**THE EMERGENCY TOWING VESSEL** **- STATEMENT OF USER REQUIREMENTS**

**Introduction**

1. This Statement of User Requirements (SUR) details the performance and

service specification for one Emergency Towing Vessel (ETV).

1. The requirement is based upon the provision of a salvage tug or Anchor Handling

Tug Supply vessel (AHTS), for a period of 5 years, that meets this requirement, to be on immediate standby to render emergency towage services.

1. Emergency towing cover will be provided from within a designated area off the

coasts of northern Scotland and northwest Scotland as required by the charterer.

The vessel will either be stationed within the area delineated in Section 1 of Annex A, responding to an incident anywhere within the area delineated in Section 2 of Annex A. Alternatively, the charterer may direct the vessel to patrol the area delineated in Section 2 of Annex A, again responding to incidents when tasked.

1. Operational Control (OPCON) and tasking authority will rest with the UK Maritime

Coastguard Agency (MCA) as the charterer.

1. At contract start, the vessel will be required to be liveried in such a way that it is readily identifiable as an official resource of the charterer. The design, arrangements for and execution of this livery change, and subsequent re-instatement of original livery on contract termination is at Annex B.

**Standard**

1. In order to achieve greater efficiency and to take advantage of more recent advances in technology, strong preference will be given to tendered vessels which are less than 15 years old. Vessels older than this will be considered, and their comparative merits across the entirety of this SUR will be evaluated using the criteria at Annex C
2. It will be operated, maintained and manned in accordance with the requirements of its Flag State and be ISM compliant. The Contractor will be required to ensure that the ETV is classed and remains in survey with an IACS classification society that is recognised by the MCA as at the commencement date and throughout the Contract term.
3. It is a condition of delivery that the vessel must achieve a satisfactory inspection in accordance with the Common Marine Inspection Document (CMID) as published by the International Marine Contractors Association (IMCA).
4. Tenders will be required to provide an environmental policy statement, detailed provision of fuel consumption and emissions will be declared, fuel efficiency, and emissions controls measures will be key considerations in the tender assessment.

*(Note: It is anticipated that tendered vessels will neither carry nor require Heavy Fuel Oil*

*(HFO) at any time.)*

**Capability**

1. Essential:

The vessel will be designed, constructed, equipped, manned, supplied and provisioned to provide and enable the following:

10.1 the Contractor will be required to ensure that the ETV has a bollard pull of not less than 115 tonnes. Certificates attesting the BP of the vessel must not be any older than 5 years at the contract commencement date.

10.2 vessels tendered will have seakeeping and overall efficiency and effectiveness in mind, it is anticipated that the LOA will be in the region of 60m-70m, breadth, 15-16m and draft around 7m.

* 1. have 100% redundancy in both the propulsion and towing systems.

10.4 continuously cruise (when free running) at a speed of no less than 14 knots.

10.5 be safely operated and manoeuvred to connect and effect towage in the

sea and weather conditions that may reasonably be foreseen in UK

waters, eg. Wind conditions of Force 9-10 and Sea States of 6-7 are common in the designated operation area;

10.6 be capable of carrying sufficient water, stores and fuel to be able to

operate continuously at sea for no fewer than 10 days at the maximum

rate of consumption;

10.7 deploy a deck mounted crane capable of a load of at least 12 tonnes at

12 metres;

10.8 at least one suitable work boat with propulsion should be carried onboard for transferring personnel and/or equipment from the tug to another vessels, amongst other roles.

1. Desirable:

The following capability is seen as desirable:

11.1 ability to manoeuvre to a minimum of DP1 standard;

11.2 the capability to act as On Scene Coordinator (OSC) during SAR

operations, on request of HMCG. This would require a minimum onboard communication capability of Marine VHF, a GMDSS suite and MF/HF;

11.3 a SOLAS approved Fast Rescue Craft (FRC).

**Functional Requirements**

1. Primary Functions:

12.1 Deliver emergency towage as directed using suitable towing equipment to

be provided by the vessel operator. As a minimum tendered vessels will have:

12.1.1 a certified towing winch of capacity matching the bollard pull, remote

operated from the wheel house and with towline load monitoring;

12.1.2 a main towing line of not less than 1000 metres;

12.1.3 one spare towline of minimum length and strength as required for the

main towing line shall be onboard the towing vessel, preferably on a separate drum on the towing winch or on a storage drum.

*(Note: The MCA will, in addition, provide a lightweight floating tow system for use at the discretion of the vessel operator. This will be on a user replacement basis for breakage, subject to allowance for fair wear and tear.)*

1. Secondary Functions:

13.1 Basic salvage support, through provision of patching equipment,

emergency portable power and pumping capability, including submersible pumps - (50 m3- 200 m3/hr);

13.2 Fire Fighting to a minimum industry standard FiFi Class 2 is preferred,

though vessels fitted to FiFi 1 will be considered;

13.3 SAR Incident Support, to provide support as required by Her Majesty’s Coastguard (HMCG);

13.4 Act in support of counter pollution response, to be able to carry/store nominated pollution response equipment and operate as a deployment platform as directed by the MCA;

13.5 Operate as a training platform for helicopter winch operations as directed *by the MCA.*

13.6 Provision of platform which has the potential to be utilised for other commercial activities unrelated to emergency towing (eg. civil hydrograph, academic research, anchor handling and buoy laying operations). The vessel should have the ability to embark and temporarily store (on deck if appropriate), limited quantities of specialist equipment, to be operated by a specialist embarked team.

**Reliability, Availability & Maintainability**

1. The Contractor will be required to provide ETV services with the operational capability to respond, as directed by the MCA, to any incident within the designated operations area on a 24 hours per day/ 7 days per week basis.
2. The vessel will be maintained in a fully serviceable condition and operated to achieve at least 98% availability for mobilisation within 30 minutes of being tasked.
3. The tender will clearly demonstrate contingency arrangements to provide continuous station cover for emergency replacement, planned docking and maintenance periods.

**Manning & Accommodation**

1. ETVs will be manned in accordance with the requirements laid down by her flag state, and commensurate with the tasking of an Emergency Towing Vessel, but not less than 10 crew including the Master.
2. The provision of additional accommodation to support at least 6 personnel is expected, with appropriate SOLAS III life-saving appliances and arrangements;
3. The charterer would strongly prefer that the vessel‘s officers be European Economic Area (EEA) nationals and that as a minimum, the Master(s) and senior officers be proficient in English.

**Training**

1. The operator must produce evidence of the professional competency and

experience of the vessels’ crew to the charterer upon request.

1. Crew competency is to be maintained at the highest operational standard. Tenderers must confirm that they have the operational capability to respond, as directed by the MCA, to any incident within the area. Master(s) and crew members directly involved in towing operations should have proven emergency rescue towing and ocean towage experience. Documentary evidence of crew capability and experience is to be provided by the tenderer.
2. The contractor will be expected to work with the charterer in developing and implementing a training programme designed to maintain crew skills. Vessel capability and crew competence will be audited annually.

**Contract Management**

1. The contractor will be required to attend contract review meetings as required. These will take place on a quarterly basis dates to be agreed with the contractor, The MCA reserves the right to call a meeting at any time during normal office hours to resolve a service delivery issue.
2. The contractor should identify their administrative management structure within their tender proposal. This should also include escalation procedures for service delivery management.
3. Tenderers should identify Service Level Agreements (SLA's) for all areas of service delivery. This will be monitored against agreed KPI’s and reported to the MCA on a monthly basis. The tenderer should identify opportunities which could realise cost savings through alternative service delivery models.

Annex A

**Section 1 – Station area**

The vessel will maintain station within an area bounded by the following

coordinates:

|  |  |
| --- | --- |
| Latitude | Longitude |
| 58 37.4N | 003 33.0W |
| 59 15.0N | 003 33.0W |
| 59 00.0N | 002 27.0W |
| 58 39.5N | 003 01.5W |

**Section 2 – Operating area**

From its station the vessel will be available to reach anywhere in the area bounded

by the following coordinates within 13 hours at 15 knots:

|  |  |
| --- | --- |
| Latitude | Longitude |
| 58 29.0N | 003 03.0W |
| 60 00.0N | 000 00.0W |
| 61 00.0N | 000 00.0W |
| 61 00.0N | 001 10.0W |
| 60 00.0N | 003 00.0W |
| 59 05.0N | 004 00.0W |
| 58 41.0N | 006 31.0W |
| 58 24.0N | 007 14.0W |
| 57 38.0N | 008 10.0W |
| 56 47.0N | 008 10.0W |
| 56 43.5N | 006 14.0W |

Annex B

**PAINTING OF HULL LIVERY, LOGOS AND PLACARDS**

The vessel will be fitted with hull livery, with logos and placards specific to the Charterer, specifications and dimensions will be agreed with the Contractor.

Changes to the vessel’s hull livery, and the addition of logos and placards are for the Charterer’s account, though they are to be effected by the Contractor. Costs of consumables for maintaining same in good order is also for the Charterer’s account but will be undertaken by the Contractor when environmental and operational conditions permit. Cost of restoration at the termination of the contract is also to be for the Charterers account but effected by the Contractor.

* **Hull Livery** – Hull to white ‘topside, with red/blue Coastguard cutter markings.
* **Logos** – “COASTGUARD to be painted on the Port and starboard hull topsides. Stick-on logos on the Bridge windows forward, port and starboard.
* **Placards** – Charterer’s name boards (square Perspex boards) to be displayed on the bridge wings’ guard-rails. Accommodation block to display Charterer’s placards.

Annex C

**EVALUATION CRITERIA**

**Technical Compliance to the Specification:**

**Quality Score represents 60% of Total Scores Weightings**

Primary Capability 55

Secondary Functions 20

Environmental Particulars 20

Contract Management 5

Please note that tenders that do not meet the following requirements in the table below will be excluded from this tender process**.**

|  |  |
| --- | --- |
| ***Bollard Pull*** | The Contractor will be required to ensure that the ETV has a bollard pull of not less than 115 tonnes. Certificates attesting the BP of the vessel must not be any older than 5 years at the contract commencement date. |
| ***Free Running Speed*** | Continuously cruise (when free running) at a speed of no less than 14 knots. |
| ***Towing Equipment Capability*** | As a minimum tendered vessels will have:  A certified towing winch of capacity matching the bollard pull, remote operated from the wheel house and with towline load monitoring.  A main towing line of not less than 1000 metres.  One spare towline of minimum length and strength as required for the main towing line shall be onboard the towing vessel, preferably on a separate drum on the towing winch or on a storage drum. |
| ***Crew Training and Competencies*** | Ocean towing & Emergency Rescue Towing experience. |

**Scoring will be as follows:**

5 - Proposal fully meets the requirement

4 - Proposal fulfils the requirement but with minor omissions

3 - Proposal covers only the basic requirement

2 - Proposal falls short of fulfilling the requirement

1 - Proposal inadequate

0 - Requirements not addressed

Each Bidder’s Quality Score

Quality Score = \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ x Weightings

Highest Quality Score Possible for the Criterion

**Price:**

**Price Score represents 40% of Total Scores Weightings**

Day rate 95

Livery cost 5

Lowest Bid Cost

Cost Score = \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ x Weightings

Each Bidder’s Cost

**TOTAL SCORE = Total Quality Score + Total Cost Score**

**THE MCA INTENDS TO AWARD THE CONTRACT TO THE HIGHEST SCORING TENDERER.**