class records	0.5	Certificates and reports.
Documentation for export, transfer and registration in Argentina	0.5	Certificate of Deletion and other required documentation.

FACTOR 11 — TECHNICAL SUPPORT AND ASSISTANCE IN ARGENTINA: 2 POINTS

Subfactor	Points	Means / verification criterion
Permanent technical representative in Argentina	1	Proof of representation, registered address and capacity.

MINIMUM REQUIREMENTS AND WEIGHTING EFFECT

Weighting factors shall be applied to bids deemed admissible that meet all technical, operational, documentary, legal, and safety minimum requirements established in the Bid Specifications. Failure to meet a minimum requirement cannot be offset by achieving a higher score in other factors.

RANKING AND PRE-AWARD INSPECTION

The score obtained using this matrix shall determine the ranking of admissible bids. This ranking does not, in itself, imply an award. Prior to the award, the Evaluation Committee may order pre-award inspections of the three (3) highest ranked offers in the preliminary order of merit, or of all offers if there are fewer than three

The purpose of the inspections shall be to verify the correspondence between the conditions declared in the bids and the characteristics and conditions actually observed on the vessels, including technical, operational, documentary, registration, and legal aspects. The award shall be contingent upon the satisfactory outcome of said verifications and upon proof that the proposed unit

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meets the requirements established in the Tender Specifications and serves the interests of the Country.

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ANNEX II SPECIAL CONDITIONS TECHNICAL SPECIFICATIONS

OPERATIONAL INDEX

1. Purpose; 2. Abbreviations and definitions; 3. Requirements; 4. Specific conditions; 5. Spare parts, materials, and supplies; 6. Technical, legal, and customs documentation and warranties; 7. Receipt and delivery of material; 8. Requested material/service and technical specifications; 9. Delivery and acceptance timeframes; 10. Liens and title clearance; 11. Taxes and import clearance costs; 12. Proposal considerations; 13. Documentation for payment and invoicing; 14. Packaging and crating; 15. Inquiries and clarifications.

1. PURPOSE

This specification establishes the specific conditions for the procurement of one (1) new or used logistics transport vessel with polar capacity, training for the crew designated by the Buyer and delivery of the vessel to the Port of Buenos Aires, Argentine Republic.

2. ABBREVIATIONS AND DEFINITIONS

DGMN: General Directorate of Navy Material (Dirección General del Material de la Armada).

IACS: International Association of Classification Societies.

MARPOL: International Convention for the Prevention of Pollution from Ships, 1973, and its amendments.

MNLA: Argentine Naval Logistics Mission in the United States of America.

MNLE: Argentine Naval Logistics Mission in Europe.

SOLAS: International Convention for the Safety of Life at Sea, 1974, and its amendments.

"BUSINESS DAYS" are those days on which the banks are open both in the country of the currency identified for the Purchase Price in ANNEX III, as well as in the location where the temporary receptions indicated in 7.a RECEPTION AND DELIVERY OF THE MATERIAL will take place.

"PARTIES" means the Seller and the Buyer.

"IN WRITING" or **"WRITTEN"** means a letter delivered from the Seller to the Buyer or vice versa, a registered letter, email or fax.

3. REQUIREMENTS

All Vessel technical details are detailed in Article 8: Material to Procure - Technical Characteristics.

The Vessel must be classified by a Ship Classification Society member of IACS and possess current statutory certification.

Items N° 1, 2, and 3 must be quoted individually, with the price for each clearly itemized to facilitate economic evaluation and comparison.

However, the three (3) items constitute a single contractual object and will be considered jointly for the purpose of the award. Consequently, the award will be made as a group covering all three items (N° 1, 2, and 3). Partial awards are not permitted.

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The bidder must therefore submit a proposal covering the complete provision of the logistics transport vessel with polar capacity, crew training, and delivery of the unit to the Port of Buenos Aires, Argentine Republic. While the costs for each item may be itemized, the bidder remains obligated to quote for, and execute, the entire package.

4. SPECIAL CONDITIONS

Final delivery of the vessel under this bid shall take place at the Port of Buenos Aires, Argentine Republic, under INCOTERMS DAP (Delivered at Place) terms. Under this arrangement, the Seller remains responsible for transporting the vessel to the agreed final destination, while the obligation to handle importation and customs clearance shifts entirely to the Buyer.

The Seller shall refrain from engaging in any advertising or promotional activities, whether for its own benefit or that of third parties, that make reference to the services provided or materials supplied to the Argentine Navy.

The Seller (or a legal representative duly accredited and formally notified to the Buyer) must be present during the receipt and delivery of the vessel covered by these specifications in order to verify its condition, quality, and quantity, working alongside the technical personnel designated by the Buyer for this purpose.

Costs associated with the sea trial and the inspection of the vessel's equipment and technical documentation must be included as part of the initial acceptance process.

5. SPARE PARTS, MATERIALS AND SERVICE SUPPLIES

The Seller will deliver the Vessel to the Buyer along with everything belonging to the vessel on board and ashore. All spare parts and spare equipment, including spare rear shafts and/or spare propellers/propeller blades, if any, belonging to the Vessel at the time of inspection, whether used or not, whether on board or not, will become the property of the Buyer. This does not include the requested spare parts on order. Shipping costs, if any, will be the responsibility of the Buyer.

The Seller is obligated to replace spare parts, including spare rear shafts and spare propellers/propeller blades that are used as replacements prior to temporary receipt. Nonetheless, the replaced material shall remain the property of the Buyer. Unused supplies and provisions will be included in the sale and will be property of the Buyer without incurring additional costs.

Documents and forms exclusively for use on Seller's vessels and the personal belongings of the Commanding Officer, officers and crew, including slop chest, are excluded from sale without compensation. Items on board at the time of inspection that are rented or owned by third parties will be replaced or purchased by the Seller in order to transfer ownership to the Buyer, or replace them with equipment of identical specifications that is the absolute property of the Seller, prior to final delivery at his cost and expense.

The Buyer will take possession of the remaining fuel, unused lubricating and hydraulic oils, and greases in the storage tanks and unopened drums, and will pay the current net market price (excluding shipping charges) at the port and date of the temporary receipt of the Vessel or, if not available, at the nearest supply port, for the quantities/amounts received.

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FUEL AND LUBRICANTS

All fuels (fuel oil/gas oil), lubricating and hydraulic oils, and greases on board, whether in storage tanks or in drums (open or sealed), shall become the property of the Buyer upon final delivery. The cost of said fluids and any remaining quantities from the transit is deemed included in the total offer price; therefore, the Buyer shall not make any additional payment for the quantities present at the time of handover.

OFFER REQUIREMENTS

The bidder must submit, along with the offer, a detailed list of the spare parts, backup components, and tools required to ensure safe navigation and the Vessel's operational autonomy. This list must specify the identification of each item and its stowage location. The list must mandatorily include the supplies and tools necessary to restore the operation of the main engine, essential auxiliary systems, and the Vessel's maneuvering capability in the event of breakdowns during the voyage from the port of origin to the delivery point.

6. TECHNICAL DOCUMENTATION

On the date of temporary receipt of the Vessel, the Seller must deliver the following documentation to the Buyer:

- a. Bill of Sale in an acceptable format for Argentina, where the Buyer will register and/or register the Vessel, in which it will be recorded that the Vessel are free of all types of liens, mortgages and maritime privileges or any other debt or claim of any kind, duly signed by the Seller or his agent, with a signature certified by a notary and legalized by the competent authority, if granted outside the Argentine Republic.
- b. Certificate of ownership certified by a notary public by the Flag Country of the Vessel competent authority.
- c. Valid Class certificates corresponding to the Vessel on the delivery date.
- d. Certificate issued by the competent authority stating that the Vessel is free of any registration encumbrance.
- e. Certificate of deregistration of the Vessel from its registry or any other official certificate that accredits the deregistration of the vessel from the registry of the Flag Authority fifteen (15) days after the Vessel arrives at the Port of Buenos Aires.
- f. "Asbestos-free vessel certificate" of the Vessel issued by the corresponding entity.
- g. Any other documentation that may reasonably be required by the competent authorities for the purposes of registration of the Vessel, provided that the Buyer notifies the Seller, as far in advance as possible, of the need to have such documentation after the award.
- h. The plans and technical documents required by the Ship Classification Society for classification, in physical or digital format.
- i. The operation and maintenance manuals of onboard equipment and all other technical documentation for its operation and maintenance, in physical and digital format.

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- j. Additionally, it must allow the Buyer broad and total access to the information on the Vessel held by the Vessel Classification Society that certifies it, especially to the latest inspections carried out. (Attendance Report, Survey Report, Final Survey Report, certificates, etc.)
- k. All other documentation located on board the Vessel will also be delivered to the Buyer unless the Seller must retain it, in which case it will provide the Buyer with a copy of said documentation at the Seller's expense. The Buyer may request the Seller to deliver other technical documentation that may be in its possession. The Seller may retain the navigation books of the Vessel, but the Buyer shall have the right to obtain copies of the respective books.

7. RECEPTION AND DELIVERY OF THE MATERIAL

INSPECTION AND FUNCTIONAL TESTING

Provisional acceptance shall take place on board the Vessel, conducted by technical personnel designated by the Buyer. The Buyer reserves the right to perform any analyses, trials, and/or functional tests deemed necessary to determine the technical quality of the Vessel and all its components. The Buyer shall have the right to inspect the classification records and the complete technical history of the Vessel. The Seller shall make the Vessel available for inspection at the designated port within fifteen (15) business days of the purchase order being issued. The following criteria shall apply as an integral part of this inspection:

- **SEA TRIAL**

A sea trial lasting one (1) day shall be conducted, during which the Buyer will verify the operation of the propulsion plant at various load levels (including full power/RPM testing in accordance with the design manual), as well as auxiliary systems and navigation, communication, and maneuvering equipment. All operating costs (fuel, lubricants, crew, and fees) shall be borne exclusively by the Seller.

- **LABORATORY ANALYSIS**

The Buyer shall have the right to take samples of lubricating and hydraulic oils from the main engines, auxiliary engines, and critical systems for laboratory analysis in order to determine the internal condition of the machinery.

- **INSPECTION EXPENSES**

The Buyer shall bear the travel and accommodation expenses for its technical personnel. However, the Seller must provide full and unrestricted access to the Vessel, its equipment, and its deck and engine logbooks without incurring additional costs not provided for in these specifications.

UNDERWATER INSPECTION

The Seller shall arrange and pay for an underwater inspection performed by divers approved by the Classification Society, in the presence of an Inspector from said Society and Buyer representatives acting as observers. The cost of this inspection, as well as the Classification Society's fees, shall be included in the total offer price. If visibility or safety conditions at the port of delivery are unsuitable for a reliable inspection, the Seller must, at its own expense, move the Vessel to a suitable alternative location or, alternatively, provide equivalent inspection technology, such as an ROV with high-definition video, that meets the standards of both the Classification Society and the Buyer.

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REPAIRS AND CLASS STATUS

If, during the inspections, damage is detected to the hull, propeller, rudder, or submerged parts that affects the Vessel's navigation or Class status:

- The Seller must carry out repairs afloat to the satisfaction of the Classification Society.
- If repair afloat is not possible, the Seller must place the Vessel in dry dock at its sole expense for inspection and repair.
- All repairs must be completed so that the Vessel is delivered free of Class recommendations or conditions (Clean Class).
- If the Classification Society does not require immediate repair prior to the next scheduled dry-docking, the Seller may request delivery of the Vessel subject to a deduction from the Purchase Price based on the estimated direct cost (labor and materials) of such future repair. This cost shall be calculated by averaging quotes from two reputable independent shipyards (one selected by each Party). These price quotes must be submitted within a maximum period of ten (10) business days from the date the inspection is completed. In the event of a discrepancy exceeding 20% between the two quotes, the Parties shall mutually appoint a third independent appraiser, whose determination shall be final. The Buyer reserves the right to reject this option if the defect compromises the safety of the transport to the Port of Buenos Aires.

FINAL ACCEPTANCE IN BUENOS AIRES

The Seller, or their duly authorized legal representative, must be present on board upon the Vessel's arrival at the Port of Buenos Aires to conduct a final inspection of condition and quality and to initiate the signing of the Final Acceptance Certificate.

8. REQUESTED MATERIAL / SERVICE

Items Nº 1, 2, and 3 are presented and must be quoted separately solely for identification and cost breakdown purposes. The award shall necessarily be made as a group, covering all three (3) items, as they collectively constitute a single subject matter of the contract. Partial bids or awards for the items comprising the subject matter of this contract will not be accepted.

ÍTEM	P/N	NSN	DESCRIPTION	UM	QUANTITY	QUALITY
1	-	-	LOGISTIC TRANSPORT VESSEL WITH POLAR CAPACITY	EA	1	NEW/USED
2	-	-	CREW TRAINING	EA	1	-
3	-	-	FERRY TRANSFER TO THE PORT OF BUENOS AIRES	EA	1	-

9. TECHNICAL VISIT TO THE OFFERED VESSEL

During the bid evaluation stage, and in order to secure the technical information necessary for a proper assessment of the proposals, the Evaluation Committee may arrange for an on-site technical visit to the vessel offered by each bidder. The purpose of the visit shall be to verify and confirm the vessel's characteristics, general condition, configuration, equipment, capabilities, state of preservation, technical documentation, and other relevant aspects declared or substantiated in the bid. The visit shall be coordinated with each bidder under conditions of equality and transparency and must take place within the timeframe determined by the Evaluation

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Committee. All costs associated with the visit shall be borne by the bidder. The visit shall not entail any modification, improvement, expansion, or substitution of the submitted bid, nor may it be used to remedy non-compliance or incorporate conditions not originally included therein; it shall be limited exclusively to the technical verification and confirmation of the details and characteristics previously offered. A report or record of the visit shall be drawn up and incorporated into the proceedings, and may be considered by the Evaluation Committee as a technical element in the evaluation of the bids.

TECHNICAL CHARACTERISTICS

ITEM 1: LOGISTIC TRANSPORT VESSEL WITH POLAR CAPACITY

1. GENERAL OVERVIEW AND OPERATIONAL PROFILE

The Vessel's primary function will be the transport of general cargo and 20-foot and 40-foot containers (both standard and refrigerated). The design must provide sufficient electrical capacity to power the number of refrigerated units specified in the technical annexes. Additionally, the unit must be suitable for the occasional transport of military equipment and personnel, in compliance with applicable international safety regulations regarding additional passengers.

2. POLAR CAPABILITY

The Vessel must feature structural reinforcement suitable for navigation in ice-infested waters, with a minimum classification of Polar Class 7 (PC7) or a technical equivalent duly certified by an IACS-member Classification Society.

3. CERTIFICATIONS AND STANDARDS

The Vessel, including all its systems, equipment, and machinery, must be classed by an IACS-member Classification Society and hold all statutory certificates valid at the time of delivery, including but not limited to: SOLAS, MARPOL (including Annex VI regarding emissions), the Load Line Convention, COLREG, and BWM (Ballast Water Management).

4. PRIORITIZATION CRITERIA

Units that entered service earlier than 2010 will be excluded from consideration. Additionally, preference will be given to vessels with greater certified accommodation capacity for crew and passengers, as well as superior fuel efficiency in the propulsion plant.

5. MAIN CHARACTERISTICS AND DIMENSIONS

Length overall (LOA) of 120 m (± 12 m); maximum beam of 22 m (± 2.5 m); maximum draft of 7.30 m; dead weight (DWT) of 6,000 t (± 600 t); and minimum hold volume of 6,000 m³.

6. CONTAINER CAPACITY

Capacity of 350 TEU or greater. It must be equipped with power connections for a minimum of 10 reefer containers, with a capacity of 20 or more being desirable.

7. PERFORMANCE

Service speed of no less than 12 knots and a minimum range of 8,000 nautical miles.

8. OPERATIONAL CAPABILITY

NAABSA certification (suitable for safe grounding/resting on the seabed at low tide) will be viewed favorably due to the characteristics of Patagonian ports.

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9. CARGO SYSTEM AND HOLDS

Holds with twin decks (minimum 2 t/m²) or a single-deck hold with subdivision capability. The hold flooring/tank top must withstand a minimum load of 15 t/m². Equipped with cranes integral to all holds, with a minimum capacity of 40 tons and a reach exceeding 22 meters to operate on both sides (port and starboard).

10. PROPULSION PLANT AND MACHINERY

Higher scoring will be awarded to units featuring two (2) independent shaft lines, each with its own main engine and controllable pitch propeller (CPP).

11. ENGINES

4-stroke turbocharged engines. It is desirable for the manufacturer to have a technical representative and a stock of spare parts in Argentina. Engines must be capable of operating exclusively on marine diesel fuel (MDO/MGO).

12. MANEUVERABILITY

Bow thruster is a mandatory requirement.

13. POWER GENERATION

Minimum of two (2) main diesel generators (one on standby) and one emergency generator. The inclusion of a shaft generator will be considered an asset.

14. TANKS

The condition of all tanks (fuel, ballast, sludge, water, lubricants, etc.) must be certified, including a report on the most recent physical cleaning.

15. DRY DOCK

Report on the most recent dry-docking and an IACS-approved ultrasonic hull thickness measurement report.

16. CRANE SAFETY TESTING

To ensure a safety margin during cargo operations, IACS certification of the following tests will be required: Static load (test at 125% of SWL – 50 tonnes for 40-tonne cranes); Dynamic load (test at 110% of SWL involving complete cycles of hoisting, lowering, slewing, and radius adjustment); Safety systems (verification of load limiters, limit switches, and emergency stops).

ITEM 2: CREW TRAINING

NAVIGATION TRAINING (ON-THE-JOB TRAINING)

The Seller shall provide practical training on the operation of the Vessel to personnel designated by the Buyer who will participate in the transit to the Argentine Republic. This training shall be provided preferably in Spanish or, alternatively, in English. The Seller shall ensure that the Buyer's personnel have access to the bridge, engine room, and cargo deck areas to familiarize themselves with the operating systems under the technical supervision of the Seller's crew.

TRAINING AT THE PORT OF BUENOS AIRES

Upon arrival at the Port of Buenos Aires, the Seller shall provide technical and operational instruction for a period of ten (10) consecutive days to a group of up to fifteen (15) people designated by the Buyer. This instruction shall comprehensively cover the operation of the

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propulsion plant, auxiliary systems, emergency equipment, cargo systems, and preventive maintenance. The instruction shall be conducted in Spanish or English.

ITEM 3: TRANSFER TO THE PORT OF BUENOS AIRES

SELLER'S RESPONSIBILITIES

The Seller shall be fully responsible for the transfer of the Vessel from the port of origin to the Port of Buenos Aires, Argentine Republic (INCOTERMS DAP). This includes hiring the necessary crew and assuming all operational and logistical costs and risks until final delivery, covering:

- **FUEL AND LUBRICANTS**

Exclusive provision of light distillate fuels (MDO/MGO) required for the voyage and maneuvering, in strict compliance with environmental protection regulations and the technical specifications of the propulsion plant, including any remaining fuel left on board as per the supplies section. The use of heavy fuel oil (HFO) for the transfer is strictly prohibited.

- **INSURANCE**

Hull and Machinery (H&M) and Protection and Indemnity (P&I) coverage, which must explicitly include civil liability regarding the Buyer's personnel on board.

- **TRANSIT EXPENSES**

Port fees, taxes, towage services, and pilotage at the port of origin, ports of call, and the port of destination.

- **SUPPLIES**

Provisions, potable water, and general supplies for navigation.

- **BUYER'S PERSONNEL IN TRANSIT**

The Seller shall provide, at no additional cost to the Buyer, accommodation, meals, and necessary safety and habitability conditions on board for up to fifteen (15) members of the Buyer's personnel throughout the entire transfer of the Vessel to the Port of Buenos Aires. The Buyer's personnel shall embark as observers undergoing training and shall not form part of the vessel's minimum safe manning complement. Technical and legal responsibility for the vessel's operation shall rest exclusively with the Seller until the signing of the Final Acceptance Certificate at the Port of Buenos Aires.

9. DELIVERY AND ACCEPTANCE TIMES

INSPECTION LOCATION

Upon submission of their offer, the Seller must specify the exact port where the unit is located for the purpose of Provisional Acceptance.

DELIVERY AT DESTINATION

The Seller shall have a maximum period of one hundred and eighty (180) calendar days, counting from the issuance of the corresponding Purchase Order, to complete delivery of the Vessel at the Port of Buenos Aires on a DAP basis. This period includes the time required for provisional inspection, outfitting, departure formalities, and navigation.

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FINAL ACCEPTANCE

Once the Vessel arrives at the Port of Buenos Aires and final tests and in-port training are completed, the Buyer shall have twenty (20) business days to sign the Final Acceptance Certificate.

10. LIENS AND CLEAR TITLE

As of the date of final delivery, the Seller guarantees that the Vessel shall be free of charter agreements, liens, attachments, mortgages, maritime liens, or any other debt or claim of any nature whatsoever, whether commercial, labor-related, tax-related, or technical in nature.

INDEMNITY

The Seller agrees to indemnify and hold the Buyer harmless against any claim brought against the Vessel arising from events or causes prior to the date of transfer of ownership. In the event that pre-existing debts or liens are discovered, the Buyer may enforce the Guarantee against Liens and Claims provided by the Seller to cover the claimed amounts, legal costs, and damages caused by any delay in the nationalization of the unit.

11. TAXES AND NATIONALIZATION EXPENSES

The Vessel is purchased under the DAP (Delivered at Place) Buenos Aires (Incoterms 2020) term. Consequently, the Seller shall be responsible for making the Vessel available to the Buyer at the Port of Buenos Aires, assuming the costs and risks of transport to said destination in accordance with these Specifications. Customs registration in the "Malvina Computer System" (SIM) and other procedures with Argentine authorities shall be the responsibility of the Buyer, given its status under the Special Import Regime for the Armed Forces, the "War Material Regime", without prejudice to the Seller's obligation to deliver, in a timely and proper manner, the commercial, technical, registration, and export documentation necessary to enable such procedures.

This includes, without limitation, the processing of exemptions, allowances, or special treatments applicable due to the fact that the acquisition is being made by the Argentine Navy, as well as the administrative expenses essential for the nationalization and registration of the unit in the Argentine Republic.

Import duties, statistical fees, VAT, additional VAT, tax withholdings, advance payments, or other customs or fiscal levies shall be paid only to the extent that they are legally payable by the Buyer, following the application of exemptions, allowances, immunities, or special treatments applicable to the Argentine Navy and the public purpose of the Vessel (including VAT, Additional VAT, Income Tax, and any other levy collected by the AFIP/Customs at the time of nationalization).

Port terminal expenses, local document management services, and other costs linked to nationalization shall be borne by the Seller, in accordance with its DAP delivery obligation or the requirement to obtain deregistration, export, and free-disposal documentation in the country of origin.

Fees, tariffs, or administrative expenses for registration, initial enrollment, and flagging under the Argentine flag shall be handled by the Buyer, subject to the application of exemptions or special treatments applicable to the Argentine Navy.

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DELETION AND EXPORT PROCEDURES

Costs associated with the vessel's deletion from its original registry (Deletion Certificate) and export clearance shall be borne exclusively by the Seller.

STAMP DUTY

Only the Stamp Duty, if applicable under Argentine jurisdiction prior to nationalization, shall be borne by the Seller (or handled in accordance with statutory exemptions applicable to public entities).

12. CONSIDERATION FOR THIS OFFER

Any detail omitted from or insufficiently described in these Technical Specifications, yet necessary for the normal performance and use of the Vessel, free from faults or defects, must be anticipated by the Bidder and included in their respective proposal.

Compliance shall strictly adhere to current international practices, laws, and standards; the manufacturer's manuals; mandatory documentation from Ship Classification Societies (IACS); and the regulations of the relevant Maritime Authorities. In all cases, the strictest requirement whether derived from the aforementioned regulations or the terms of this bid document, shall apply, ensuring the unit is delivered in a fully operational and safe condition.

13. PAYMENT AND INVOICING DOCUMENTATION

To process the advance payment, the Seller must submit the following documentation to the Operational Procurement Unit:

- **ELECTRONIC INVOICE**

A commercial invoice must be issued to: ESTADO MAYOR GENERAL DE LA ARMADA - CUIT 30-54669501-4, with its registered address at Avenida Comodoro Py 2055, Retiro, Autonomous City of Buenos Aires (C1104BEA).

- **DESCRIPTION/PURPOSE**

"Advance payment for the procurement of one (1) Logistic Transport Vessel [Name/IMO], in accordance with the specifications of Public Tender No. 13/2026."

- **SURETY BOND FOR FINANCIAL ADVANCE**

As a mandatory condition for payment, the Seller must submit the original Surety Bond policy in favor of the Argentine Navy.

- **OBJECTIVE**

To guarantee 100% of the advance payment amount received, ensuring the delivery of the Vessel under DAP Buenos Aires terms, the delivery of the documentation required from the Seller, and the safeguarding of public funds; this does not cover obligations regarding importation, customs clearance (nationalization), or the payment of taxes that are legally the responsibility of the Buyer.

- **VALIDITY**

The policy must remain in effect until the signing of the Final Acceptance Certificate and the complete delivery of the documentation required from the Seller to enable the importation, customs clearance, and registration of the unit by the Buyer.

14. PACKAGING AND CRATING

Not applicable.

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15. INQUIRIES AND CLARIFICATIONS

Technical or administrative inquiries arising prior to the submission of bids or during the performance of the contract must be formally directed to the Naval Transport and Training Command (Comando de Transportes Navales e Instrucción), located at Pedro de Mendoza 555, Autonomous City of Buenos Aires, Argentine Republic (Tel. +54 11 4317-2000, extensions 6103/6104/6105), or via email to logisticacotn@gmail.com, and to the Procurement Department of the Naval Logistics Mission - Mr. Ruben Bolognesi at ruben.bolognesi@argnavy.org.

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ANNEX III

REQUEST FOR QUOTATION FORM

File N°: 600023

Public Bid N°: 13 / 2026

Offerer Information:	
Company Name:	
Address:	
State:	
Zip code:	
Telephone number:	
Fax Number:	
Tax Identification Number:	
E-mail:	

Signature:.....

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ITEM	UM	QUANTITY	PART NUMBER	NSN	DESCRIPTION	QUALITY	UNIT PRICE	TOTAL PRICE	DELIVERY TIME
1	EA	1	-	-	LOGISTIC TRANSPORT VESSEL WITH POLAR CAPACITY	NEW/USED	\$	\$	
2	EA	1	-	-	CREW TRAINING	-	\$	\$	
3	EA	1	-	-	FERRY TRANSFER TO THE PORT OF BUENOS AIRES	-	\$	\$	

NOTE 1: The technical documentation quoted must include licenses and any other corresponding cost, as well as all coordination costs and/or other tangible or non-tangible material/services needed that may be required or arise in order to provide the appropriate material.

NOTE 2: As established in Decree 1030/16 Article 57 - Variant Offers - A variant offer is understood to be one that, by modifying the technical specifications previously provided in the terms and conditions bid package, offers a solution with an improvement that would not be possible to achieve in a case of strict compliance with the original bid package.

The jurisdiction or contracting entity will only evaluate and compare the base offer submitted by different bidders, and will only consider the variant offer from the bidder that submitted the most convenient base offer.

OBSERVATIONS:

PAYMENT TERMS: ☐ **PAYMENT IN ADVANCE**

DELIVERY LOCATION: DAP Delivery Terms: Port of Buenos Aires, Province of Buenos Aires, Argentina Republic.

TOTAL AMOUNT (PRINT):

Signature:.....



República Argentina - Poder Ejecutivo Nacional
Año de la Grandeza Argentina

Hoja Adicional de Firmas
Pliego Bases Cond. Part.

Número:

Referencia: Pliego Bases y Condiciones particulares en ingles ANEXO I, ANEXO II y ANEXO III - Adq. Buque de Transporte Logistico con Capacidad Polar, Capacitacion de la Tripulacion y Traslado al Puerto de Buenos Aires

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