

**INTERNATIONAL SALVAGE UNION
and
INTERNATIONAL GROUP OF P&I CLUBS**

Code of Practice

Formal Tendering Procedures for Wreck Removal/Cargo Recovery

The ISU and the P&I Clubs will recommend their respective members to abide by the following Code of Practice in respect of future wreck removal operations.

1. It is accepted by the ISU that the Clubs/Owners are not obliged to seek tenders in all wreck removal/cargo recovery operations. The decision as to whether to seek tenders will be a matter for each individual P&I Club/Owner. It is also accepted that contractors who are not members of ISU may be invited to tender.
2. In the event that tenders are invited, the invitation should be accompanied by a draft contract.
3. Any extension of time is to be notified to all parties invited to tender.
4. All correspondence dealing with material changes to, or clarifications of, the invitation to tender should be circulated to all parties invited to tender.
5. Once the time for submission of tenders has expired no further tenders, or amendments to tenders, should be accepted.
6. There should be no disclosure, other than to the Club's/Owner's legal and technical advisers, of a tenderer's prices, methods of work, terms, conditions, etc. to any other tenderers, nor to any parties who have not submitted tenders.
7. It is recognised by ISU that the Club/Owner is not obliged to accept the lowest tender, or any tender, but once a contractor is selected it is accepted that the Club/Owner may wish to have further negotiations on the tender with that contractor.
8. In the event the Club/Owner declines all tenders, and wishes to approach contractors who did not submit tenders, then the contractors who did submit tenders should be advised and given the opportunity to re-tender.
9. There will be no discussions on any matter relating to the wreck removal or the tender between contractors, without the agreement of the Club/Owner which shall not be unreasonably withheld.

London, January 1998