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| MCA_3298_AW | |  | **Bay 3/21**  **Spring Place**  **105 Commercial Road**  **Southampton**  **SO15 1EG**  **United Kingdom** | | |  | |
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| All Tenderers for the Provision of Emergency Towing Vessel Via Contracts Finder | | **Tel:**  **Fax:**  **E-mail:** | **+44 0238172476**  **+44 (0)23 80329388**  **contracts@mcga.gov.uk** | | |
| Your ref:  Our ref: | | **TCA 3-7-991** | |
| 23rd September 2016 | | | |

Dear Sirs

**PROVISION OF PROVISION OF AN EMERGENCY TOWING VESSEL (ETV)**

We have received questions for the above-mentioned contract, and to ensure that all tenderers have access to the same information, we have copied the questions and our answers to you:

**Question 1:** Are we allowed to submit multiple bids or are we limited to one bid for one vessel?

**Answer:** Suppliers may put forward more than one vessel.

**Question 2:**  Under “Standard” paragraph 8 - CMID inspection: Is it a requirement that the vessel must achieve a satisfactory inspection in accordance with the CMID prior to the bid submission process, or does this need to be affirmatively completed prior to delivery?

**Answer :**  CMID inspection is not required prior to submission of tender bids.

**Question 3:** Is there a minimum passenger / certification requirement for the workboat.

**Answer:** We have not specified a minimum requirement for the workboat and it is up to the supplier to propose a suitable craft.

**Question 4:** Would a Fast Rescue Craft (FRC) qualify as a suitable ‘work boat’ as requested in the ‘Statement of User Requirements’ section 10.8.

**Answer:** A FRC would qualify as a suitable ‘work boat’ when tendering for this contract.

**Question 5:** Under “Training”, paragraph 20 states that evidence of the crew’s competency and experience is to be provided upon request, whereas paragraph 21 states that documentary evidence of crew capability and experience is to be provided by the tenderer. Can you clarify whether such documentation is required to be provided as part of the bid submission, or only upon request?

**Answer:** Evidence of crew competency/experience should be provided as part of the tender.

**Question 6:** Under “Contract Management”, we are seeking further clarification as to the meaning behind paragraphs 24 and 25. What does the MCA intend when it says that the tenderer should identify SLA’s, realise cost savings etc.

**Answer:** With regards to service level agreements tenderers should identify reporting mechanisms for delivery and performance. We would like to understand how suppliers during the course of the contract will demonstrate their **continuous** compliance with the requirement, and any opportunities for improvements and cost reduction.

**Question 7:** Please clarify the following-The contractor should identify their administrative management structure within their tender proposal. This should also include escalation procedures for service delivery management.

**Answer:** The MCA would wish to understand the organisational structure of the supplier where contract delivery issues may be raised.

**Question 8:** we are seeking clarification as to one of the aspects / content of the tender as outlined hereunder :- 10.7 deploy a deck mounted crane capable of a load of at least 12 tonnes at 12 metres; We seek clarification on the figures, as this appears to be an inordinately large crane / out-reach capacity.

**Answer:** The crane specification is correct. It has been based on the current ETV’s capability and on the potential future capability need should the MCA pursue the commercial work route to offset some of the ETV’s annual costs, eg navaid management. It would also serve to embark and deploy CP equipment some of which is significant in size and mass. Tenders which do not provide a crane capability matching this will not be excluded from the overall consideration of the capability being offered.

**Question 9:** We understand that all lubes consumed on board during the contract will be compensated for the costs incurred?

**Answer:** The pass through costs of fuels and lubes will be met separately from the day rate.

**Question 10:** In respect of equipment to be provided by Owners, is there a requirement for supply and fitting of dispersant spray booms, submersible pumps, portable generating capability and patching equipment?

**Answer:** Supply and fitting of dispersant spray booms and patching equipment is not required to be provided by the supplier. However, basic salvage support requirement remains as detailed in 13.1 of the SUR through provision of emergency portable power generation and pumping capability, including submersible pumps - (50 m3- 200 m3/hr).

**Question 11:** Is there also a requirement for the owners to provide additional lighter weight wire towing pennants more suited to be handled by the crew of smaller vessels?

**Answer:** No.

**Question 12:** Is a standard format or document outlining all aspects which should form the basis of their submission?

**Answer:** There is no standard template for return. The Invitation to Quote letter details the required documentation to be submitted (point 3).

**Question 13:** Clarification is sought with regards to the application of the scoring criteria

**Answer:** We have received questions with regards to the scoring criteria and have therefore attached a clarification note

**Question 14:** Isemailing our tender offering acceptable for you?

**Answer:** We request that all suppliers submit their tenders by guaranteed postal delivery or courier as there have been issues in the past with documents in the wrong format and therefore unable to be downloaded and opened at the designated time.

**Question 15:** can you please confirm that the 'ability to manoeuvre to a minimum of DP1 standard' is seen only as desirable and not essential and that the MCA will consider vessels without DP?

**Answer:** We can confirm that that the ability to manoeuvre to a minimum of DP1 standard is seen as only desirable and MCA will consider vessels without DP.

I would also like to take this opportunity to reconfirm the previous correspondence that the deadline for the receipt of tenders for the above contract has been extended to **11am on the 7th October 2016**.

To ensure that all tenderers have access to the same information and allow tenderers sufficient time to digest any responses provided, please can all requests for information be submitted by no later than **5pm on 28th September 2016**.

Regards,

Richard Skeats MCIPS

Contract Manager Business Partner

Maritime and Coastguard Agency