

United Kingdom-Gravesend: Specialised boats

OJ S 77/2016 20/04/2016

Contract notice

Supplies

Directive 2004/18/EC

Section I: Contracting authority

I.1. Name and addresses

Official name: Port of London Authority

Postal address: London River House, Royal Pier Road

Town: Gravesend

Postal code: DA12 2BG

Country: United Kingdom

For the attention of: Dave Fallows

E-mail: dave.fallows@pla.co.uk

Telephone: +44 1474562444

Internet address(es):General address of the contracting authority: http://www.pla.co.uk/contact/index_enquiry.cfm/site/contact**Additional information can be obtained from:**

the abovementioned address

Specifications and additional documents (including documents for competitive dialogue and a dynamic purchasing system) can be obtained from:

the abovementioned address

Tenders or requests to participate must be submitted: the abovementioned address**I.2. Type of the contracting authority**

Other: trust port — statutory authority

I.3. Main activity

Other: marine transport

I.4. Contract award on behalf of other contracting authorities

The contracting authority is purchasing on behalf of other contracting authorities: no

Section II: Object of the contract

II.1. Description**II.1.1. Title attributed to the contract by the contracting authority**

Port of London Authority.

II.1.2. Type of contract and place of performance or delivery

Supplies

Purchase

Main site or place of performance: Port of London Authority, Denton Wharf, Mark Lane, Gravesend, Kent, UK. DA12 2PL.

NUTS code UK United Kingdom

II.1.3. Information about a framework agreement or a dynamic purchasing system

II.1.4. Information about framework agreement

II.1.5. Short description of the contract or purchase(s)

This notice seeks expressions of interest from economic operators experienced in fibre reinforced plastic/polymer commercial vessels construction to the current version of the UK Maritime and Coastguard Agency (MCA) 'The Workboat Code' (brown), Small craft codes — Publications — Gov.uk as amended, and capable of meeting the contracting entity's qualification requirements, as set out in this notice. This notice calls for tenders, for the build of 2 vessels, from those boat builders identified by the contracting entity as qualifying and invited to tender. The purpose of the contract is the build and delivery to Denton Wharf, Gravesend, UK of 2 vessels built sharing the same hull design. The first being a Vessel Traffic Control Launch and the Second being a Commercial Dive Support Boat. The hull design will be a Catamaran with length overall of no less than 13m and no more than 16m and a beam overall of between 5m and 6m but no more than 6m. Propulsion will be via standard propeller shafts and screw propellers driven by marine diesel inboard engines (Diesel Hybrid systems will be considered) such as those manufactured by John Deere, Volvo or Scania (or equivalent). The vessels must have a maximum continuous speed of 20 knots and a cruising speed of 15 knots. The hull form and hydrodynamic characteristics, ideally displacement or semi-displacement and low wash, must allow for operation in sea area 3 (up to 20 nautical miles from a safe haven) with acceleration at the helm position, in such state, of no more than 0.8g. However, the hull and weather deck shall be constructed to a sufficient strength standard for operation in sea area 2 (up to 60 nautical miles from a safe haven). A maximum water draft of 1.2m and the maximum air draft (mast lowered) of 3.5m. Further details will be given in separate specifications, 1 for each boat.

II.1.6. CPV code(s)

34521000 Specialised boats

II.1.7. Information about the Government Procurement Agreement (GPA)

The procurement is covered by the Government Procurement Agreement: no

II.1.8. Lots

This contract is divided into lots: no

II.1.9. Information about variants

Variants will be accepted: no

II.2. Scope of the procurement

II.2.1. Total quantity or scope

Build and delivery of 2 vessels, 1 a Vessel Traffic Control Launch and 1 a Commercial Dive Support Boat, complete with all machinery and equipment reasonably expected on these types of vessels, built to the specifications to be issued to by the contracting entity. The contract price is to include all costs of UK MCA approved Certifying Authority design approval, survey, certification and documents, purchaser's sea trials and include all costs associated with delivery to Denton Wharf, Gravesend UK, and all other costs arising from build as set out in the contract conditions (copies are available from the contracting entity upon request).
Estimated value excluding VAT: 1 000 000 GBP

II.2.2. Information about options

Options: yes

Description of options: Consideration will be given to existing vessels converted for these purposes so as to meet the contracting entity's specification, provided that the hulls are no more than 5 years old, originally built from fibre reinforced plastic as commercial vessels and where the price includes all necessary conversion work being completed prior to delivery and delivery.

II.2.3. Information about renewals

This contract is subject to renewal: no

II.3. Duration of the contract or time limit for completion

Duration in months: 19 (from the award of the contract)

Section III: Legal, economic, financial and technical information

III.1. Conditions related to the contract

III.1.1. Deposits and guarantees required

The successful tendering economic operator (boat builder) will be required to have in place bank guarantees or other equivalent measures as agreed by the contracting entity (payable in the UK in GB Pounds) to be provided covering each stage payment, to ensure performance of the boat building project to the agreed programme and quality thus ensuring that the vessel meets the contracting entity's performance specification requirements. As payments are made the economic operator will clearly identify and mark paid for items as the property of the Port of London Authority.

III.1.2. Main financing conditions and payment arrangements and/or reference to the relevant provisions governing them

The contract is to be a fixed price contract, priced in GB pounds. Stage payments will be made by BACS transfer in GB Pounds, payable upon presentation of invoices for each stage and will be submitted on completion of each corresponding stage of the vessel build programme. There will be a retention sum of 5 % of the vessel's overall cost for each vessel. The retention sum will be held for 12 months from the date of delivery of that vessel and the cost of unresolved defects deducted from the retention before payment of the final sum. The programme for stage payments and invoice payment arrangements will be subject to negotiation and agreement between the successful economic operator (boat builder) and the contracting entity.

III.1.3. Legal form to be taken by the group of economic operators to whom the contract is to be awarded

The contracting entity may, if the contract is ultimately awarded to a consortium, require the winning consortium to form a legal entity before entering into the contract.

III.1.4. Contract performance conditions

The performance of the contract is subject to particular conditions: yes

Description of particular conditions: Economic operators who wish to enter tenders for this contract must meet the contracting entity's qualification requirements by completing a Pre-Qualification Questionnaire and submit an expression of interest to the contracting entity stating how they meet the qualification requirements. The contracting entity will issue the boat build specifications, conditions of contract and invite tenders from those economic operators that the contracting entity chooses from the list of qualifying boat builders. The contracting entity's terms and conditions of contract for ship building will apply to the contract and the contract will be subject to English Law under the jurisdiction of English Courts. Intellectual

property rights for the specification will remain at all times vested in the Contracting Entity. Intellectual property rights in the vessel design will remain with the successful tenderer. (PQQ available on PLA website: www.pla.co.uk).

III.2. Conditions for participation

III.2.1. Suitability to pursue the professional activity, including requirements relating to enrolment on professional or trade registers

List and brief description of conditions: Economic operator interested in this contract must be members UK Shipbuilders' and Shiprepairers' Association or similar equivalent trade association for their country of operation. The technical principal of the economic operator must be registered as a European Engineer (EurEng) or UK Chartered Engineer (CEng) or similarly qualified professional appropriate to the country of the economic operator in the business of boat building.

III.2.2. Economic and financial ability

List and brief description of conditions: Only economic operators who can demonstrate that they have the resources, financial capability and corporate stability to succeed in this project will be included in the qualifying list for issue of invitations to tender. With their expression of interest, economic operators should submit extracts from audited accounts for the last 3 financial years together with a client list of boat building projects completed, as evidence of their economic strength and technical suitability. To qualify for invitation to tender, economic operators must submit an expression of interest and the completed Pre-Qualification Questionnaire to the contracting entity at the address given in Section I above by 10:00 BST on 16.5.2016. Invitations to tender and the specification that is to be used or tendering will be issued to qualifying economic operators during week commencing Monday 13.6.2016. Economic operators' tenders are to be received in writing by the contracting entity no later than 10:30 BST on Friday, 16.9.2016. The contracting entity reserves the right to vary these dates for submissions on reasonable prior notice to economic operators.

III.2.3. Technical and professional ability

List and brief description of conditions:

In any expressions of interest in this contract, economic operators must explain how their proposed construction procedures and use of materials will be conducted in a manner that is consistent with the requirements of all relevant UK and European environmental protection and health and safety legislation and regulations. Economic operators interested in this contract must employ sufficient labour within their own staff in all technical trades to complete the building and fit-out of the vessel. Alternatively or additionally, where sub-contract labour is to be employed or where a proportion of the boat build is to be assigned to a subcontract boatyard or other entity, the economic operator submitting the expression of interest should explain in detail and provide evidence within the expression of interest of the identity and location of the sub-contractor and that the sub-contracting company (ies) have sufficient resource and technical capability to achieve the work required and demonstrate that the proposed sub-contractor or entity to which work is assigned will also meet relevant UK and European environmental and health and safety legislation and regulations.

III.2.4. Information about reserved contracts

III.3. Conditions specific to services contracts

III.3.1. Information about a particular profession

III.3.2. Information about staff responsible for the performance of the contract

Section IV: Procedure

IV.1. Type of procedure

IV.1.1. Type of procedure

Negotiated

Some candidates have already been selected (if appropriate under certain types of negotiated procedures) no

IV.1.2. Information about the limits on the number of candidates to be invited

Envisaged number of candidates: 4

IV.1.3. Information about reduction of the number of solutions or tenders during negotiation or dialogue

Recourse to staged procedure to gradually reduce the number of solutions to be discussed or tenders to be negotiated no

IV.2. Award criteria

IV.2.1. Award criteria

The most economically advantageous tender in terms of Criteria below

1. Adherence by tenderer to contracting entity's specification. Weighting 5
2. Is Hybrid propulsion system or electric propulsion solution offered. Weighting 5
3. Likely performance of tenderer in delivery of completed vessel to quality: in-house lamination and other key capabilities. Weighting 5
4. Minimal cost to contracting entity of supervision of build and completion of trials (travel and accommodation financial and labour costs for contracting entity's staff). Weighting 5
5. Likely performance of tenderer in delivery of completed vessel to quality: Management of supply chain and number of sub-contractors. Weighting 5
6. Tendered price. Weighting 3
7. Preparation and provision of quality plan and other quality documentation. Weighting 3
8. Likely performance of tenderer in delivery of completed vessel to quality: shipyard facilities and skills. Weighting 3
9. Likely performance of tenderer in delivery of completed vessel to quality: project management capability. Weighting 1

IV.2.2. Information about electronic auction

An electronic auction will be used: no

IV.3. Administrative information

IV.3.1. File reference number attributed by the contracting authority

DF/04/2016

IV.3.2. Previous publication concerning this procedure

no

IV.3.3. Conditions for obtaining specifications and additional documents or descriptive document

Time limit for receipt of requests for documents or for accessing documents: 1.8.2016

Payable documents: no

IV.3.4.

Time limit for receipt of tenders or requests to participate

1.8.2016

IV.3.5. Estimated date of dispatch of invitations to tender or to participate to selected candidates

IV.3.6. Languages in which tenders or requests to participate may be submitted

English.

IV.3.7. Minimum time frame during which the tenderer must maintain the tender

IV.3.8. Conditions for opening of tenders

Section VI: Complementary information

VI.1. Information about recurrence

This is a recurrent procurement: no

VI.2. Information about European Union funds

The procurement is related to a project and/or programme financed by European Union funds:
no

VI.3. Additional information

Expressions of interest from economic operators, with explanation of qualification — requirements for which are set out elsewhere in this notice — are to be received by the contracting entity by 10:00 British Summer Time on 16.5.2016. Invitations to tender, together with the specification for the vessel, draft conditions of contract and other statements of requirements will be sent out to qualifying economic operators in the week commencing Monday 13.6.2016. Tenders for the contract should be submitted by economic operators and received in writing (by post or by electronic mail) by the contracting entity no later than 10:30 BST on Friday, 16.9.2016.

VI.4. Procedures for review

VI.4.1. Review body

Official name: Director of Marine Operations, Port of London Authority

Postal address: London River House, Royal Pier Road, Kent

Town: Gravesend

Postal code: DA12 2BG

Country: United Kingdom

Telephone: +44 1474562252

Internet address: <http://www.pla.co.uk>

Body responsible for mediation procedures

Official name: Harbour Master (Lower), Port of London Authority

Postal address: London River House, Royal Pier Road, Kent

Town: Gravesend

Postal code: DA12 2BG

Country: United Kingdom

Telephone: +44 1474562252

Internet address: <http://www.pla.co.uk>

VI.4.2. Review procedure

Precise information on deadline(s) for review procedures: To receive attention, appeals or requests for mediation must be logged with the body responsible by 10:30 BST, 10 days after announcement of the contract award.

VI.4.3. Service from which information about the review procedure may be obtained

VI.5. Date of dispatch of this notice

15.4.2016