Annex 6 to the Conditions of Purchase "Proposal Form"

Coat of arms or trade mark

Kotug Push-it BV

(Legal form of the legal entity, registered office, contact details, name of the register in which the supplier's data is collected and stored, legal entity code, value added tax identification number, if the legal entity is subject to value added tax)

AB Inland Waterways Directorate

PROPOSAL
FOR THE PURCHASE OF AN ELECTRIC PUSHER

4-4-2025 No.
(Data)
Rotterdam
(Place of Conclusion)

Table 1

Name of the supplier (*in the case of a group of economic operators, please specify: a group of economic operators, acting on the basis of a joint operating agreement, consisting of: (specify the names of all partners)*	Kotug Push-it BV
Responsible partner *(indicate the name of the responsible partner if the proposal is submitted by a group of economic operators)*	
Supplier's address	Waalhaven O.z 77, 3087BM Rotterdam
Company code	80094821
VAT payer code	NL861553147B01
Bank name, bank code, account number	ABNAMRO, ABNANL2A, NL94ABNA0889289727
Name of the person responsible for the proposal	
Telephone number/Invoice number	
Email address	
Title, name and surname of the company representative who will sign the contract	O. Munir
Title, name and contact details of the person responsible for the performance of the contract	

1. By this offer, we indicate that we accept all the terms and conditions set out in:
   1.1. in the call for tenders published on the CVP IS;
   1.2. in the tender conditions;
   1.3. other contract documents (clarifications, supplements).
2. In accordance with the terms and conditions set out in the contract documents, we submit our tender and certify that the digital copies of the documents and the data provided electronically are true.
3. We offer an object of purchase that fully meets the requirements set out in the contract documents

1. THE PRICE OF THE PROPOSAL AND THE QUALITATIVE PARAMETERS OF THE PROPOSAL

Our offer price:

Table 2.1.

Eil. No.	Name of goods (Indicate the manufacturer, model and/or catalogue number of the goods offered)	Units in Mato.	Suggested quantity, pcs	Unit rate Eur without VAT	Total, EUR excluding VAT
1.1.	*Electric pusher .E-Pusher L*	pcs	1		6.995.000,00
				***VAT** (to be completed if applicable)**	0,00
				Tender price in EUR including VAT	6.995.000,00

Total price of the offer including VAT (in words) – six million nine hundred and ninety five thousand EUR.

**If the "VAT" field is not filled in, the supplier shall indicate the reasons for not charging VAT:
The sale of goods by a foreign legal entity subject to VAT to another foreign legal entity both within the EU.

Qualitative parameters of the proposal:

Table 2.2.

Weightings of the evaluation criteria and their parameters	Tagline	Maximum scoring value $(X)_{max}$	Unacceptable value $(X)_{min}$	Value proposed by the supplier (specify exact figure)
Push rod speed in accordance with the requirement of paragraph 3.5 of the Technical Specification	X_2	20,0 km/h	<10 km/h	12 km/h
Pushrod draught when fully loaded (300 km with the right number of batteries)	X_3	120,0 cm	>140 cm	140 cm

2. INFORMATION ON KNOWN SUBCONTRACTORS AND THE PARTS OF THE CONTRACT TO BE SUBCONTRACTED TO THEM

(to be completed if the supplier uses sub-suppliers)

Table 3

Eil. No..	Name, code, address of the subcontractor	Description and value of the part of the contract to be subcontracted Eur
1.		
2.		

3. INFORMATION ON THE ECONOMIC OPERATORS ON WHOSE CAPACITY THE SUPPLIER RELIES TO MEET THE QUALIFICATION REQUIREMENTS

(quasi-suppliers - natural persons to be employed in the event of the award of the contract (if applicable) shall also be indicated) (to be completed if the supplier makes use of the capacities of other economic operators in accordance with Article 49 of the Public Procurement Law)

Table 4

Eil. No.	Name, legal entity code and address of the economic operator	Entity used to meet a qualification requirement	Description and value of the part of the contract to be subcontracted Eur	Evidence of the availability of the entity's resources
1.				
2.				

****This evidence may be bilateral documents signed by suppliers and other economic operators: preliminary agreements or letters of intent or other equivalent documents confirming that, if the contract is successful, the supplier will have access to the resources of other economic operators during the performance of the contract*

4. DOCUMENTS AND CONFIDENTIAL INFORMATION****

The following documents shall be submitted with the proposal:

Table 5

Eil. No..	Title of the document submitted x	Confidential information contained in the document (indicate the part of the document / page containing the confidential information)	Justification for confidential information (explaining on what basis the document or part of the document is confidential)
1.	Supplier's declaration of requirements under Regulation (EU) 2022/576. ***(must be provided)***		

	(Annex 8 or 9 to the Purchase Conditions)		
2.	Declaration of responsible persons of the supplier. ***(must be provided)*** *(Annex 10 to the Purchase Conditions)*		
3.	Supplier's free-form declaration. ***(must be provided)*** *(Annex 11 to the Purchase Conditions)*		
4.	Completed ESPD(s) ***(must be provided)*** *(Annex 4 to the Purchase Conditions)*		
5.	Completed technical specification ***(must be provided)*** *(Annex 2 of the Purchase Conditions)*		
6.	*Preliminary agreements or letters of intent, or other equivalent documents, confirming that the supplier will have access to the resources of other economic operators during the performance of the contract if the contract is awarded* *(if the supplier will rely on the capacities of other economic operators)*		
7.	Copy of the joint operating agreement *(in the case of a proposal submitted by a group of economic operators)*		
8.	Power of attorney to sign the offer *(if the proposal is signed by an authorised person)*		
9.	Document certifying the validity of the offer. (must be provided) (Annex 13 to the Purchase Conditions)		
10.	Drawings, technical specifications, etc.		

*****If the supplier does not indicate what information is confidential, the proposal is deemed not to contain any confidential information. The contracting entity is obliged to make public the successful tenderer's tender and the resulting contract (except for the confidential information specified).*

Offer valid until 2024 _____ (***to be specified by supplier********)

The validity of the offer must be at least 90 (ninety days) from the expiry of the deadline for the submission of tenders (the day of submission of the offer is not included in the deadline).

*****If the tender does not specify a period of validity, the tender shall be deemed to be valid for the period specified in the contract documents.

CCO Kotug Push-it	O.Munir
(by the supplier or his authorised person job title)	*(Name and surname)*

***This document must be signed by the head of the company or a person authorised by him/her**

ABN·AMRO

e-mail address
garanties@nl.abnamro.com

department
CC&OPS
Trade Finance Operations

S.W.I.F.T.
ABNANL2A

head office
Coolsingel 131-133
3012 AG ROTTERDAM

mail address
Postbus 949
3000 DD ROTTERDAM

phone
+31-10-4023700

BID BOND no. NLHG0098546

Whereas,

KOTUG PUSH-IT B.V.
WAALHAVEN O.Z. 77
3087 BM ROTTERDAM
NETHERLANDS
(hereinafter called 'the APPLICANT')

has submitted his bid for the delivery of an electric pusher boat, (hereinafter called 'the BID'),

know all men by these present that

THE UNDERSIGNED: ABN AMRO Bank N.V., having its registered office in Amsterdam, the Netherlands, and business office in Rotterdam, the Netherlands (hereinafter called 'the BANK'), are bound unto

Internal Waterways Directorate
Raudondvario pl. 113
47186 Kaunas
LITHUANIA
(hereinafter called 'the BENEFICIARY')

in the sum of EUR 150.000,00 (in words : EUR ONE HUNDRED AND FIFTY THOUSAND 00/100) for which payment well and truly to be made to the BENEFICIARY the BANK binds itself, its successors and assigns by these presents.

THE CONDITIONS of this obligation are :

1. if the APPLICANT withdraws his bid during the period of the BID validity specified by the APPLICANT in the Bid Form: or

2. if the APPLICANT, having been notified of the acceptance of his BID by the BENEFICIARY during the period of the BID validity:
(a) fails or refuses to execute the Contract Form, if required: or
(b) fails or refuses to furnish the Performance Security, in accordance with the instructions to the APPLICANT,

the BANK undertakes to pay, within ten (10) banking days, to the BENEFICIARY up to the above amount upon receipt of his first written demand, without the BENEFICIARY having to substantiate his demand, provided that in his demand the BENEFICIARY will note that the amount claimed by the BENEFICIARY is due to the BENEFICIARY owing to the occurrence of one or both of the two conditions,
specifying the occurred condition or conditions.

ABN·AMRO

e-mail address	department	S.W.I.F.T.	head office	mail address	phone
garanties@nl.abnamro.com	CC&OPS	ABNANL2A	Coolsingel 131-133	Postbus 949	+31-10-4023700
	Trade Finance Operations		3012 AG ROTTERDAM	3000 DD ROTTERDAM	

This guarantee is valid until 31 July 2025, and claims have to be in possession of the BANK before 31 July 2025. This guarantee has to be returned to the BANK immediately upon its expiry.

Signed in ROTTERDAM, the Netherlands, on 11 April 2025.
ABN AMRO Bank N.V.

European Single Procurement Document (ESPD)

Part I: Information concerning the procurement procedure and the contracting authority or contracting entity

Information about publication

Notice number in the OJS:

-

National Official Journal

211570-2025

Identity of the procurer

Official name:

AB Vidaus vandens kelių direkcija

Country:

Lithuania

Information about the procurement procedure

Type of procedure

Open procedure

Title:

Electric pusher

Short description:

Electric pusher

File reference number attributed by the contracting authority or contracting entity (if applicable):

-

Part II: Information concerning the economic operator

A: Information about the economic operator

Name:

Kotug Push-it BV

Street and number:

Waalhaven O.z 77

Postcode:
3087BM
City:
Rotterdam
Country:
Netherlands
Internet address (web address) (if applicable):
www.kotug.com
E-mail:

Telephone:

Contact person or persons:

VAT number, if applicable:
NL861553147B01
If no VAT number is applicable, please indicate another national identification number, if required and applicable
-
Is the economic operator a Micro, a Small or a Medium-Sized Enterprise?
○Yes
●No
Only in case the procurement is reserved: is the economic operator a sheltered workshop, a 'social business' or will it provide for the performance of the contract in the context of sheltered employment programmes?
○Yes
●No

If applicable, is the economic operator registered on an official list of approved economic operators or does it have an equivalent certificate (e.g. under a national (pre)qualification system)?
○Yes
●No

- In addition, please complete the missing information in Part IV, Sections A, B, C or D as the case may be ONLY if this is required in the relevant notice or procurement documents

e) Will the economic operator be able to provide a certificate with regard to the payment of social security contributions and taxes or provide information enabling the contracting authority or contracting entity to obtaining it directly by accessing a national database in any Member State that is available free of charge?

●Yes

○No

If the relevant documentation is available electronically, please indicate:

-

Is the economic operator participating in the procurement procedure together with others?

○Yes

●No

Where applicable, indication of the lot(s) for which the economic operator wishes to tender:

-

B: Information about representatives of the economic operator #1

- Where applicable, please indicate the name(s) and address(es) of the person(s) empowered to represent the economic operator for the purposes of this procurement procedure:

First name

Osman

Last name

Munir

Date of birth

-

Place of birth

[

Street and number:

...

Postcode:

City:
Rotterdam
Country:
Netherlands
E-mail:

Telephone:

Position/Acting in the capacity of:
Director
If needed, please provide detailed information on the representation (its forms, extent, purpose ...):
-

C: Information about reliance on the capacities of other entities

Does the economic operator rely on the capacities of other entities in order to meet the selection criteria set out under Part IV and the criteria and rules (if any) set out under Part V below?
○Yes
●No

D: Information concerning subcontractors on whose capacity the economic operator does not rely

- (Section to be filled-in only if this information is explicitly required by the contracting authority or contracting entity.)

Does the economic operator intend to subcontract any share of the contract to third parties?
○Yes
●No

- If the contracting authority or contracting entity explicitly requests this information in addition to the information under Part I, please provide the information required under Sections A and B of this Part and Part III for each of the (categories of) subcontractors concerned.

Part III: Exclusion grounds

A: Grounds relating to criminal convictions

Article 57(1) of Directive 2014/24/EU sets out the following reasons for exclusion

Participation in a criminal organisation

Has the economic operator itself or any person who is a member of its administrative, management or supervisory body or has powers of representation, decision or control therein been the subject of a conviction by final judgment for participation in a criminal organisation, by a conviction rendered at the most five years ago or in which an exclusion period set out directly in the conviction continues to be applicable? As defined in Article 2 of Council Framework Decision 2008/841/JHA of 24 October 2008 on the fight against organised crime (OJ L 300, 11.11.2008, p. 42).

Your answer?

○Yes

●No

Is this information available at no cost to the authorities from an EU Member State database?

○Yes

●No

Corruption

Has the economic operator itself or any person who is a member of its administrative, management or supervisory body or has powers of representation, decision or control therein been the subject of a conviction by final judgment for corruption, by a conviction rendered at the most five years ago or in which an exclusion period set out directly in the conviction continues to be applicable? As defined in Article 3 of the Convention on the fight against corruption involving officials of the European Communities or officials of Member States of the European Union, OJ C 195, 25.6.1997, p. 1, and in Article 2(1) of Council Framework Decision 2003/568/JHA of 22 July 2003 on combating corruption in the private sector (OJ L 192, 31.7.2003, p. 54). This exclusion ground also includes corruption as defined in the national law of the contracting authority (contracting entity) or the economic operator. "

Your answer?

○Yes
●No

Is this information available at no cost to the authorities from an EU Member State database?

○Yes
●No

Fraud

Has the economic operator itself or any person who is a member of its administrative, management or supervisory body or has powers of representation, decision or control therein been the subject of a conviction by final judgment for fraud, by a conviction rendered at the most five years ago or in which an exclusion period set out directly in the conviction continues to be applicable? Within the meaning of Article 1 of the Convention on the protection of the European Communities' financial interests (OJ C 316, 27.11.1995, p. 48).

Your answer?

○Yes
●No

Is this information available at no cost to the authorities from an EU Member State database?

○Yes
●No

Terrorist offences or offences linked to terrorist activities

Has the economic operator itself or any person who is a member of its administrative, management or supervisory body or has powers of representation, decision or control therein been the subject of a conviction by final judgment for terrorist offences or offences linked to terrorist activities, by a conviction rendered at the most five years ago or in which an exclusion period set out directly in the conviction continues to be applicable? As defined in Articles 1 and 3 of Council Framework Decision of 13 June 2002 on combating terrorism (OJ L 164, 22.6.2002, p. 3). This exclusion ground also includes inciting or aiding or abetting or attempting to commit an offence, as referred to in Article 4 of that Framework Decision.

Your answer?

○Yes
●No

Is this information available at no cost to the authorities from an EU Member State database?

○Yes

●No

Money laundering or terrorist financing

Has the economic operator itself or any person who is a member of its administrative, management or supervisory body or has powers of representation, decision or control therein been the subject of a conviction by final judgment for money laundering or terrorist financing, by a conviction rendered at the most five years ago or in which an exclusion period set out directly in the conviction continues to be applicable? As defined in Article 1 of Directive 2005/60/EC of the European Parliament and of the Council of 26 October 2005 on the prevention of the use of the financial system for the purpose of money laundering and terrorist financing (OJ L 309, 25.11.2005, p. 15).

Your answer?

○Yes

●No

Is this information available at no cost to the authorities from an EU Member State database?

○Yes

●No

Child labour and other forms of trafficking in human beings

Has the economic operator itself or any person who is a member of its administrative, management or supervisory body or has powers of representation, decision or control therein been the subject of a conviction by final judgment for child labour and other forms of trafficking in human beings, by a conviction rendered at the most five years ago or in which an exclusion period set out directly in the conviction continues to be applicable? As defined in Article 2 of Directive 2011/36/EU of the European Parliament and of the Council of 5 April 2011 on preventing and combating trafficking in human beings and protecting its victims, and replacing Council Framework Decision 2002/629/JHA (OJ L 101, 15.4.2011, p. 1).

Your answer?

○Yes

●No

Is this information available at no cost to the authorities from an EU Member State database?

○Yes

●No

B: Grounds relating to the payment of taxes or social security contributions

Article 57(2) of Directive 2014/24/EU sets out the following reasons for exclusion

Payment of taxes

Has the economic operator breached its obligations relating to the payment of taxes, both in the country in which it is established and in Member State of the contracting authority or contracting entity if other than the country of establishment?

Your answer?

○Yes

●No

Is this information available at no cost to the authorities from an EU Member State database?

○Yes

●No

Payment of social security

Has the economic operator breached its obligations relating to the payment social security contributions, both in the country in which it is established and in Member State of the contracting authority or contracting entity if other than the country of establishment?

Your answer?

○Yes

●No

Is this information available at no cost to the authorities from an EU Member State database?

○Yes

●No

C: Grounds relating to insolvency, conflicts of interests or professional misconduct

Article 57(4) of Directive 2014/24/EU sets out the following reasons for exclusion

Breaching of obligations in the field of environmental law

Has the economic operator, to its knowledge, breached its obligations in the field of environmental law? As referred to for the purposes of this procurement in national law, in the relevant notice or the procurement documents or in Article 18(2) of Directive 2014/24/EU.

Your answer?

○Yes

●No

Breaching of obligations in the field of social law

Has the economic operator, to its knowledge, breached its obligations in the field of social law? As referred to for the purposes of this procurement in national law, in the relevant notice or the procurement documents or in Article 18(2) of Directive 2014/24/EU.

Your answer?

○Yes

●No

Breaching of obligations in the fields of labour law

Has the economic operator, to its knowledge, breached its obligations in the field of labour law? As referred to for the purposes of this procurement in national law, in the relevant notice or the procurement documents or in Article 18(2) of Directive 2014/24/EU.

Your answer?

○Yes

●No

Bankruptcy

Is the economic operator bankrupt? This information needs not be given if exclusion of economic operators in this case has been made mandatory under the applicable national law without any possibility of derogation where the economic operator is nevertheless able to perform the contract.

Your answer?

○Yes

●No

Is this information available at no cost to the authorities from an EU Member State database?

○Yes

●No

Insolvency

Is the economic operator the subject of insolvency or winding-up? This information needs not be given if exclusion of economic operators in this case has been made mandatory under the applicable national law without any possibility of derogation where the economic operator is nevertheless able to perform the contract.

Your answer?

○Yes

●No

Is this information available at no cost to the authorities from an EU Member State database?

○Yes

●No

Arrangement with creditors

Is the economic operator in arrangement with creditors? This information needs not be given if exclusion of economic operators in this case has been made mandatory under the applicable national law without any possibility of derogation where the economic operator is nevertheless able to perform the contract.

Your answer?

○Yes

●No

Is this information available at no cost to the authorities from an EU Member State database?

○Yes

●No

Analogous situation like bankruptcy under national law

Is the economic operator in in any analogous situation like bankruptcy arising from a similar procedure under national laws and regulations? This information needs not be given if exclusion of economic operators in this case has been made mandatory under the applicable national law without any possibility of derogation where the economic operator is nevertheless able to perform the contract.

Your answer?

○Yes

●No

Is this information available at no cost to the authorities from an EU Member State database?

○Yes

●No

Assets being administered by liquidator

Are the assets of the economic operator being administered by a liquidator or by the court? This information needs not be given if exclusion of economic operators in this case has been made mandatory under the applicable national law without any possibility of derogation where the economic operator is nevertheless able to perform the contract.

Your answer?

○Yes

●No

Is this information available at no cost to the authorities from an EU Member State database?

○Yes

●No

Business activities are suspended

Are the business activities of the economic operator suspended? This information needs not be given if exclusion of economic operators in this case has been made mandatory under the applicable national law without any possibility of derogation where the economic operator is nevertheless able to perform the contract.

Your answer?

○Yes

●No

Is this information available at no cost to the authorities from an EU Member State database?

○Yes

●No

Agreements with other economic operators aimed at distorting competition

Has the economic operator entered into agreements with other economic operators aimed at distorting competition?

Your answer?

○Yes

●No

Guilty of grave professional misconduct

Is the economic operator guilty of grave professional misconduct? Where applicable, see definitions in national law, the relevant notice or the procurement documents.

Your answer?

○Yes

●No

Conflict of interest due to its participation in the procurement procedure

Is the economic operator aware of any conflict of interest, as indicated in national law, the relevant notice or the procurement documents due to its participation in the procurement procedure?

Your answer?

○Yes

●No

Direct or indirect involvement in the preparation of this procurement procedure

Has the economic operator or an undertaking related to it advised the contracting authority or contracting entity or otherwise been involved in the preparation of the procurement procedure?

Your answer?

○Yes

●No

Early termination, damages or other comparable sanctions

Has the economic operator experienced that a prior public contract, a prior contract with a contracting entity or a prior concession contract was terminated early, or that damages or other comparable sanctions were imposed in connection with that prior contract?

Your answer?

○Yes

●No

Guilty of misinterpretation, withheld information, unable to provide required documents and obtained confidential information of this procedure

Can the economic operator confirm that:

a) It has been guilty of serious misrepresentation in supplying the information required for the verification of the absence of grounds for exclusion or the fulfilment of the selection criteria,

b) It has withheld such information,

c) It has not been able, without delay, to submit the supporting documents required by a contracting authority or contracting entity, and

d) It has undertaken to unduly influence the decision making process of the contracting authority or contracting entity, to obtain confidential information that may confer upon it undue advantages in the procurement procedure or to negligently provide misleading information that may have a material influence on decisions concerning exclusion, selection or award?

Your answer?

○Yes

●No

D: Purely national exclusion grounds

Do the purely national grounds of exclusion, which are specified in the relevant notice or in the procurement documents, apply?

D1. Purely national ground for exclusion due to criminal bankruptcy (Article 46(1)(4) of the Law on Public Procurement).

For procurements commenced on or after 2022-01-01:

Has the economic operator itself or any person who is a member of its administrative, management, or supervisory body, or who has the power to represent, make decisions, or exercise control over the economic operator, been **convicted by a final court judgment for criminal bankruptcy**, and was the judgment issued no more than five years ago or does the exclusion period explicitly set out in the judgment still apply?

Your answer?

○Yes

●No

Is this information available at no cost to the authorities from an EU Member State database?

○Yes

●No

D2. Purely national ground for exclusion due to an imposed criminal penalty (Article 46(2)(1) of the Law on Public Procurement).

For procurements commenced on or after 2025-02-01:

Is the economic operator subject to the condition that it has not fulfilled the criminal penalty imposed on it – the prohibition to participate in public procurements as a legal entity?

For procurements commenced before 2022-01-01:

Is the economic operator involved in one of the following cases:

a) it **does not meet the minimum criteria for a reliable taxpayer** set out in Article $40^1(1)$ of the Lithuanian Republic Tax Administration Act and is therefore considered to have committed a serious professional violation.

b) the economic operator itself or any person who is a member of its administrative, management, or supervisory body, or who has the power to represent, make decisions, or exercise control over the economic operator, been **convicted by a final court judgment for criminal bankruptcy**, and was the judgment issued no more than five years ago or does the exclusion period explicitly set out in the judgment still apply?

Your answer?

○Yes

●No

Is this information available at no cost to the authorities from an EU Member State database?

○Yes

●No

Part IV: Selection criteria

α: Global indication for all selection criteria

Concerning the selection criteria the economic operator declares that

It satisfies all the required selection criteria

Your answer?

●Yes

○No

Finish

Part VI: Concluding statements

The economic operator formally declares that the information stated under Parts II - V above is accurate and correct and that it has been set out in full awareness of the consequences of serious misrepresentation.

The economic operator formally declares to be able, upon request and without delay, to provide the certificates and other forms of documentary evidence referred to, except where:

a) The contracting authority or contracting entity has the possibility of obtaining the supporting documentation concerned directly by accessing a national database in any Member State that is available free of charge (on condition that the economic operator has provided the necessary information (web address, issuing authority or body, precise reference of the documentation) allowing the contracting authority or contracting entity to do so. Where required, this must be accompanied by the relevant consent to such access), or

b) As of 18 October 2018 at the latest (depending on the national implementation of the second subparagraph of Article 59(5) of Directive 2014/24/EU), the contracting authority or contracting entity already possesses the documentation concerned.

The economic operator formally consents to the contracting authority or contracting entity as set out in Part I, gaining access to documents supporting the information, which has been provided in Part III and Part IV of this European Single Procurement Document for the purposes of the procurement procedure as set out in Part I.

Date, place and, where required or necessary, signature(s):

Date

04-04-2025

Place

Rotterdam

Signature

Annex 8 to the Conditions of Purchase "Supplier's declaration of compliance with the provisions of the Regulation for a legal entity"

Coat of arms or trade mark

Kotug Push-it BV

(Legal form of the legal entity, registered office, contact details, name of the register in which the supplier's data is collected and stored, legal entity code, value added tax identification number, if the legal entity is subject to value added tax)

Waalhaven O.z 77, 3087 BM Rotterdam
(Addressee (contracting entity))

SUPPLIER/SUB-SUPPLIER DECLARATION

04-04-2025_ No._____
(Data)
Rotterdam
(Place of Conclusion)

Me ,O.Munir, CCO,
(Title and name of the Supplier's manager or his authorised representative)

I certify that I am headed by (represented by) Kotug Push-it ,
(Supplier name)

participating (-i) _in purchase „Eletric puscher" No.1710011
(Name of the contracting entity)

Carried out by „AB Inland Waterways Directorate"
(Name of the subject of the purchase, purchase number)

announced _____on 19/03/2025:
(Date of publication)

is not under the influence of Russia, as referred to in the restrictions set out in Article 5k of **Council Regulation (EU) 2022/576 of 8 April 2022 amending Regulation (EU) No 833/2014 concerning restrictive measures in view of the actions of Russia to destabilise the situation in Ukraine**. In particular, I declare that:
(a) the company I represent (and none of the companies that are members of our consortium) is established in Russia;
(b) the company I represent (and none of the companies that are members of our consortium) is a legal person, entity or body in which more than 50% of the ownership is held, directly or indirectly, by an entity referred to in point (a) of this declaration;

(c) neither I nor the company I represent is a natural or legal person, entity or body acting on behalf of or at the direction of an entity referred to in paragraph (a) or (b) of this Declaration;
(d) the contract will not be awarded to subcontractor(s) or other entity(ies) whose capacities are relied on, which are among the entities referred to in points (a) or (b) or (c) of this declaration.

CCO Kotug Push-it		O. Munir
(by the supplier or his authorised person job title)	*(signature)*	*(Name and surname)*

***This declaration must be signed by the head of the company or a** person **authorised by him/her**

Annex 10 to the Conditions of Purchase "Declaration of Responsible Persons"

Coat of arms or trade mark

Kotug Push-it BV

(Legal form of the legal entity, registered office, contact details, name of the register in which the supplier's data is collected and stored, legal entity code, value added tax identification number, if the legal entity is subject to value added tax)

_____Waalhaven O.z 77, 3087BM Rotterdam_____
(Addressee (contracting entity))

SUPPLIER'S DECLARATION

04-04-2025 No._____
(Data)

Rotterdam
(Place of Conclusion)

DECLARATION ON THE SUPPLIER'S RESPONSIBLE PERSONS*

** Irrespective of the management or supervisory body of the legal person (the supplier's company), the supplier must provide the relevant details of its responsible persons* ***in accordance with Article 46(1) of the Public Procurement Law, i.e. the*** *members and participants, or if there are no such bodies or participants.*

I, O.Munir CCO
(Title and name of the Supplier's manager or his authorised representative)

I declare that the persons responsible for my management/representation of *Kotug Push-it*
(name of supplier)
persons, in accordance with Article 46(1) of the Public Procurement Law, are:

I. Board of Directors (constituted/non-constituted) .....(insert)

If formed, please indicate all members of the board (name):

1. A.J Kooren
2. O.Munir
3.

.....

II. Supervisory Board (established/not established) .....(insert)

If formed, please indicate all members of the Supervisory Board (name):

1.
2.

3.
.....

III. Quantified representation in the company (yes/no) ..... (please insert)

If quantitative representation is established, specify the persons acting on behalf of the legal entity (name):

1.
2.
.....

NOTE. <u>IF RESPONSIBLE PERSONS ARE INDICATED IN THIS DECLARATION:</u>

<u>-the documents referred to in point 2.5.1.1(1)(1) of the Tender Conditions must be submitted to confirm the absence of grounds for exclusion of the responsible persons referred to in the declaration, in accordance with Article 46(1) of the Law on Public Procurement.</u>

CCO Kotug Push-it		O. Munir
(by the supplier or his authorised person job title)	*(signature)*	*(Name and surname)*

***This declaration must be signed by the head of the company or a person authorised by him/her**

Annex 11 to the Purchase Conditions "Supplier's Declaration"

Coat of arms or trade mark

Kotug Push-it BV

(Legal form of the legal entity, registered office, contact details, name of the register in which the supplier's data is collected and stored, legal entity code, value added tax identification number if the legal entity is subject to value added tax)

AB „Water Inland Directorate"
(Addressee (contracting entity))

SUPPLIER'S DECLARATION ON THE SUPPLIER, ITS SUB-SUPPLIERS AND ECONOMIC OPERATORS, WHOSE CAPACITIES ARE RELIED UPON

04/04/2025
(Data)
Rotterdam
(Location)

Joint Stock Company Inland Waterways Directorate
(addressee)

Me, O.Munir, CCO
(Title and name of the Supplier's manager or his authorised representative)

I declare that the services/goods/works offered by us do not pose a threat to national security as referred to in the Law of the Republic of Lithuania on Procurement by Contracting Entities in the Field of Water, Energy, Transport or Postal Services (hereinafter referred to as the "Law on Public Utilities Procurement"), and I confirm that there are no circumstances/conditions as referred to in Article 58(4) of[1] of the Law on Public Utilities Procurement that would lead to the rejection of our offer. We also undertake to provide, at the request of the contracting entity, documents proving the absence of the circumstances/conditions referred to in Article 58(4)[1] of the Law on Municipal Sector Procurement.

We undertake to provide the following at the request of the contracting entity documents (one or more) supporting the information:
a copy of the legal entity's constitutional documents certified by the head of the legal entity, an extended extract from the Register of Legal Entities with a history, an extract from the Information System for Participants in Legal Entities, a copy of the identity document (identity card or passport), a copy of the authorisation to engage in the relevant economic activity (e.g. a copy of the business license, individual activity certificate, etc.), a statement of declared place of residence, or the relevant documents of a Member State or a third country, or any other documents acceptable to the contracting authority. Documents which do not specify a time limit for their validity must be issued or printed from the information system not earlier than 3 months before the date on which the supplier is requested by the contracting authority to submit the documents.

We confirm that:

- the goods (including packaging) we offer do not originate from, or the services we provide do not originate in, the countries or territories listed in Article 92(15) of the Public Procurement Law.

CCO Kotug Push-it _____ O. Munir

(by the supplier or his authorised person job title) *(signature)* *(Name and surname)*

***This declaration must be signed by the head of the company or a person authorised by him/her**

EIL. NR.	*TECHNICAL REQUIREMENT*	***COMPLIANCE WITH THE REQUIREMENTS OF THE TECHNICAL SPECIFICATION*** ***(to be completed by the Supplier)***
I. GENERAL		
1.	**1.1. Objective** The joint stock company Inland Waterways Authority (hereinafter referred to as the 'Buyer') plans to purchase an electric *inland water* pusher (hereinafter referred to as the 'pusher/boat') suitable for shallow waters, the motors of which are powered by electricity from batteries. The batteries must be removable from the vessel for charging. The pusher shall be designed to push a barge without propulsion. This Technical Specification provides the basic information, standards and technical requirements to enable the Vendor to carry out detailed engineering and manufacturing work in accordance with the requirements of the applicable rules and regulations. The Seller shall be responsible for the design and construction of the Vessel in accordance with the performance requirements set out and the recommended shipbuilding methodology and best practice. The Vendor is encouraged to use innovative solutions and existing designs. The supplier's tender shall include all parts, machinery, works and services which, although not expressly provided for in the technical specification, are necessary for the manufacture, delivery, commissioning and safe operation of a vessel complying with the requirements of this technical specification, as required by law and by the rules of the classification society, and which are necessary and customary on equivalent vessels, without incurring any additional cost to the buyer. The choice of dimensions, quantities and manufacturer shall be in accordance with the general technical rules, requirements and normal shipbuilding practice. All drawings, diagrams and calculations shall be checked against the actual condition and, where	

necessary, submitted to the buyer for approval and, where appropriate, to the chosen classification society.

1.2 Abbreviations

The following abbreviations are used in the Technical Specification:

- AVMS - Automatic Control and Monitoring System.
- BMS - Battery management system.
- PMS - Power management system.
- LTSA - Lithuanian Transport Safety Administration.
- AC - alternating current.
- DC - direct current.
- BESS (Lithium Battery Energy Storage Systems)
- 'Classification society' means a ship classification society, the national body for the classification and maintenance of ships. It prepares and issues rules for the design and classification of ships, establishes requirements for civil maritime safety and the protection of life and the carriage of cargo; examines the design of ships, their equipment and other technical documentation; supervises the construction and operation of ships by periodically inspecting the condition of the ships; carries out measurements of the ships and assigns classes according to the purpose of the ship, the strength of the hull, the reliability of the machinery and so on; and issues classification certificates authorising the ship to operate and granting better insurance conditions and benefits.

1.3. Standards

T he design and construction of the hull shall be in accordance with the vendor's standards, the classification society's rules and other applicable requirements and regulations in the field, and the construction of the other parts of the ship (other than the hull) shall be in accordance with the vendor's standards and other applicable requirements and in the fieldregulations.

	The Vessel's machinery, systems and equipment shall be subjected to tests required for ESTRIN certification in accordance with ESTRIN regulations. The metric system shall be used for the design and construction of the hull, machinery and equipment. **1.4 Documentation and drawings** During the performance of the Contract, the Seller shall provide the Buyer with a complete list of documents (with its planned timetable for issue and delivery) corresponding to the scope of work as specified in the tender documentation, to be approved by the classification society and necessary for the construction of the vessel. Such list of documents shall be updated at the request of the classification society. The documents submitted and the approvals granted shall not relieve the vendor of its responsibility for the performance of the work under the contract throughout the contract period. The quality of design, construction, installation, inspection, testing and workmanship not covered by the Technical Specification shall be implemented in accordance with the Vendor's work plans for the construction of the vessel. **1.4.1. Approval of drawings** Before and during construction, all general drawings of the ship (general arrangement of the ship, arrangement of decks, arrangement of the control console, arrangement of machinery) shall be submitted to the classification society for approval. All drawings must be detailed, showing the layout of assemblies and systems. Within 15 calendar days from the date of submission, the buyer shall approve or comment in writing on the vessel design and drawings. If no comments are submitted within this period, the document shall be deemed to be approved. The Seller shall, taking into account the Buyer's comments, make the modifications within 20 calendar days or within a reasonable period agreed between the parties, the duration of which shall be justified by the Supplier. At the time of approval, the seller shall incorporate the buyer's comments into the shipbuilding design and drawings if the changes are in accordance with this

technical specification. Changes to the drawings will require an updated Buyer's approval.

1.4.2. Completed drawings

Two (2) sets of all drawings, plans, schematics in paper format and two (2) sets in digital format (PDF. format) shall be submitted prior to the handover of the vessel to the buyer. The drawings shall be scanned using AutoCad. The results of the stability and stability calculations shall be submitted in three (3) copies. Upon delivery of the vessel, the final master layout plan shall be submitted to the buyer in triplicate. The drawings (in colour) shall be submitted laminated and framed:

- Fire safety and rescue plan.
- Drainage plan.
- External fire-fighting plan.
- Manoeuvrability information.
- Tank measuring tables (without framing).

List of drawings, diagrams, plans

The Seller shall deliver to the Buyer at the time of handing over the Vessel not less than the following drawings, diagrams and plans:

- general layout;
- midelio section;
- construction plan with cross-sections;
- a hull liner;
- all structural drawings of the hull, decks, etc. of the metallic , i.e. all metal structures;
- tank test plan;
- tank deployment plan;
- a docking plan with the positions and number of docking units;
- a fire safety and rescue plan;
- a general arrangement drawing showing the auxiliary machinery, piping, electrical cable routes, flooring, locations of electrical panels, etc., of these components:

- the engine room;
- battery rooms;
- pumping stations;
- a pipe tunnel;
- steering rooms;
- air-cooling and ventilation rooms;

- mooring equipment (mooring winches, spars, outriggers, cleats, knuckles);
- anchoring equipment (anchor, chains, cleats, chain boxes);
- a drawing of the superstructure and wheelhouse layout with cross-sections;
- Furniture layout;
- Walls and ceilings in living areas;
- door plan;
- Window plan;
- floor plan;
- insulation plan;
- paint scheme and paint specification;
- Ventilation and air conditioning plan, ducts, filters;
- fire valves;
- deck layout;
- metal ladders, platforms and stairs;
- hatch plan;
- railing plan;
- Chart of marks (draught, freeboard mark, etc.);
- cathodic protection plan;
- stems;
- antenna plan;
- Sensor placement;
- Power plant layout;

- arrangement of the drive train;
- drawings of all pipes, with clearances between bulkheads and all details;
- drawings of fresh water, storm water, sewage, cargo, hydraulic, heating, electrical, radio and navigational equipment and other on-board systems;
- technical specifications with descriptions of equipment and machinery;
- List of approved fluids and oils;
- foundations (foundations) of major equipment (e.g. main, auxiliary gears, winches, etc.);

test protocol.

1.4.4. Instruction documentation

The seller shall provide two sets (in paper format) and two sets in electronic format of all equipment, machinery, certificates of conformity, descriptions, operator's *manuals*, *workshop manuals*, catalogues of *spare* parts and other documentation in accordance with the seller's list of documentation, of which one set shall be completed on board in accordance with the list of completed plans, at the time of delivery of the vessel to the buyer.

Spare parts lists (catalogues) for all equipment and installed equipment must state:

- a position number indicating a complete and legible drawing.
- the name or description of the part.
- unique part number.
- Detailed specification (including make, type, relevant dimensions, standard material, etc.) of commonly sold parts such as fasteners, bearings (roller bearings, cylindrical roller bearings, etc.), seals (sealing rings, cylinder seals, etc.), hydraulic components, electrical components, couplings, hoses, tracking devices, attachments and fittings (valves, check valves, etc.).

The scope of completion of the completed plans shall be in accordance with the Vendor's standard, including any specific completed plan as required by the Contract Documents. The maintenance and repair manuals and spare parts catalogues provided shall ensure that the buyer is able to carry out all maintenance and repair work and spare parts orders properly. The instruction books and spare parts catalogues shall be supplied in the original form, as normally supplied by the manufacturers of the products concerned, in both English and Lithuanian.

Sufficient fuel, sewage, sludge or bilge piping diagrams, colour-coded piping diagrams, laminated safety and fire precautions plans, as required by the authorities, shall be affixed at appropriate locations on board.

1.5 Occupational health and safety instructions

The seller shall provide, together with all the ship's documentation, at the time of the acceptance of the pusher, the detailed occupational health and safety instructions for the crew to ensure the safe operation of the ship in different meteorological conditions:

- Instructions for use of the vessel and its machinery.

1.6 Training of the Buyer's crew

The seller shall, after handing over the vessel to the buyer within 14 calendar days at the latest, train the buyer's crew (captain and chief engineer) in the proper and safe operation of the vessel at the seller's expense. The duration of the training shall not be less than 5 calendar days.

1.7. Schedules

The seller will be required to submit a design and construction action plan within the deadlines set out in the contract.

1.8 Language

All design and construction documents and drawings to be submitted to the buyer shall be in both English and Lithuanian, and the inscriptions and plates on the main engine, auxiliary machinery, electrical, steering gear and necessary valves shall be

	in both English and Lithuanian, using the metric system of measurement. **1.9 Model of the vessel** The seller shall provide one model of the vessel in a scale of at least M1:50 before handing over the vessel to the buyer. **1.10 Description of the vessel** The pusher shall be designed and built as an environmentally friendly, green vessel powered by electric motor(s). The push boat will be operated on the Kaunas-Klaipėda route on the river Nemunas. The vessel shall be powered by electric motor(s), each driving one propeller. The hull and superstructure shall be made of metal , the superstructure being located in the bow. The wheelhouse (bridge) shall be movable by means of hoists. The height of the lowered wheelhouse (bridge) from the waterline shall be not more than 5,5 m. The height of the raised wheelhouse (bridge) shall ensure good visibility (including that of the barge being pushed with a loaded cargo: a fully loaded formation) as provided for in the European Standards, , LTSA Orders. The height of thc raiscd whcclhousc shall not bc lcss than 12,0 m (at eye level) from the waterline. **1.11. Rules and Documents** The pusher craft shall be designed and its hull shall be built to the requirements of a classification society recognised by . The vessel will be registered in the Inland Waterways Register of the Republic of Lithuania, sailing area - Inland Waters, Klaipeda port. The Seller shall be responsible for ensuring that the Vessel is designed and constructed in accordance with the requirements and regulations in force or coming into force on the date of signing of the Acceptance and Delivery Certificate. Where there is a discrepancy between the requirements described in the legislation or standards, the requirements and legislation with the more stringent requirements must be followed. The vessel will be required to have all the certificates and documents required for registration by the classification society to whose requirements it will be built

	and/or by the Transport Safety Administration of the Republic of Lithuania. Two copies of each certificate and document, an original and a copy, must be presented at the time of delivery. The Seller undertakes to prepare all the documents necessary to register the vessel in the Register of Ships of the Republic of Lithuania in order to obtain a valid technical inspection, and the Buyer undertakes to ensure that the vessel is registered in the Register of Ships of the Republic of Lithuania and has a valid technical inspection.	
II. FUNCTIONALITY		
2.	**2.1** The pusher shall comply with the operating environmental conditions: 1. Be capable of pushing a barge and cargo (total weight not less than 2000 tonnes) of not less than 75 m in length by not more than 16 m in breadth with a loaded height from the deck of the barge of not less than 6,5 m (in two rows of 40-foot high-cube container type); 2. Be able to ensure (pusher and barge) controllability of the convoy downstream, upstream, during turns and manoeuvres, moored at the berth, taking into account the total weight, length, breadth, height and area of the convoy (with cargo loaded on the barge); 3. To ensure the controllability and tractability of the pusher and of the train of at least 2000 tonnes in winds of at least 12 m/s; 4. It must be able to operate at an air temperature of at least -5°C to +35°C;	YES YES YES YES

	Must be capable of operating at an outboard (river) water temperature of not less than 0°C to +30°C; 5. It must be able to reach a speed of at least 10 km/h when pushing the formation and at a maximum engine load of 80%; 6. The pusher must be able to swim a distance of 300 km; 7. The pusher must be new (unused).		YES YES YES
III. MAIN CHARACTERISTICS			
3.	**3.1.** Length of the pusher	Not more than 26 m	21,25m
	3.2 Width of the pusher	Not more than 12 m	11,50m
	3.3. Maximum draught of the pusher (with the correct number of batteries)	Not more than 1,4 m	1,40m
	3.4 Maximum height of the pusher from the waterline	Not more than - 5,5 m	4,60m
	3.5. be able to sail while pushing a 2000t formation at not more than 80 % engine load	Not less than 10	12 km/h
	3.6. Pushing capacity of the formation (cargo and barge)	Not less than - 2000 t	2500t
	3.7 Crew	The crew will consist of 3 people. Accommodation is provided in one double and two single cabins	
IV. HULL AND SUPERSTRUCTURE			
4.	**4.1 General requirements** All materials and equipment installed on board or delivered with the vessel must be new and certified. All ship's systems (piping, electrical cables, etc.) must be		

appropriately marked for their intended use. The vessel must be cleaned before delivery to the buyer.
4.2. Testing The ship's machinery, systems and equipment shall be subjected to static tests, dock tests and running tests in accordance with approved test programmes, in the presence of representatives of the purchaser .
4.3. Partitions The hull shall be divided into watertight transverse bulkheads which shall be located in such positions as the classification society requires.
4.4. Foundations of mechanisms Welded foundations of solid construction are used for the installation of motion mechanisms, generator sets, pumps, electrical equipment and other equipment. Foundations shall be designed to comply with the manufacturer's recommendations for weight and forces to be applied when the vessel is underway.
4.5 Off-board water abstraction The design will determine the need.
4.6 Water and ventilation outlets Drains and vents shall be provided in the internal structural members of all tanks, decks and main structures to ensure free movement of liquid and/or air to the .
4.7. Buttresses (support beams) All round the hull shall be fitted with round section tie beams (spars) of rubber or other material not inferior to rubber compound. The bulwarks shall be placed in a reinforced recess along the perimeter of the deck. The spacers shall be highly resistant to abrasion and tearing and shall withstand friction, impact during operation and mooring.
4.8. Other components All other components of the joining equipment in accordance with recommended shipbuilding methodology, best practice.
4.9 The stem The mast shall be of the retractable type mounted on the wheelhouse roof, The navigation mast shall be equipped with antennas and navigation lights.

	4.10. Insulation Insulation in machinery spaces, battery compartments and all other areas of the ship shall be installed in accordance with the recommended shipbuilding methodologies and best practices recommended by
	4.11 Windows, doors and hatches Doors, windows, hatches and covers, their arrangement and thickness shall comply with the mandatory legal requirements and be fitted in accordance with the shipbuilding methodologies and good practice recommended by .
	4.12. Protection and painting of structural surfaces The surface of the entire hull and superstructure shall be prepared in accordance with the requirements of the painting scheme for priming and painting.
	4.13. Cathodic protection The aluminium or zinc anodes for electrochemical protection shall be installed before the ship is launched and shall be located in the lines of the underwater part of the hull.
V. WHEELHOUSE AND ITS EQUIPMENT	
5.	**5.1. Wheelhouse** The wheelhouse shall be hydraulically raised. The elevating wheelhouse shall not endanger the stability of the vessel. The raising and lowering of the wheelhouse shall not interfere with operations from . The maximum height of the wheelhouse in the down position shall be 5,5 m from the waterline. The wheelhouse in the raised position shall ensure that the helmsman's visibility above the waterline is maintained in accordance with the requirements for visibility from the wheelhouse. The position of the wheelhouse shall ensure good bow visibility when in formation with a full container barge. It shall be possible to enter and leave the wheelhouse safely in any position. The lifting mechanism shall be operable from inside the wheelhouse. Means shall be provided to prevent uncontrolled descent of the wheelhouse. Adequate safeguards shall be in place to prevent the risk of injury from lowering the wheelhouse. A prominent and audible warning signal shall be activated automatically at the start of the lowering operation. The wheelhouse shall be of ergonomic design with a fully equipped control panel from which all

	processes of the vessel and its equipment shall be monitored and controlled. All controls for navigation and manoeuvring equipment shall be easily accessible and legible to the helmsman at the control panel. The helmsman shall have good visibility. The wheelhouse shall be equipped with a console for the navigation lights, a ship's clock, a barometer, an outside air temperature thermometer or a metrological station and a loudspeaker.
	5.2. Navigation and communication equipment The composition and quantity of navigation and communication equipment shall be based on the size of the vessel and the area of navigation, in accordance with the Inland Navigation Guidelines .
VI. LIVING LAMBS	
	6.1 Main engines The engine compartment shall be equipped with an electric motor(s) with all necessary equipment. The power of the motors shall be at least sufficient to ensure the conditions specified in the preceding specification. The engines shall be loaded up to 80 % under operating conditions and shall be capable of a speed of at least 10 km/h when pushing a complete and loaded formation (pusher, barge, cargo). The engines and other equipment shall be installed in accordance with the shipbuilding methodologies, best practices for this type of vessel. Provision shall be made for the engines and machinery to be removed from the engine room.
6.	**6.2 Electric motors - generators** The vessel shall be equipped with an electric motor-generator which, depending on the selected operating mode, is connected to the transmission to supply electricity to the vessel's consumers and to charge the main batteries.
	6.3. Remote technical assistance system The ship shall be equipped with a system that allows the shipbuilder to remotely access the EMSA to perform troubleshooting of the ship's electronic systems, to configure electronic equipment or to provide other technical assistance remotely. The remote access to the EMSA shall be designed in such a way that access to the ship's EMSA is granted by the buyer to the shipbuilder on a case-by-case basis, i.e.

	the shipyard cannot access and control the EMSA system at random times. The AVMS shall be able to connect to the systems listed in clauses 8.4; 8.10; 8.11; 8.12.
	6.4 Battery room The battery room shall be equipped in accordance with the requirements of the specific legislation , The room shall be equipped with ventilation, cooling, heating, security and other systems necessary to ensure the longevity and protection of batteries
VII. DENY'S EQUIPMENT	
7.	**7.1 Anchoring and mooring equipment** Anchorage, mooring connection facilities shall be installed in accordance with the requirements of the specific legislation . The number and size of anchors shall be calculated in accordance with the EU-TRIN or equivalent rules, taking into account the size of the pusher and the convoy.
	7.2 Rescue equipment The types, arrangement and quantity of life-saving appliances shall comply with the requirements of LTSA or equivalent for the size of the designed vessel, the sailing area and the number of persons on board.
VIII. SHIP'S SYSTEMS AND AUXILIARY MACHINERY	
8.	**8.1 General requirements** The ship shall have piping diagrams corresponding to the final layout of the equipment, reflecting the actual dimensions and flow characteristics. The installation of piping systems, including pipe diameters, thicknesses and all other parameters of each system shall be in accordance with recommended shipbuilding methodology, good practice
	8.2. Heating, ventilation and air conditioning Air conditioning, ventilation and heating must be provided in all living and working areas and must comply with the applicable sanitary standards, . The number, arrangement and management of fire dampers in accordance with recommended shipbuilding practices, best practice.
	8.3. Sanitation system

The fresh water system shall provide for the reception of water into the fresh water tank, the supply of water to the hot water heater, and the washbasins in the sanitary facilities. The capacity of the fresh water tank shall ensure the autonomy of the vessel during two shifts of at least 5 days. There shall be a drainage system for the collection of waste water and faecal water from sanitary appliances. The system shall be equipped with a fixed fecal pump for the connection of waste water to the shore facilities. The capacity of the sewage tank shall be such as to ensure the autonomy of the vessel during two shifts of at least 5 days.
8.4 Drainage system An effective drainage system shall be in accordance with recommended shipbuilding methodology and best practice.In the case of sewage wells, the emergency alarm of water level and the control of the sewage pumps shall be via the EWMS.
8.5 Drainage system A deck drainage system shall be fitted to remove water from the deck overboard. A compartment drainage system shall be fitted to drain condensation from the compartments.
8.6 Ballast system The need for a ballast system to ensure that the pusher has the required draught and can float on a level keel shall be decided by the shipbuilder.
8.7 Fire extinguishing system All fire-fighting systems, appliances on board shall be designed and installed in accordance with recommended shipbuilding methodology, best practice. .
8.8. Hydraulic system The hydraulic system or systems shall be designed to supply hydraulic power to the hydraulic platform (steering gear) and other mechanisms such as steering gear as necessary. The hydraulic system or systems shall be designed and installed in accordance with best practice for ships under construction and the standards of the builder.
8.9 Vessel lighting system

The ship shall be provided with sufficient lighting sources, their arrangement and intensity of light intensity in accordance with the applicable regulations and to ensure good lighting in accommodation, service spaces, main deck, gangways and wherever necessary for safe working.

8.10. Automatic Control and Monitoring System (ACMS)

The vessel shall be equipped with a state-of-the-art Automatic Vessel Management and Surveillance System (AVSS), which shall include all the necessary functions to monitor and control the vessel's propulsion plant, batteries, machinery and systems when the engine room is without a duty officer. . The AVMS shall include at least:

- Control and monitoring of the ship's liquid levels in the tanks, the bilge water system.
- Control and monitoring of the ship's lighting and navigation lights.
- Control and monitoring of ventilation, cooling and heating systems.
- Control and monitoring of pumps, valves (dampers).
- Interface with BMS (Battery Management System.) and PMS (Power Management System.) systems.
- Interface to fire detection and alarm system.
- Alarm notification and memory storage.

The EWRS must be installed:

- 1 in the wheelhouse.
- 1 in the main battery room or engine room - monitoring and control of the electrical part.
- Other areas of the ship according to the vendor's standards.

Hardware and software shall be maintained by the manufacturer and shall be upgradeable throughout the service life of the vessel.

8.11. Energy Efficiency Monitoring System

The ship shall be equipped with an energy efficiency monitoring system that visually displays electricity consumption and indicates the best energy efficiency to the crew and shore-based administration. The system shall be able to receive from the vessel's AVSS the sailing data (sailing speed, electricity consumption, position

data for calculating the distance of passage and other data necessary for the efficient operation of the system) and shall be automatically sent to the buyer's server (in the cloud) where it shall be stored.

8.12. Fire detection and alarm system

A separate automatic fire/smoke detection alarm system shall be fitted in accordance with the requirements of for this type of vessel.

8.13. Video surveillance system

The vessel shall be equipped with a video surveillance system comprising at least:

- 1 monitor in the wheelhouse, which must be able to monitor images from different cameras;
- 1 CCTV camera in the engine room;
- 1 CCTV camera in the battery room;
- 1 CCTV camera in the bow;
- 1 CCTV camera at the stern.

CCTV cameras shall be of the marine type. It shall be possible to connect the cameras from a push barge.

8.14. Inventory and equipment

Professional navigational equipment shall be installed to support (Electronic Chart Display, Radar Imaging, RIS River Identification System or equivalent) systems. The following equipment shall be carried on board:

- audible signal with microphone.
- the ship's bell;
- a digital weather station that records wind speed and direction, outside temperature, humidity, atmospheric pressure, and is connected to all navigational equipment where required;

Spare parts and ship's stores shall be delivered in accordance with best practice.Special tools for the maintenance of main and auxiliary engines and machinery shall be included in the scope of the order and shall be carried on board.

IX. ELECTRICAL PART

9.	**9.1 General requirements** Electrical systems shall be designed and installed, materials selected, installed and tested in accordance with the applicable EU standards for ships. All electrical installations shall comply with IEC or equivalent standards. . The pusher shall be fitted with an electrical connection (barge to pusher) for monitoring the barge's navigation lights, bilge water alarms and other systems from the wheelhouse.
	9.2 Ship's electrical network **9.2.1. Electricity distribution system** The ship's power distribution system will consist of the following power systems: • DC bus for propulsion system, batteries and 3-phase system • 3-phase AC system to supply power to pumps, fans and auxiliary deck equipment • 3-phase AC system to supply power to control systems, fans, auxiliary lighting, navigation equipment, etc. This shall be via system transformers. • 24VDC for navigation lights, alarms etc. This shall be done via 230V AC converters of the 230VAC/24VDC system. ***Note: The exact voltage of the main DC bus must be selected according to the optimum voltage value of the main consumers, i.e. the propulsion system motors and the BESS.*** **9.2.2. Main distribution panel and DC bus** • The main distribution panel will have to be located in the distribution panel room and will be subdivided into individual panels and will have all the necessary elements for control, power, protection and distribution of the battery system. • The Supplier is entitled to propose alternative options.
	9.3 Shore power connection and charging of main batteries The shore connection will be part of the main distribution panel. It is assumed that the AC/DC converter will be part of the shore-side power supply infrastructure in order to reduce the weight of the vessel and save space.

	9.4 Accumulators, batteries Main batteries shall be designed for heavy-duty operation, have a battery management system (BMS), good battery cooling, heating and hazardous gas venting, . The batteries shall be selected according to the ship's mode of operation and shall have a service life of at least 2 years. Batteries shall be removable from the vessel on shore for charging.
	9.5 Electrical cables All cables shall comply with IEC or equivalent standards.

The supplier must submit with the tender documents demonstrating compliance with the characteristics proposed in the technical specification, such as drawings, documents complying with standards, technical specifications, etc. (optional). Technical specifications for batteries must be provided. The documents may also be submitted in English.

Kotug Push-it
(by the supplier or his authorised person job title)

gnature)

O.Munir
(Name and surname)

for the design, building & delivery of

Octopus "Lite" Containerized Battery System for the KOTUG E-Pusher L
(2x 20' High Cube Container Solution_1.68MWh Lite)

COMMITMENT TO SUSTAINABLE SHIPPING

EST-Floattech is determined to make today's and tomorrow's world more sustainable. Our way of making a contribution is to design, build and provide sustainable solutions where electric storage is applied in the maritime industry.

Our batteries form the basis and provide best in class weigh/performance ratio. The system is intelligent, clean, silent and powerful with continuous focus on safety by individual cell monitoring and 24/7 balancing. Safety and reliability is underlined by 3 major Type Approvals.

You can rely on our solid background in marine- and electrical engineering, ensuring full understanding and focus for the right system handshakes.

Thanks again for showing interest in our product. We look forward to hear your comments and questions about our proposal with keen interest.

TECHNICAL PROPOSAL

Kotug International BV (hereinafter referred to as "**Customer**") requested **EST-Floattech** for a Octopus Lite Containerized Battery System with a capacity of 2 x 1680 kWh.

The Battery System will be installed onboard the **KOTUG E-Pusher L** as a single source of power

Octopus Lite

This proposal is based on our Octopus Lite battery modules:

Nominal module voltage	52 VDC		
Capacity	10 kWh/ 192 Ah		
	Max. Charge	**Max. Discharge**	**Continuous C-rate***
	240 A (1.25 C)	240 A (1.25 C)	Up to 0.4 C, depending on: - Load profile - Ambient conditions

(*) Continuous means 24/7 charging and discharging.
Single full discharge is possible at higher rating, up to max rating.

For more specifications, see Appendix A: "Battery Module"

Sailing Profile

The Battery System will be used onboard the KOTUG E-Pusher L Series. Sailing profile to be determined.

Battery System: Setup per container

Based on the requested capacity, we propose our Battery System consisting of **12 string(s) of 14** Octopus Lite Battery Modules connected in series. Each string is connected to a String Controller. **This Setup will hereinafter be referred to as "Battery System".**

Strings	Modules per string	VDC-minimal	VDC-nominal	VDC-maximal	Total kWh per string	Used capacity	Useable kWh per string
12	14	627	725	811	140	80%	112
				Total installed capacity	**1680**	80%	**1344**

Quality

Our NMC cells are known in the industry for high quality standards and form the heart of our battery modules, incorporating:

- Low volume, low weight
- High energy density
- Robustness and reliability

Safe by design

Safety has been included from the early design, key features are:

- Proven and robust battery management system
- Individual cell monitoring
- 24/7 balancing
- Gas exhaust system
- Pre-charge circuit for start-up
- Black out start

Certification

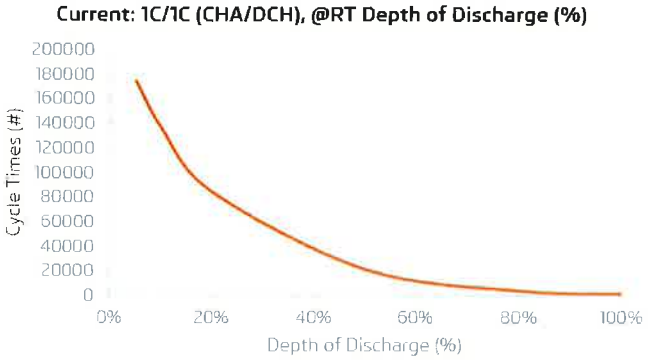
Intrinsic safety leading to top level certification:

- IACS Class compliant (DNV, LR, BV, RINA, ABS)
- Lloyds Register Type approved

Performance and Lifetime

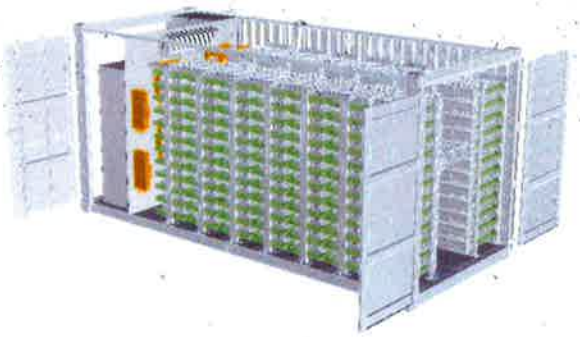
Performance- and lifetime calculations are based on an economical life span on which the battery is amortized when remaining capacity reaches 80%.

Subject to the warranty conditions and -limitations mentioned on page 10 of this document, EST-Floattech guarantees the remaining capacity by the following graph depending on the DOD per cycle.



Current: 1C/1C (CHA/DCH), @RT		
Depth of Discharge	Cycle Times	SOC Regime
5%	175.000	50-55%
10%	137.000	45-55%
20%	85.000	40-60%
50%	22.000	25-75%
80%	4.600	10-90%
100%	2.000	0-100%

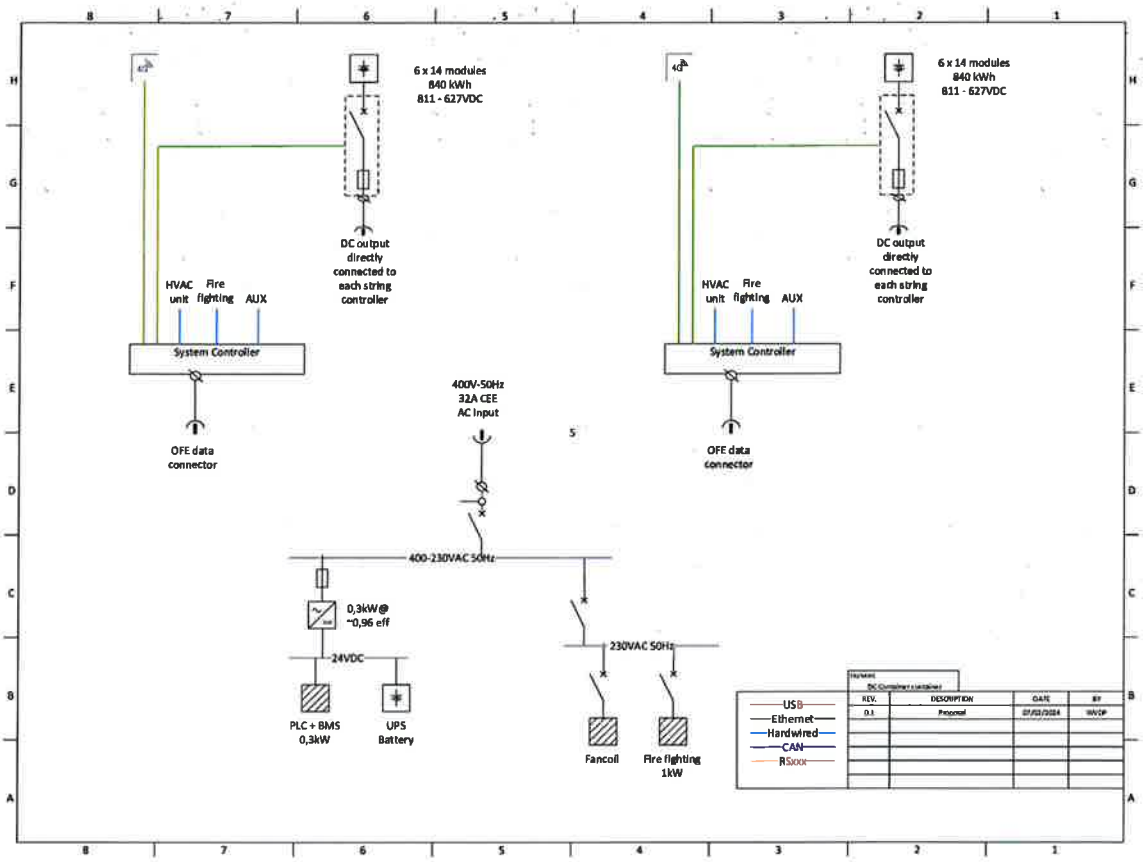
EST-FLOATTECH 1680 KWH OCTOPUS LITE CONTAINER SOLUTION



Pictures are an example of 20ft HC. Final design will be approachable from one head end. To be approved by customer

- EST-Floattech Octopus Container Solution
- 1680 kWh marine certified, safe and reliable battery system
- Octopus battery management platform
- Estrin certified
- Fully redundant and split into two systems approved for battery electric propulsion
- Remote access and monitoring
- 20ft HC Marinized container
- Accessible from one head side of the container
- Weight approx. 24 -25 tons
- Estrin certified
- 2 x 840 kWh Octopus High Energy Lite battery system
- A60 Isolated walls and ceiling and mountings for equipment
- Container coated with RAL colour to be decided by the customer.
- Local + wired E-stop
- 1 x Split unit air conditioner
- 12 x DC output, 1x 32 Amp 400 Volt input for auxiliaries.
- Aerosol based fire suppression
- Battery room Storz connection for sprinkler installation
- Two separated System controllers for control and monitoring of batteries, HVAC, fire system and power supply
- PLC based communication gateway Modbus outside container
- HMI control panel inside container
- Monitoring battery temperature data available for monitoring onboard vessel
- Monitoring battery temperature data included in remote monitoring system and HMI in container
- Remote access for over the air software updates, diagnostics and maintenance
- Optional remote monitoring dashboard

PRELIMANARY SINGLE LINE DIAGRAM CONTAINER



CERTIFICATION AND CLASS

Type approvals
The EST-Floattech Battery System is Class type approved with:
- Lloyds Register (LR)
- Bureau Veritas (BV)
- Registro Italiano Navale (RINA)

Copy of underlaying documentation is available on request.

ES-TRIN
The complete container will be delivered ES-TRIN certified.

Copy of underlaying documentation is available on request.

IACS Class
EST-Floattech Battery Systems are IACS Class compliant
(DNV, LR, BV, RINA, ABS)

Factory Acceptance Test (FAT)
Amongst other things, EST-Floattech FAT includes the following:
- All individual battery modules are tested on power, data and balancing
- All individual string controllers are tested on power, internal- and external data
- FAT Container functionalities test plan will be submitted for approval to customer

All tests carried out according to standard EST-Floattech FAT protocol.
On request customized FAT protocol can be used.
We strongly prefer Customer (or representative) to attend FAT testing.

Project specific class requirements for FAT (if applicable) are not included in this offer.

HAT and SAT
Not included in this proposal are costs related HAT or SAT testing.
EST-Floattech is available for support when needed. Costs will be calculated and invoiced as per Appendix D.

DOCUMENTATION

Instruction manuals, electrical- and dimensional drawings, nameplates, functional descriptions and communication protocols will be provided in the English language.

EST-Floattech delivers 2D AutoCAD drawings for all components. 3D drawings can be supplied if needed. On request PDF drawings of the frames and the battery module are available for viewing.

SERVICE

The EST-Floattech Battery System is robust and designed for Marine applications to work in harsh conditions. Maintenance to the Battery System is limited, yet important!

Recommended is a monthly visual system inspection by the Vessels' Engineer. Furthermore, a yearly inspection is needed to guarantee the lifetime expectation of the Battery System.

EST-Floattech will elaborate on this subject at hand over- and training session on board.

Please note:
During the lifetime of the Battery System, Inspections and Maintenance can be carried out by EST-Floattech on site, but there are also possibilities for remote monitoring & -support.

WARRANTY AND LIABILITY

Limitations on warranty

Warranty only applies under normal use of the battery system as intended and taking into account, but not limited to, the following:

- Battery container will operate in -15°C to 40 °C
- No charging at temperatures below 0°C or above 45°C inside container.
- No discharging at temperatures below -10°C or above 55°C inside container
- The surrounding infrastructure and -systems should be conform specifications as agreed by both parties in the interface list
- The surrounding infrastructure and -systems should be within EMC limits as described in our "Operation and Installation Manual" for OCTOPUS Systems
- Yearly inspection and maintenance is carried out according to our Health Check Report
- Separate battery room with controlled temperature and ventilation
- Cell temperature stability of 20C° - 35C°

Restriction of liability

EST-Floattech's liability in respect of the Warranty hereunder shall be limited to the obligations referred to in above paragraphs and EST-Floattech shall in no circumstances bear any liability for (a) any indirect, consequential or special loss, damages, costs or expenses, or (b) the environment, for loss of time, profit and/or earnings.

EST-Floattech shall not be under any liability for defects caused by normal wear and tear, or by accidents, or by negligence on the part of the Customer in following the instructions of EST-Floattech. Likewise, EST-Floattech shall not be liable for defects which are due to repairs made by other parties or at the direction of the Customer.

ORGALIME S 2012 GENERAL CONDITIONS

Orgalim represents the mechanical, electrical, electronic and metalworking industries in Europe.

Together with the terms set out in this proposal, deliveries of EST-Floattech are subject to: ***"Orgalime S 2012"*** **General Conditions**.

In the event of any discrepancy between the terms in this proposal and Orgalime, the terms in this proposal will prevail.

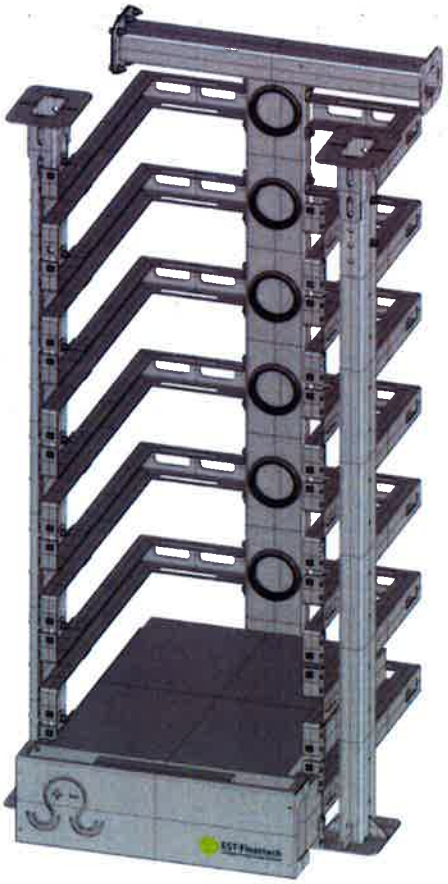
We have copy of the "Orgalime S 2012" General Conditions available upon request.

APPENDIX A: BATTERY MODULE

Octopus Lite

The Battery System consists of Octopus Lite modules.
Each battery module with the following specifications:

Octopus Lite	
Chemistry	NMC
Storage	10 kWh
Voltage	52 V
Capacity	192 Ah
Charging	0.4 C continuous
	1.25 C max
Discharging	0.4 C continuous
	1.25 C max
Dimensions	733 x 574 x 196 mm (lxbxh)
Weight	80 kg



Octopus battery management platform

- Based on 10+ years knowledge
- Standardized interface
- Proven and robust battery management system
- Individual cell monitoring
- Redundant software and hardware safety
- 24/7 balancing
- Remote monitoring, diagnostics and service
- String controller incl. contactor and fuses
- Pre-charge & black-out start

Product features

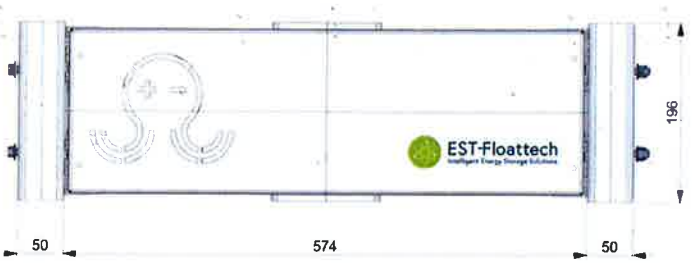
- High energy density
- Low weight & high volumetric density
- Passive cell-to-cell thermal runaway protection
- Scalable up to multiple MWh
- Voltage up to 1000 VDC (nominal)
- Unique and flexible rack design
- Gas exhaust system
- IACS Class compliant (DNV, LR, BV, RINA, ABS)
- LR type approval

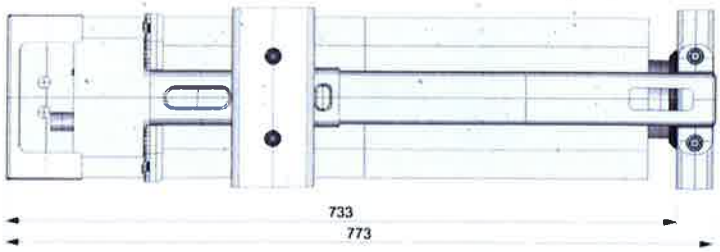
APPENDIX B: DIMENSIONS

The battery system consists of multiple Octopus battery modules and 1 or more string controller.

Battery Modules

Each battery module has approx. the following dimensions

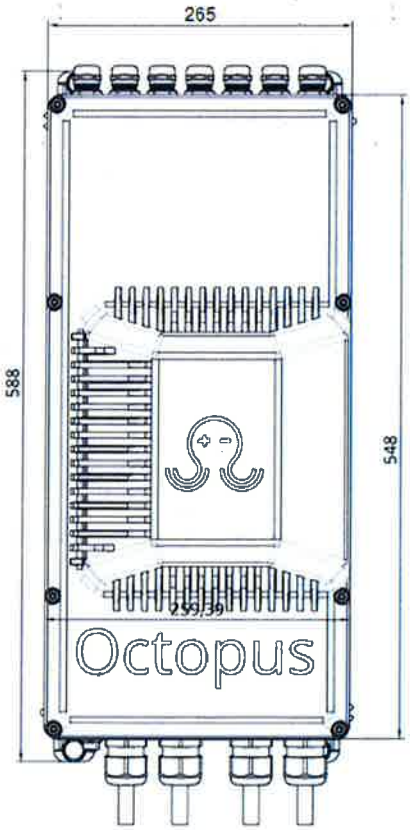




String Controller

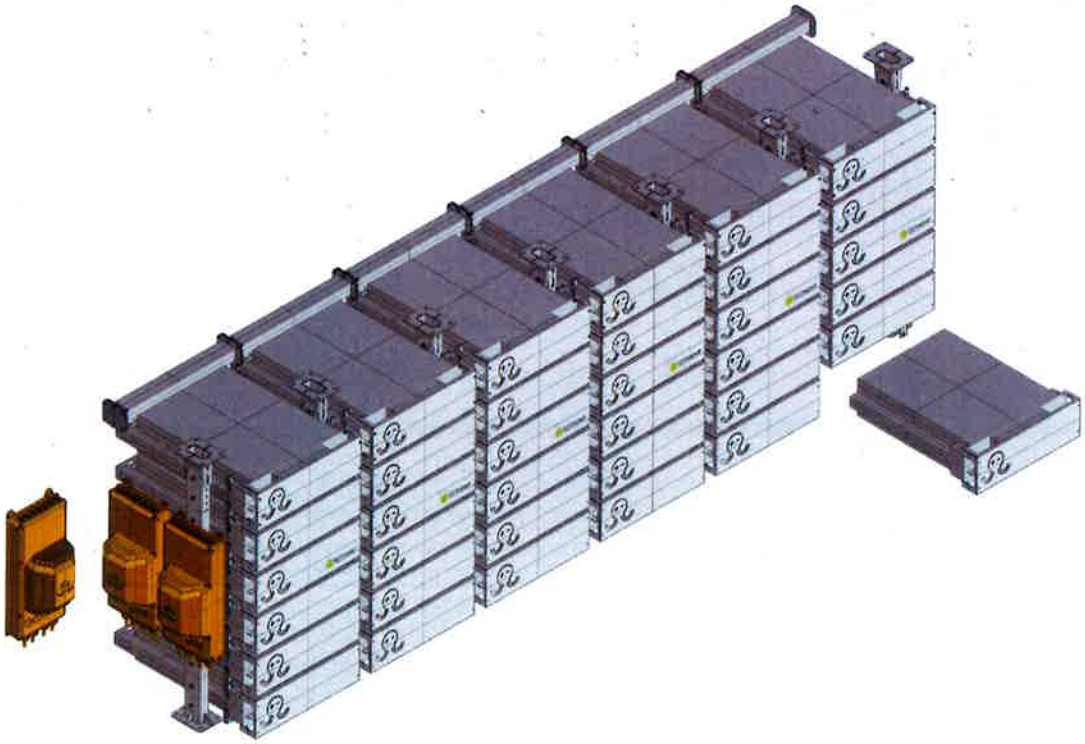
Each string of battery modules is connected to a String Controller.

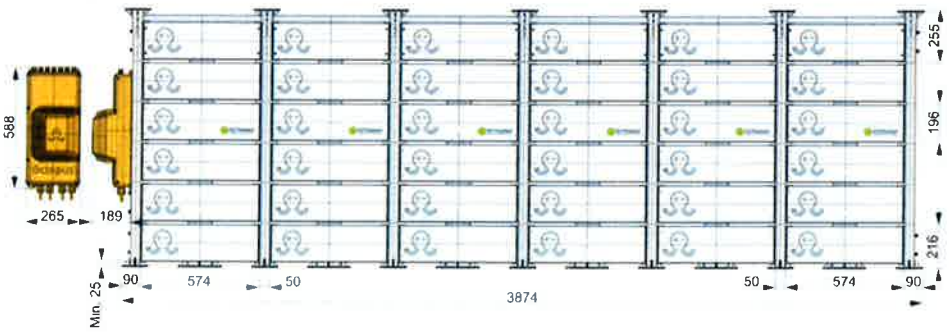
Each string controller has following dimensions:

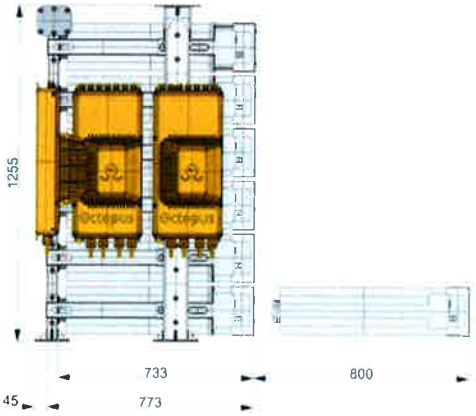


Example setup

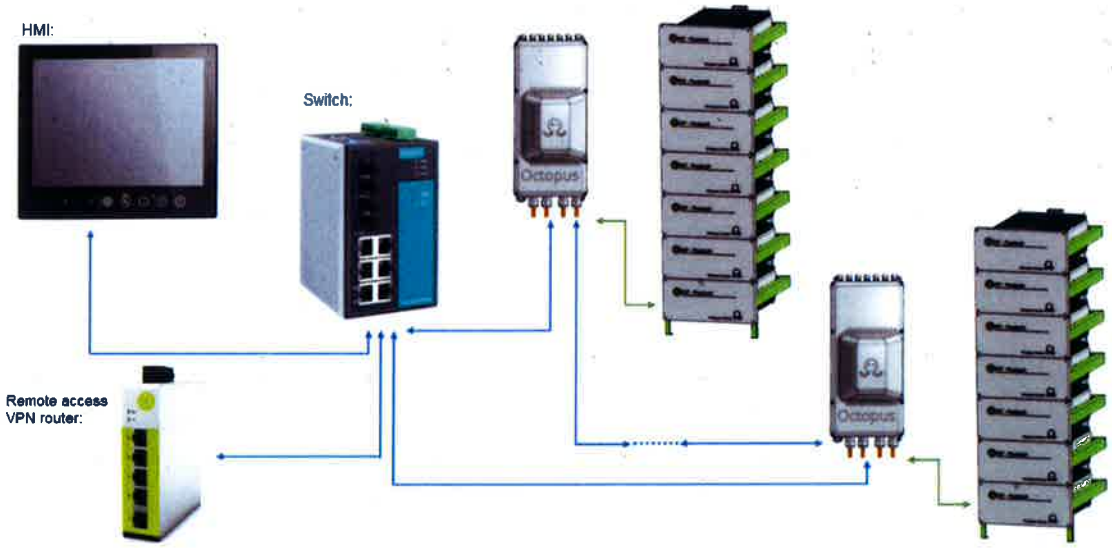
Drawing shows a general example setup of 3 strings with 12 modules per string (total = 36 modules).
Note that racking is flexible and can be arranged freely to match the height you have available.







APPENDIX C: SYSTEM ARRANGEMENT



Scope of delivery

The standard EST-Floattech scope of delivery contains:
- Battery modules
- String controller(s)
- Power cables
- Data cables
- Rack system & exhaust
- Remote access VPN router (see description on next page)

Options and recommended items

For a full featured battery system EST-Floattech recommends also using:
- HMI (Human Machine Interface)
- Ethernet Switch

Both HMI and Switch are visible in the above image.
This is however <u>not</u> part of the standard EST-Floattech scope of delivery as we often see our clients work with their own preferred- or standard components.

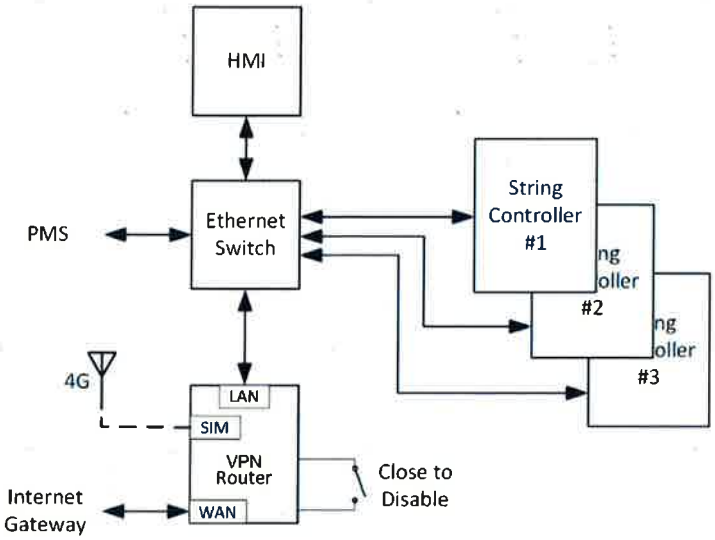
Remote access VPN router

EST-Floattech includes the ability to access the battery system remotely over internet.
Remote access is beneficial as it reduces system downtime and the battery status can be obtained from anywhere. In order to establish a safe remote connection a VPN router needs to be installed. EST-Floattech delivers the VPN router as is, which means it needs to be installed by the customer in a suitable position on a DIN rail.

The VPN router can establish a safe VPN connection between the local battery ethernet network and the cloud. The preferred way to connect the VPN router to the internet is via the physical WAN port. Alternatively a SIM card could be installed which enables remote connection over 4G.

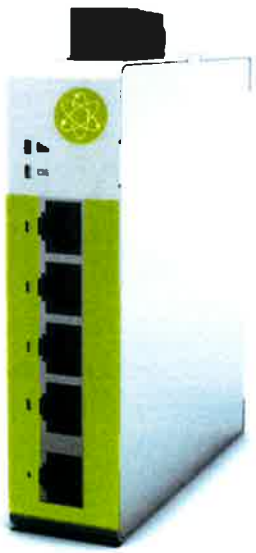
Image

Example ethernet architecture of a system that comprises three string controllers, HMI, Ethernet Switch and a VPN router:



Cyber security

The cyber security is managed by frequent software updates and compliant with relevant standards (ISO 27001, ISO 27017 and ISO 27701).

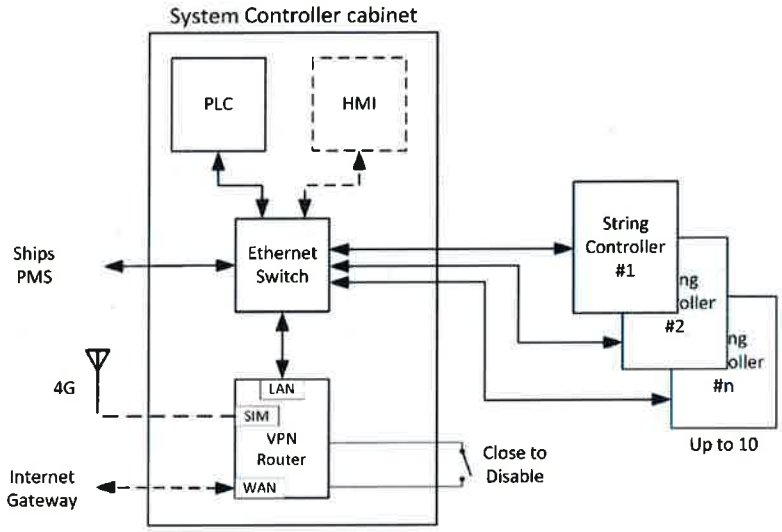


System Controller

The System Controller will ease the integration of multiple parallel strings.
EST-Floattech can optionally include 1 or more System Controller(s).
When included, this should be reflected on page 5 ("Commercial proposal") of this document.

The System Controller acts as an abstraction layer between string controllers and the ships power management system. Each System Controller is capable of controlling up to 10 String Controllers. The Power Management System (PMS) interfaces to the System controllers only. An advantage here is the elimination of the need for direct communication between the PMS and individual string controllers.

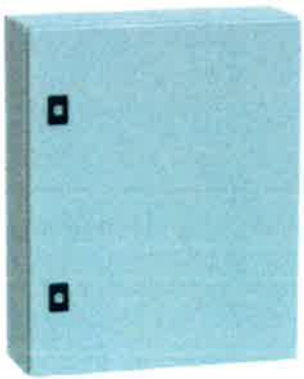
Image
Example architecture including a System Controller:



Notes
The System Controller is **always** including the following earlier described items:
- Ethernet Switch
- Remote Access VPN Router

The System Controller **may** be including the following earlier described items:
- HMI

Image
System Controller with or without HMI:



Lloyd's Register Marine

Statement

Office: Rotterdam

Date: 12 March 2025

Client: Padmos

Project: E-Pusher Type L (general arrangement 25.030-0000-0001)

To whom it may concern

The above-mentioned inland waterway push boat will be certified by Lloyd's Register on behalf of the Netherlands Shipping Inspectorate (ILT). The certification will be done against ES-TRIN 2023. Although the certification process isn't finalised yet, no issues with ES-TRIN compliance are expected.