**Subject:** Request For Information

**Title:** Design Authority Roles, Responsibilities and Obligations (RR&O)

**Procurement Route:** Un-known

## **Aim**

1. The Authority (DE&S) is considering the appointment of a single Design Authority (DA) for the legacy platforms detailed in paragraph 6) below. This Request For Information (RFI) is therefore being issued prior to the commencement of any such formal requirement, and/or associated Contract Notice being issued through the Defence Sourcing Portal (DSP), with a view to obtaining comments from Industry on this proposal.
2. The proposed Roles, Responsibilities and Obligations (RR&O) of the single DA in this context are as outlined in paragraph 7) below. In engaging the market at this stage, the Authority seeks to better understand the appetite and capability for undertaking such a role; whether this is considered feasible; and the early identification of any associated risks, issues or concerns - including any constraints - such as Intellectual Property (IP).
3. The Authority intends to follow this RFI with a ‘virtual’ Industry Day prior to publication of any formal Contract Notice.

## **Background**

1. Traditionally, the Authority has utilised the following key roles to manage its legacy platforms within its existing in-service Post Design Services (PDS) and support contracts;
	1. Design Authority (DA)
	2. Engineering Authority (EA)
	3. Design Organisation (DO)
	4. Original Equipment Manufacturer (OEM)
2. The Authority intends to further define and identify the RR&O of such a Design Authority (DA) within its future Post Design Services (PDS) and support contracts through open market competition.
3. Whilst this RFI is issued in respect of the following legacy vehicles, the Authority reserves the right to amend this list at its discretion; and/or to split it into ‘lots’ or other such groupings prior to any formal requirement:
	1. Land Rover (all variants)
	2. Pinzgauer
	3. Light Weight Trailer
	4. Snatch 2B
	5. RWIMIK

## **Scope Definition**

1. The Roles, Responsibilities and Obligations (RR&O) of the Design Authority (DA) shall include, but not necessarily be limited to, the following:
	1. Responsible and Accountable for the design of vehicles.
	2. Responsible and Accountable for underwriting the safe by design element of the safety case, including:
		1. Signatory for the Certificate of Design of each Vehicle.
	3. Ensure any required contractual relationships exist between the contractor and sub system Design Authorities (Where applicable) to enable the above points to be met.
	4. Configuration control for the platform build standard for each vehicle., including:
		1. Responsible and Accountable for an auditable record keeping system/database for the build standard of each vehicle.
		2. Note it is the intention of the Authority to own the information contained within this system/database.
	5. Managing the impact of, and being accountable for, underwriting any design changes required to sustain the platforms throughout the contract period.
	6. Providing the Authority with expert technical advice, knowledge and guidance.
	7. The DA will be the single point of contact for the Authority for all in-scope PDS activity from the date of Contract signature.

## **Request for Information (RFI)**

1. The DE&S Vehicle Support Team (VST) requests information in the areas identified above and invites Industry to respond to the following questions:

a) The Authority expects that the newly appointed DA will take on the DA role for the legacy platforms listed above. What is the appetite and capability for this expectation?

b) Are you willing/capable of fulfilling all the points identified to undertake the RR&O for all platforms listed above?

* + 1. Please document the perceived risks in undertaking the DA RR&O.

c) This will require the contractor to undertake the DA RR&O for the full vehicles incorporating original designs and design changes made under previous contractual arrangements. Is this feasible, and if so, how would Industry envisage this being undertaken if differing from the above proposal?

 i) Please indicate any significant risks, issues and benefits with undertaking the DA RR&O.

* + 1. If this is not possible or likely to be cost prohibitive for the Authority, would Industry be willing/capable of undertaking the DA RR&O from the point of contract start?
			1. Please indicate any significant risks, issues and benefits with undertaking the DA RR&O.
1. The Authority does not have full user rights in respect of the Intellectual Property (IP) associated with several of its legacy platforms, therefore there may be the requirement to reverse engineer (such as 3D scanning) vehicles and/or components to maintain platform design integrity.
	1. Would you be willing/have the capability to undertake reverse engineering, such as 3D scanning, to the required standard to enable the underwriting of the safe by design element of the safety case?
		1. Please document the perceived risks, issues and benefits in undertaking reverse engineering, such as 3D scanning, including on the vehicles listed above.
2. To enable a contractor to undertake the RR&O as DA for a platform that it is currently not the DA or OEM for, would Industry require a contractual relationship with the OEM of the platform to provide underlying information to underpin the safety case?
	1. How would you approach this contractual relationship to allow access and retrieval of information or the attendance of SQEP individuals at safety panels and hazard log reviews?
	2. Do you perceive any risks, issues or benefits from engaging with the OEM when required?
3. Are there any areas that you would like to highlight as being complex or which would carry high or intolerable risk that you have not already highlighted earlier in the document?