

From: Assistant Chief IFCO

To: Kent and Essex Inshore Fisheries and Conservation Authority –  
22 March 2024

Subject: Procurement of new cabin RIB

Classification: **Unrestricted**

**Summary:** This paper updates members on the progress to procure a new cabin RIB. It explains the tendering and evaluation process that has taken place and makes recommendations to proceed subject to KEIFCA budgetary approval and final confirmation from Members.

**Recommendations:**

The Authority is asked to **CONSIDER** the information provided and:

To **APPROVE** the awarding of the tender to Supplier 2 subject to confirmation of funds being received from Defra.

To **APPROVE** the use of approximately £100,000 of KEIFCA renewals reserves to add to the Defra CDEL funding to complete the build of the vessel as specified.

To **APPROVE** a contingency fund of £40,000 to be allocated as necessary.

*Introduction*

Defra funding has been made available to IFCAs as part of a domestic funding stream for the duration of the SR21 period for capital replacement of IFCA vessels. This takes place through the National Shipbuilding Office (NSO) which oversees all government spend on new vessels. Kent and Essex IFCA have been allocated £300,000 of funding for procurement of a cabin RIB, subject to application to Defra in conjunction with the National Shipbuilding Office.

The purpose of the vessel is to replace Vigilant as the primary enforcement vessel in Brightlingsea. It is then proposed that Vigilant be moved to Kent and be moored in Ramsgate, initially on a trial basis, to allow officers to conduct more resource efficient and lower fuel usage patrols, when staff availability is restricted or when the patrol allows for it. This would cut costs on fuel budget for Nerissa and also reduce the carbon footprint of vessel operations in Kent.

On 3<sup>rd</sup> November 2023, a KEIFCA Technical Panel was convened to discuss the funding available for the vessel, the current fleet and the potential useful working life of each vessel and to make recommendations to the Authority. On 21 November 2023, the Authority accepted those recommendations.

### *Tender Process*

A vessel build at this value is required to go through a tender process and also have a business plan submitted to the funding scheme. Both of these things have very similar requirements and have been undertaken in tandem. The tender process was required to have been completed and needs to be approved by the Authority by the end of the 2023/24 financial year in order for KEIFCA to claim against the domestic funds.

Officers have been in liaison with the KCC procurement team and the National Shipbuilding Office, holding meetings with both. Significant amounts of work have been undertaken due to updated and improved procurement processes within KCC since the last time KEIFCA procured a vessel.

On 29th January 2024 KCC, acting on behalf of KEIFCA, published an invitation to tender (ITT) for a 9-11m cabin RIB along with a technical specification for the vessel and application forms. The tender was open for a period of one month, closing on 29th February 2024. All the required tender documents were published on the KCC ProContract system.

### *Tender submissions and evaluation*

Two responses were received. Initial assessment of procedural and company status compliance was undertaken by the KCC procurement team. This resulted in both tender applications moving to the next phase of assessment and evaluation. This next phase of evaluation was undertaken independently by three KEIFCA officers; the Chief Officer, the Assistant Chief Officer and the Essex-based Patrol Vessel Skipper. Each officer worked through each section of the procurement services evaluation spreadsheet and evaluated the contents of the Tender submission from each Boatyard.

A moderation meeting was held on 5 March 2023. The officers, led by an officer from KCC procurement, undertook detailed consideration of the tenders that had been submitted and the evaluation scores given by each KEIFCA officer. Extensive discussion took place with regard to whether the proposed vessels would meet the specified requirements. Consideration was given to the detail of information provided and proposed vessel design and specification. This process produced an agreed score, under each heading, for each submission. This process and scoring was then subject to discussion with the Chairman and Vice Chairman, followed by scrutiny and oversight from the Vice Chairman.

On completion of this process and scoring it was concluded that:-

- The tender and design submission from Supplier 1 had a number of good design points but was awarded a lower score rating than the other tender submission as it was concluded that a number of important design and operational requirements were not sufficiently addressed. These related to the full width wheelhouse design resulting in a significant reliance on the helm to operate all systems of the vessel without assistance from the crew as well as the

long-term maintenance impacts of the hull composite being a proprietary product. The group concluded that it would not recommend proceeding with this tender.

- The tender and design submission from Supplier 2 had good design points that were compatible with the Authority's requirements and specification and was allocated the highest score rating. It was concluded that officers would recommend proceeding with that tender, subject to budgetary approval and the agreement of KEIFCA. Following this process the purpose of this meeting is to discuss and approve the evaluation and recommendations from officers.

### *Funding*

The total price of the vessel with options and an independent surveyor who has experience with similar vessels to one we intend to procure, will be approximately £400,000.

The funding available from Defra to KEIFCA is £300,000. Application for this is underway and the Defra CDEL funding business case has been submitted. This means that, if KEIFCA is to proceed with the build, £100,000 will need to be funded from the KEIFCA renewals reserve. It would also be sensible to allow for an additional contingency fund of around 10% of the cost - £40,000. This will bring the total allocated funding for the vessel to £440,000.

### *Consideration of Proceeding with the building of the vessel by Supplier 2*

Following completion of tender evaluation procedures and scoring, it is recommended that the unsuccessful tendering companies be informed of the outcome and Supplier 2 be informed of an intention to award subject to KEIFCA budgetary approval and confirmation of funding from Defra.

### **Recommendations:**

The Authority is asked to **CONSIDER** the information provided and:

To **APPROVE** the awarding of the tender to Supplier 2 subject to confirmation of CDEL funds being received from Defra.

To **APPROVE** the use of approximately £100,000 of KEIFCA renewals reserves to add to the Defra CDEL funding to complete the build of the vessel as specified.

To **APPROVE** a contingency fund of £40,000 to be allocated as necessary.