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- 4.6.5. Environmental issues are addressed in a manner that facilitate Sustainable Development approach.
- 4.6.6. An auditable Safety Management System that is implemented that directs and controls the activities necessary to ensure safety throughout the life of any resultant contract.
- 4.6.7. A Safety and Environmental Case will be developed and maintained to demonstrate how Safety and Environmental issues will be, is being and has been, achieved and maintained.
- 4.6.8. A Safety and Environmental Case Report that summarises the Safety and Environmental Case and documents, the status of Safety and Environmental management activities, and how they are delivered as necessary for effective oversight of Safety and Environmental management.
- 4.7. The Contractor's Safety and Environmental Management shall take into account the complexity and nature of the workboats, and the potential risk posed by the system, i.e. the risk that would be posed in the absence of mitigation, in that the goods/services supplied are safe and suitable for use. It should be applicable throughout the life of the contract.
- 4.8. The main contractual support document for this purpose is Defence Standard 00-56 and Defence Standard 00-51. The Contractor shall be aware of the requirements of these documents in relation to their delivery of the Contract. Other publications that the Contractor should be aware of are listed below and cover the suite of standards and policy that should support any relevant work relating to the support requirements. Clarification is to be sought on any Safety & Environmental matter from the Boats Project and Safety and Environmental Management teams.
 - 4.8.1. Def Stan 00-56 – Safety Management Requirements for Defence Systems
 - 4.8.2. Def Stan 00-051 Environmental Management Requirements for Defence Systems
 - 4.8.3. DSA02 – MOD Shipping Regulations for Safety and Environmental Protection
 - 4.8.4. Health & Safety at Work Act 1974
 - 4.8.5. The Environmental Protection Act 1990
 - 4.8.6. Extant Health & Safety Executive Legislation and Standards
 - 4.8.7. Extant European Union Legislation

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Part 2: Relationships with Engine Contractors**1. Delivery of Engine Support**

- 1.1. This requirement may be excluded as the engine support requirements listed within this Part 3 may be delivered via CSS/0132 - Delivery of Engine Support to Maintain the Capability of MOD Boats.
- 1.1.1. For the purposes of this section of the SOTR, the Contractor who is the holder of this contract will be known as the 'Platform Contractor', and the holder of CSS/0132 - Delivery of Engine Support to Maintain the Capability of MOD Boats will be known as the 'Engine Contractor'.
- 1.1.2. The engine types that are in-scope to be maintained by the Engine Contractor are the inboard motors listed at Table 2:

Engine variant	Craft
Yanmar 6AYM WET	HMS MAGPIE
Yanmar 6LY CR 440	13.8m and 15m workboat variants
Yanmar 8LV370	11m workboat variants

Table 2 - Inboard Motors within Scope of CSS/0132

- 1.2. The division of responsibilities between the Platform Contractor and the Engine Contractor shall be as listed in Table 3.

	Inboard Motors (listed at Paragraph Error! Reference source not found., in scope of Engine Contract)
Responsibility of Engine Contractor	Performs 3 rd and 4 th Line Planned Maintenance, supply of Codified and Un-Codified Spares, Post Design Services, and Transportation.
Responsibility of Platform Contractor	Performs Routine Maintenance in accordance with the tariffs and manufacturer's Operations Manual. Removes and fits the engine. Prepares and loads the engine onto transport.

Table 3 - Division of Responsibilities between Platform Contractor and Engine Contractor

- 1.3. If there is any doubt about the scope of work in Table 3, the Authority shall make the final decision about whether any piece of work is performed by the Platform Contractor or the Engine Contractor.
- 1.4. If the Platform Contractor does not possess suitably qualified and certified personnel to perform any of the requirements listed within Table 3 without affecting the warranty period of any engine, they shall inform the Authority at the earliest opportunity. In this circumstance, the Authority will provide a final decision about whether any piece of work is performed by the Platform Contractor or the Engine Contractor.
- 1.5. For the purposes of this Contract, the term 'Engine' includes the following components (if supplied or supported by the Engine Contractor):
- 1.5.1. Engine
 - 1.5.2. Engine Mounts
 - 1.5.3. Gearbox

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- 1.6. The following components will not be regarded to form part of the engine for the purposes of this contract. Therefore, they will always be the responsibility of the Platform Contractor:
 - 1.6.1. Waterjet
 - 1.6.2. Driveshafts
- 1.7. If it is necessary for a Boat engine to be maintained by the Engine Contractor:
 - 1.7.1. The Platform Contractor shall ensure that the engine is available for collection within five working days of the Authority giving 'Authorisation to Proceed' at the start of the Task by signing the relevant part of MOD Boats Form 2010, unless otherwise agreed with the Authority.
 - 1.7.2. The Platform Contractor shall give at least ten working days' notice of the required delivery date for the Engine which will allow the required delivery date of the Platform agreed with the Authority to be met.
- 1.8. The Engine Contractor will be responsible for the factory testing of any engines which are maintained by them, and they will provide assurance that the engines are serviceable and safe on return to the Platform Contractor's premises. Engine Test Reports will be supplied by the Engine Contractor to the Authority, and simultaneously to the Platform Contractor on delivery with the engine.
- 1.9. Where any of the activities conducted by the Platform Contractor as detailed in Part 4: Class Requirements may affect or require a change to the integration, design, maintenance or operation of the Engines fitted to the Boat Class, they shall ensure that the Engine Contractor is informed as soon as possible. Similarly, where activities conducted by the Engine Contractor affect the whole Boat Class, they will ensure that the Platform Contractor is informed of the impact of such activities.
- 1.10. The Engine Contractor will take on 'Class' responsibilities for the Engines, and therefore will be responsible, for the engines identified at Paragraph 1.1.2. above, for:
 - 1.10.1. Configuration and Certification Management
 - 1.10.2. Documentation Management
 - 1.10.3. Obsolescence Management
 - 1.10.4. Reliability Monitoring
 - 1.10.5. Supply of Codified and Uncodified Spares
 - 1.10.6. Support to Safety and Environmental Cases & Hazard Identification (HazID) Meetings
 - 1.10.7. Codification
 - 1.10.8. Post Design Services (PDS)
- 1.11. The Platform Contractor shall pass any information related to the above which is collected during the course of their activities to the Engine Contractor and retain a record themselves of such information to maintain a 'whole boat' record.
- 1.12. The Authority expects Platform Contractors and Engine Contractors to work proactively together and with the Authority to maximise the reliability and availability of the craft and minimise downtime whilst the craft is in refit or repair.

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Part 3: Class Requirements

1. Class Requirements

- 1.1. The Contractor shall indicate as part of their submitted Integrated Project Management Plan (IPMP) how they intend to carry out the Class Requirements (where applicable) and ensure that the information required to complete these requirements is shared between their subcontractors and the Authority.
- 1.2. It is the Contractor's responsibility to ensure that all subcontractors comply with the requirements as stated in this section.
- 1.3. The Contractor shall perform the following activities 1.4. to 1.7. as a matter of routine during their performance of the contract; there will be a monthly LoL for Technical Support which the Contractor can book time against and the Contractor shall perform any of the relevant tasks below as impacted during the completion of any Support Requirements and as part of the ongoing contract management as defined by the Authority.

1.4. Configuration Management

- 1.4.1. The Contractor shall manage the configuration of the Boat Class in line with the principles of DEFSTAN 05-57 "Configuration of Defence Materiel", building on the Configuration Management arrangements already in place.
- 1.4.2. As part of the Integrated Project Management Plan, the Contractor shall submit to the Authority a Configuration Management Plan (CMP) that shall form part of the Contract. The CMP shall review the existing Configuration Management status and define and document the CM System for the Contract, taking into account the complexity and nature of the workboats being supported throughout the life of the contract. The CMP shall be reviewed Annually for continued effectiveness.
- 1.4.3. Within three months of the Contract Start Date, the Contractor shall agree with the Authority the selection of Configuration Items (CIs) to include, but not limited to, main equipment's, masts, structural elements, doors, hatches, fittings and fixtures, brackets, flexible hose assemblies, securing arrangements, compartments, location of equipment, and carry on equipment to allow the efficient and effective management of product configuration change, which shall be defined in sufficient detail so that they may be selected, developed, tested, evaluated, product accepted, operated, maintained, supported, modified and disposed of. The Contractor shall document the functional and physical characteristics of all selected CI(s), and the Contractor's identification numbering system shall be used to assign a unique identifier to each CI and its associated documentation.
- 1.4.4. The Configuration Management tool selected by the Contractor shall be able to record the certification status of the boat; holding copies of relevant required certification and their expiry date. This shall enable the Contractor to inform the Authority one calendar month in advance of the certification expiring or other action being required.
- 1.4.5. The Contractor shall host the Configuration Management tool using a suitable method that will allow the production on demand of the current configuration status of any Boat within the class. The up-to-date Configuration Status must be able to be issued to the Authority when requested.
- 1.4.6. The Contractor's Sub-Contractors shall provide data to the Contractor to enable them to carry out their Configuration Management responsibilities described in Paragraphs 1.4.1 to 1.4.5 above. This shall include the current Configuration Status of the Configuration Items fitted to the Boats on which they perform 3rd and 4th Line Planned Maintenance.

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- 1.4.7. The Contractor shall provide the Authority with the most up-to-date changes to Configuration Status of all the Configurable Items in the DORCS Management Quarterly Report.

1.5. Obsolescence Management

- 1.5.1. The Contractor shall follow the principles of IEC 62402 Edition 2 2019 (Obsolescence) to apply a reactive strategy to Obsolescence Management that is proportionate to the complexity and nature of the Boat Class. Obsolescence Management shall only be applied to the Configuration Items identified as part of the Configuration Management Plan.
- 1.5.2. The Contractor shall write and maintain an Obsolescence Strategy for the Boat Class, as part of the Integrated Project Management Plan.
- 1.5.3. The Contractor shall notify the Authority's Authorised Representative within of the most up-to-date obsolescent or obsolete items in the DORCS Management Quarterly Report. They shall suggest to the Authority their recommended recovery strategy, which may include one or a combination of:
 - 1.5.3.1. Product search
 - 1.5.3.2. Cannibalisation
 - 1.5.3.3. Repair
 - 1.5.3.4. Design Revision
- 1.5.4. The Contractor shall be responsible for correctly specifying all material to be incorporated into the Boat, including the replacement of obsolescent parts and equipment and maintaining up-to-date records of equipment variants fitted in each Boat. The Contractor shall be required to provide assurance to the Authority that replacement parts and equipment where different from those originally fitted will not affect the Boats fitness for purpose in its intended role. The Contractor shall also obtain Classification Society certification for replacement parts or equipment where required.
- 1.5.5. The Contractor shall take no action on the recommendation until formal tasking by the Authority's Authorised Representative.

1.6. Reliability Monitoring

- 1.6.1. If it becomes evident during the course of a task that a component has failed and requires repair or replacement, the Contractor shall record the type and part number of the failed component, the primary cause of failure (where known – examples include inadequacy of design, poor quality of manufacture, inadequate processes, human error, secondary failure, and foreign object damage), and its operating hours since last replacement and report these details to the Contractor and the Authority.
- 1.6.2. The Contractor shall create a reliability monitoring database, into which all failure reports and records of spares which have a high usage rate for the period of operation. The Contractor shall analyse the data within this database for any failure trends. When trends are identified, the Authority shall notify the Authority's Authorised Representative of all items, in the Contractor's opinion, that is failing frequently and adversely affecting the overall reliability of the Boat Class in the DORCS Management Quarterly Report.
- 1.6.3. The Authority will provide all Operational Deficiency (OPDEF) and Design Deficiency (S2022) Reports where the cause is component failure, which the Contractor shall include in the database.

1.7. Security Management