

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 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: TCA 3/7/1021**

**SHORE SEALING BOOM**

**General Requirement**

1. The MCA wishes to purchase 1km of shore sealing boom in 50 x 20m lengths.

2. This boom will be used, in the event of an oil spill, to protect inter-tidal zones along the shoreline. It will comprise a water inflated ballast chamber to create a seal along the beach and an air inflated chamber to ensure the boom floats in water.

3. The boom should be constructed of a material which is resistant to:

* UV;
* hydrocarbons;
* seawater;
* weathering;
* abrasion; and
* puncture.

It should also have a high tensile strength and be flexible. The boom material will be a high visibility colour or feature hi visibility markings.

4. Connections should be durable, weather and salt water resistant and have a high tensile strength. 10 towing bridles and sufficient plastic thumbscrews to connect each section, with a quantity of spares remaining, should be provided. Eye bolts for anchor attachment should feature at the end of each section.

5. Each section of boom should feature dual point inflation for the air chamber and dual point filling for the ballast. Each boom section should also feature a one-way pressure release valve.

1. To ensure compatibility with existing equipment, the MCA’s preference is for Unicon connectors/attachment plates at the end of each length, and Monsun type air valves.
2. 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);
* Be easy to clean; and
* Have features for preventing splash over.
1. 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.

**Storage and Distribution**

9. The MCA’s current boom is stored in storage cages, which are themselves housed inside warehouses, and in pre-packaged shoreline deployment containers, which are standard 10ft shipping containers. Our plan is to store any new boom purchased in the same way.

1. However, the MCA would still appreciate recommendations from the Tenderer for alterative storage solutions, which will be considered. The recommended storage solution should be priced separately.

11. The Tenderer should detail the ideal storage conditions for the boom, including temperature range.

**Deployment**

12. The boom will be deployed from the shoreline by hand, it should therefore be possible to handle individual lengths and components safely by hand for short lifts, by one or more operators. The weights of components and the user instructions for deployment should be fully compliant with UK health and safety legislation. We would envision that the boom will be transported to a deployment site on one of the MCA’s all-terrain vehicles. As an optional extra, the MCA would appreciate recommendations from the manufacturer for lifting/carrying aids.

**Guarantee**

13. 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**

14. Training/commissioning will not be required for this product. Instead, a comprehensive user manual should be provided giving clear instructions for the deployment and maintenance of the boom.

**Sustainability**

15. 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>.

16. 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**

17. 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.

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

**Payment**

19. 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.

20. 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.

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