



Maritime & Coastguard Agency

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Contract Reference: TCA 3/7/1331

Schedule 2 – Requirements Specification

1. Requirement Overview

The Maritime and Coastguard Agency (MCA) is an Executive Agency of the Department for Transport. The MCA is responsible throughout the UK for implementing and developing the UK Government's maritime safety and environmental protection policy. That includes co-ordinating Search and /Rescue at sea through Her Majesty's Coastguard 24 hours a day, and checking that ships meet UK and international safety rules. The MCA works to prevent the loss of lives at the coast and at sea, to ensure that ships are safe, and to prevent coastal pollution: **Safer Lives, Safer Ships, Cleaner Seas.**

The MCA provides a full range of search and rescue, counter pollution, survey, inspection, and enforcement activities and has 12 major business activities:

Survey	Seafarers' Services
Inspection	Search and Rescue
Enforcement	Pollution Response and Salvage
Ship Registration	Stakeholder Communication
Navigation Services	Ministerial Services
Strategic Prevention Design/Development	Regulatory Process

These activities are maintained by support services responsible for providing a range of administrative functions including infrastructure, MCA people, financial management and administration, and corporate management.

In accordance with the 2010 Equality Act, our capacity as a public body means we have a statutory duty to eliminate unlawful discrimination, promote equality of opportunity and foster good relations between people of different backgrounds. Contractors will be expected to ensure that the service they provide promotes good relations between the MCA and its customers and does not directly or indirectly discriminate on the grounds of any of the protected characteristics specified in the Act.

The aim of this contract is to provide a means of tracking and monitoring small vessels left abandoned in the English Channel following a Search and Rescue operation (SAR).



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HM Coastguard and her partner agencies are currently dealing with an unprecedented number of refugees attempting to cross the English Channel in vessels that are poorly equipped and excessively populated.

When conducting SAR operations in the English Channel, HM Coastguard are often unable to recover a vessel back to shore. There may be several reasons for this, including adverse weather conditions, already having other vessels under tow, or the suitability of the SAR.

Abandoned vessels are left to drift in the English Channel, without any means of tracking their movement, and without any way of matching a vessel to a previously logged incident. This can result in HM Coastguard tasking a SAR unit to a vessel multiple times, potentially drawing SAR resources away from an incident of greater need and resulting in HM Coastguard and its SAR partners incurring unnecessary cost.

HMCG do undertake to collect abandoned vessels from the Channel and bring them back to shore when operational capability allows. However, there is no existing way to monitor a vessel's current location once it has been abandoned, and with the impact of drift on a vessel's reported location and actual location, recovering an abandoned vessel can often take several hours.

To mitigate against these issues, this requirement is for the purchase of 65 GPS trackers, fenders for floatation, karabiner clips, attachment accessories and rope, along with a subscription for four years, to use in tracking and locating a vessel left at sea following a Search and Rescue operation therefore extending the capability of all SAR partners covering the English Channel.

Each GPS tracker will have a unique ID, and this ID will be added to an Incident Log by HMCG. Having the tracker attached to the vessel means that the vessel's location is constantly up-to-date, and when further calls are received by HMCG Control Rooms reporting a sighting of a small vessel in the Channel, HMCG will be able to quickly and efficiently identify whether it is a vessel they had previously attended to, or whether it required the tasking of a SAR asset.

Having a constant, up-to-date location also means that when HMCG return to recover the vessel, they will be able to find the vessel quickly and easily.

Social Value Considerations

Social Value became a key part of tendering when the Public Services (Social Value) Act came into force in 2012 and potential bidders may be asked during the tendering



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process to demonstrate their tangible commitment towards promoting positive social value, local economic growth and reducing environmental impact.

1.1. Modern Slavery Assessment Tool (MSAT)

The MSAT is a modern slavery risk identification and management tool. This tool has been designed to help public sector organisations work in partnership with suppliers to improve protections and reduce the risk of exploitation of workers in their supply chains. It also aims to help public sector organisations understand where there may be risks of modern slavery in the supply chains of goods and services they have procured.

Please note that the successful tenderer, as part of the contract, will be expected to complete the MSAT and, where appropriate, work with the Buyer in resolving any issues identified. Suppliers who have previously completed the MSAT for another Government body may share their results with the Buyer.

The requirement to complete and assess the MSAT at appropriate intervals throughout the lifecycle of the contract will also form part of the Contract Management process.

In addition to completing the MSAT, and depending on the outcome of this assessment, it may be necessary for the Buyer to work with the successful supplier to undertake a supply chain mapping exercise to have a more informed position of any modern slavery risks within the wider supply chain beyond first tier/prime contractor. Such an exercise may also cover wider compliance with all relevant social, ethical, and legal requirements of first tier/prime contractors and their supply chain.

For further information on the MSAT and registration process, please visit:

<https://supplierregistration.cabinetoffice.gov.uk/msat>

4. Quality Assurance Requirements

Potential bidders are required to detail their quality assurance processes and procedures to ensure their goods and services are maintained at the desired quality.

5. Management and Contract Administration

The DfT Contract Manager will set in place contract review meetings at a frequency appropriate to the length, value, and complexity of the contract. The Contract Manager will agree with the supplier at the contract implementation meeting what will be reviewed and measured at these meetings, and define the format data should be provided in.



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