

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:

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| --- | --- |
| 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 promote 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.

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

**MCA REFERENCE: TCA 3/7/1032**

**400M of Heavy Duty Inflatable Offshore Oil Containment Boom and Two Hydraulically Driven Boom Reels**

**Introduction**

1. The MCA has a requirement to purchase 8 x 50 metre lengths (400m in total) of Heavy Duty Inflatable Offshore Oil Containment Boom and Two Hydraulically Driven Boom Reels in two lots.
* Lot 1 – 400m Heavy Duty Inflatable Offshore Oil Containment Boom
* Lot 2 – Two Hydraulically Driven Boom Reels
1. Potential suppliers may tender for one or both lot(s), and the MCA will award each lot to the potential supplier that submits the most economically advantageous tender for it according to the criteria set out in both this document and the Instructions for Tenders.
2. Potential suppliers who wish to offer a discount for the purchase of both lots should detail this on the relevant section on the Pricing Schedule.

LOT 1 – HEAVY DUTY INFLATABLE OFFSHORE OIL CONTAINMENT BOOM

**Technical Requirement**

4. We would envision that the boom will be between 1500mm and 2000mm in height to be compatible with existing equipment. If different options are available these should be described.

5. The boom will be a seamless construction of a material that is durable, resistant to UV and abrasion and has a high tensile strength. We envisage that to achieve the required performance levels the use of heavy duty neoprene rubber with an external skin of Hypalon rubber will be required. However, **suppliers are welcome to propose alternative materials if it can be shown in the tender that they would provide equivalent levels of performance**.

6. The boom connectors should be ASTM to be compatible with existing equipment.

7. The maintenance of stability and freeboard at all times is essential and tenderers should identify how this will be achieved especially in regard to occurrences of deflation.

8. Identify the boom’s capability to follow wave movement

9. The inflation valves should be an aluminium construct and be interchangeable.

10. Long-term durability of the equipment is a key requirement for the MCA, so the boom must also:

* Have a minimum expected service life of 15 years (barring its use in a pollution incident); and
* Be easy to clean and maintain.

11. The MCA wishes to purchase a proven solution, so evidence of the boom having been tested, either in use or in a realistic simulated environment, must be provided. This is a critical requirement.

**Deployment**

12. The boom will be deployable from the deck of a towing vessel. It will be inflated as it is unwound from the reel and deployed over the stern of the vessel. It should be possible for teams of responders to manually handle individual sections of boom with the assistance of the hydraulic reel and a sea anchor or secondary vessel.

13. Inflation of boom sections should be possible with one or two operators equipped with air blowers. Inflation should be quick and easy, and the method should be clearly stated in the tender. Alternative methods of inflation will be considered.

LOT – TWO HYDRAULICALLY DRIVEN BOOM REELS

Tenderers are reminded this is a separate lot and bids will be accepted only if submitted as such.

14. The total quantity of 400m of boom will be stored on as separate 200m lengths on two hydraulically driven boom reels. Ideally the reels will be powered by the MCA’s Vikoma GP10 2-e hydraulic power packs which have a 150-bar maximum system pressure. See link below for details:

 <https://opecsystems.com/persistent/catalogue_files/products/gp10-2powerpack7.02.pdf>

15. The reels will be constructed of weather and salt water resistant marine grade materials, with a protective paint or enamel finish. Protective covers should also be provided.

16. The reels must feature forklift pockets and attachments for lifting slings.

17. The reel will be controlled with a lever, allowing smooth operation.

18. The MCA wishes to purchase a proven solution, so a reference list is critical for this requirement.

GENERAL REQUIREMENTS APPLICABLE TO BOTH LOTS

**Guarantee**

19. 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.

**Sustainability**

20. The MCA is committed to sustainable procurement. This means making the necessary decisions to operate our procurement activity in an economically, socially and environmentally responsible way, in accordance with the policy published at <https://www.gov.uk/government/collections/greening-government-commitments>.

21. The MCA considers that there are three main areas of sustainability risk in this contract, and suppliers should state in their tender what steps they would take to minimise these risks in the delivery of the contract. The identified risk areas are:

* Emission of greenhouse gases in the transport of goods to the MCA site;
* Emission of greenhouse gases, use of energy, water and materials in the manufacture of the product; and
* Poor working conditions and/or breach of equality and diversity principles, in the supplier’s workforce and supply chain.

**Delivery**

22. 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.

23. Suppliers should state in their tender their lead time for delivery to Barnsley, which must be by 31st March 2018.

**Payment**

24. 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 has migrated its invoicing activity to the DfT Shared Service Centre (Swansea). Invoices should be sent to the address below and include a case reference number and transaction account code (to be assigned by the Agency). Invoices also need to detail the purchase order number issued by the MCA and a full description of items provided:

DfT Shared Service Centre

Arvato Bertelsmann

Sandringham Park,

Swansea Vale,

Swansea, Wales,

SA7 0EA.

 The MCA will comply fully with statutory legislation on late payment on the basis of claims submitted by the successful tenderer.