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Award

National Engine Support Contract 2

Ministry of Defence

F15: Voluntary ex ante transparency notice

Notice identifier: 2022/S 000-012872

Procurement identifier (OCID): ocds-h6vhtk-0338e6

Published 17 May 2022, 2:59pm

Section I: Contracting authority/entity

I.1) Name and addresses

Ministry of Defence

Bristol

BS34 8JH

Email

David.Bond107@mod.gov.uk

Country

United Kingdom

NUTS code

UKK11 - Bristol, City of

Internet address(es)

Main address

<https://des.mod.uk/>

I.4) Type of the contracting authority

Ministry or any other national or federal authority

I.5) Main activity

Defence

Section II: Object

II.1) Scope of the procurement

II.1.1) Title

National Engine Support Contract 2

Reference number

703868450

II.1.2) Main CPV code

- 50211212 - Aircraft-engine repair services

II.1.3) Type of contract

Services

II.1.4) Short description

The provision of in-service support services at Maintenance Levels 1 and 2 for the TP400 engine on the A400M aircraft. This will be a 60-month contract with options totalling a further 5 x 12 months.

II.1.6) Information about lots

This contract is divided into lots: No

II.1.7) Total value of the procurement (excluding VAT)

Value excluding VAT: £40,000,000

II.2) Description

II.2.3) Place of performance

NUTS codes

- UKJ14 - Oxfordshire

Main site or place of performance

RAF Brize Norton

II.2.4) Description of the procurement

The provision of in-service support services at Maintenance Levels 1 and 2 for the TP400 engine on the A400M aircraft. This will be a 60-month contract with options totalling a further 5 x 12 months. In order to meet the requirements of the contract access to a fully accredited TP400 Engine Uninstalled Test Facility is required. This is a unique item of infrastructure designed specifically to meet the needs of the TP400 Engine Pass Off Test requirements. Unique TP400 Engine Turn Over Stands are also necessary to perform engine repairs, in addition to a Maintenance Level 2 Repair Facility for the TP400 engine which is certified by the European Aviation Safety Agency (EASA). The Cyber Risk profile for this requirement, identified by the Cyber Risk assessment, is "Very Low" (reference – RAR-585582593).

II.2.5) Award criteria

Criterion: Technical Assessment Compliance

Criterion: Commercial Assessment Compliance

Criterion: Price Affordability

II.2.11) Information about options

Options: Yes

Description of options

5 periods of 12 months.

II.2.13) Information about European Union Funds

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

Section IV. Procedure

IV.1) Description

IV.1.1) Type of procedure

Award of a contract without prior publication of a call for competition in the cases listed below

- The procurement falls outside the scope of application of the regulations

Explanation:

The contract will be placed using the Negotiated Procedure without Prior Publication of a Contract Notice pursuant to Regulation 16(1)(a)(ii) of the UK Defence and Security Public Contracts Regulations 2011 for technical reasons. There is a strict technical impracticality for any other economic operator to achieve the required goals in the required timeframe, as they would need to develop the facilities, train personnel, access design data, tools and expertise, including reach back to EuroProp International (EPI) the TP400 OEM and Design Organisation (DO) to be able to provide support. Rolls Royce PLC are the only UK organisation to have a fully accredited TP400 Engine Uninstalled Test Facility, an EASA/CAA certified ML2 Repair Facility with a number of installed Turn Over Stands and the associated technical knowledge to support the operational availability of the UK MOD's fleet of TP400 engines. It would take a significant amount of time for another economic operator to build up the specialist knowledge and tools/facilities to undertake the activities required to deliver the requirement under NESC2 which would transfer an intolerable operational/safety risk to the UK MOD. It would not be possible to ensure that another economic operator could be sufficiently qualified within the requisite timeframes as it would take time to obtain the necessary EASA/CAA approvals and train/develop staff to the requisite level of experience on TP400. Similarly, another economic operator would not be able to obtain their own test facility and EASA repair facility in the required timeframes. Furthermore, even if an economic operator was able to obtain the necessary approvals, experience, and facilities to deliver the requirement, RR are part of the EPI JV which contains specific workshare arrangements between the four Partner Companies.

IV.1.8) Information about the Government Procurement Agreement (GPA)

The procurement is covered by the Government Procurement Agreement: No

Section V. Award of contract/concession

Contract No

703868450

Title

National Engine Support Contract 2

A contract/lot is awarded: Yes

V.2) Award of contract/concession

V.2.1) Date of conclusion of the contract

17 May 2022

V.2.2) Information about tenders

The contract has been awarded to a group of economic operators: No

V.2.3) Name and address of the contractor/concessionaire

Rolls Royce PLC

Bristol

Country

United Kingdom

NUTS code

- UKK11 - Bristol, City of

The contractor/concessionaire is an SME

No

V.2.4) Information on value of contract/lot/concession (excluding VAT)

Total value of the contract/lot/concession: £40,000,000

V.2.5) Information about subcontracting

The contract/lot/concession is likely to be subcontracted

Section VI. Complementary information

VI.4) Procedures for review

VI.4.1) Review body

Defence Equipment and Support, A400M Team

Bristol

Country

United Kingdom