



Maritime & Coastguard Agency

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 work 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 supported 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 Equality Act 2010, in our capacity as a public body we have a statutory duty to eliminate unlawful discrimination, promote equality of opportunity and promote good race relations between people of different groups. 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 race in accordance with both the Act and the Duty.

You are invited to submit a tender for the following project:

MCA REFERENCE:

AT SEA OIL RECOVERY AND CONTAINMENT SYSTEM

General Requirement

1. The MCA wishes to purchase an At Sea Oil Recovery and Containment System capable of operating in shallow waters.
2. The system should have the capability to capture a significant portion of an oil slick in shallow waters and to separate the oil and water.
3. The system should be capable of recovering both high viscosity oils e.g. heavy fuel oil and low viscosity oils e.g. diesel.
4. The Oil Recovery and Containment System will be part of the MCA's stockpile of Counter Pollution Equipment and will be used, in the event of a major marine oil spill, for the recovery of oil spilled into the seas around the UK, especially in shallow water areas close to the shore.

Storage and Distribution

5. Tenders should identify the best way to store the Oil Recovery & Containment System and detail this advice in your tender including a method of powering the system. The cost of which should be identified in the Pricing Schedule.
6. Please detail with your tender the storage temperature requirement for the Oil Recovery & Containment System.

Deployment

7. The Oil Recovery & Containment System needs to be deployable from a dockside and towed to the scene of an oil spill or from the deck of a vessel at sea. Please detail the approximate timescale for deployment and the number of personnel required for this procedure.
8. Tenderers should state, in their quotation, the limits in terms of sea conditions, wave height, speed of current etc., and towing speed at which the system can operate effectively.

Guarantee

9. We regard warranties as an important component of achieving overall best value for money. Full details of your warranty on the tendered equipment is required, including the period of cover. Please also explain if in-house maintenance affects your warranty terms.

Training / Commissioning

10. Tenderers should provide an option cost to provide training / commissioning of this equipment. This training / commissioning will take place in the UK at a place to be determined once the evaluation process has taken place.

Delivery

11. The MCA has counter pollution equipment stockpiles at Barnsley, Bristol and Dundee. However, the price for this tender should be for delivery costs to Barnsley.
12. Suppliers should state in their tender their lead time for delivery to Barnsley, which must be by 31 March 2017.

Payment

13. Payment shall be made upon delivery of the goods to Barnsley in accordance with the 'General Conditions of Contract for the Supply of Goods and Associated Services', and subject to the receipt of a valid and correctly submitted invoice. The MCA pays undisputed invoices 30 days in arrears.

Contractors should note that the MCA have migrated its invoicing activity to the DfT Shared Services Centre (Swansea). Invoices should be sent to the address below and include a purchase order number (to be assigned by the agency) Invoices also need to detail a full description of the items provided:

DfT Shared Service Centre

Arvato Bertelsmann

Sandringham Park

Swansea Vale

Swansea

SA7 0EA

Submission of Tenders

14. Tenders must be submitted by the deadline date of 7th October 2016 as stated in the Invitation to Tender Letter and in accordance with the Instructions to Tenderers. The MCA reserves the right not to consider any tender that is late or otherwise not in accordance with the Instructions to Tenderers. Tenderers must include as part of their bids:
 - a. The MCA's Form of Tender, signed and dated by an authorised representative of the tendering organisation;

- b. Lead time for delivery of the equipment to Barnsley.
- c. A full system specification for the Oil Recovery and Containment System, including all major critical parts and assemblies, and a complete comprehensive method statement describing how the system operates. It is our preference that Tenderers take the time to answer these questions in the same order as listed here, rather than simply submitting printed literature. The Tenderer is requested to provide details on the following:
 - i. The overall weight and dimensions of the system when deployed, including draught and freeboard, and when stored using the proposed storage method,
 - ii. The levels of oil viscosity the system is able to recover,
 - iii. Using medium viscosity oil, the system's recovery rate per hour in optimum sea conditions at 1, 2 and 3 knots towing speed respectively
 - iv. The temporary storage capacity,
 - v. Operational life of the system in terms of number of deployments and time in storage before it should be replaced,
 - vi. Construction materials and their strength and durability.
- 15. Although Tenderers may have all this information available on the internet or on printed literature, in order to assist the MCA with the evaluation process it is essential that the responses to the above questions could be provided in the order set out above.
- 16. Recommendations from the Tenderer for any ancillaries and spare parts for both the Oil Recovery and Containment System, not already included in the price of either system, would be greatly appreciated, with separate quotes.
- 17. The Tenderer should submit their completed Pricing Schedule, providing separate quotes for:
 - Oil Recovery and Containment System
 - Delivery to Barnsley
 - Recommended storage facility

Sustainability

- 18.1 The MCA is committed to sustainable procurement. This means making the necessary decisions to protect our environment and to operate its procurement activity in an economically, socially and environmentally responsible way. Tenderers should indicate ways in which their organisation promotes and practices sustainable development and how this can impact on this contract.
- 18.2 Consideration should be taken to account for the following areas;
 - Origin and recycled/recyclable content of materials

- Tenderers should detail the quantities used and recycled content of the product.
- Recyclability of product once it has reached its end of life.
- Type of paints and coverings used.
- Transport mode selected for freight
 - Tenderers should detail options to identify and promote measures to reduce emissions during transport of goods. Including rail freight or low emission/fuel efficient heavy goods vehicles

18.3 More information on the environmental consideration can be found at:

<https://www.gov.uk/government/policies/making-sustainable-development-a-part-of-all-government-policy-and-operations>
<https://www.gov.uk/government/collections/sustainable-procurement-the-government-buying-standards-gbs>

Selection Process

19. Evaluation Criteria

Quality Score represents 60% of Total Scores	Weightings
Compliance with the Technical Requirement	70%
Ease of Operation	20%
Sustainability	5%
Delivery Timeframe	5%

Quality Points

- 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 = $\frac{\text{Quality Score}}{\text{Highest Quality Score Possible for the Criterion}} \times \text{Weightings}$

Price:

Price Score represents 40% of Total Scores	Weightings
Overall cost (boom and storage facility)	85%
Delivery cost	5%
Commissioning	5%

Ancillaries

5%

Lowest Bid Cost

Cost Score = $\frac{\text{Lowest Bid Cost}}{\text{Each Bidder's Cost}}$ x Weightings

TOTAL SCORE = Total Quality Score + Total Cost Score

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