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Contract

The Provision of Shuttle Bus Services at Ardrossan

CalMac Ferries Limited

F03: Contract award notice

Notice identifier: 2024/S 000-038150

Procurement identifier (OCID): ocds-h6vhtk-0387b9

Published 26 November 2024, 12:24pm

Section I: Contracting authority

I.1) Name and addresses

CalMac Ferries Limited

Ferry Terminal

Gourock

PA19 1QP

Contact

Alison Ure

Email

alison.ure@calmac.co.uk

Telephone

+44 1475650243

Country

United Kingdom

NUTS code

UKM - Scotland

Internet address(es)

Main address

<http://www.calmac.co.uk>

Buyer's address

https://www.publiccontractsscotland.gov.uk/search/Search_AuthProfile.aspx?ID=AA10923

I.2) Information about joint procurement

The contract is awarded by a central purchasing body

I.4) Type of the contracting authority

Body governed by public law

I.5) Main activity

Other activity

Ferry Operator, Transport

Section II: Object

II.1) Scope of the procurement

II.1.1) Title

The Provision of Shuttle Bus Services at Ardrossan

Reference number

CSOP21-487

II.1.2) Main CPV code

- 60170000 - Hire of passenger transport vehicles with driver

II.1.3) Type of contract

Services

II.1.4) Short description

CalMac Ferries Ltd are looking for a suitably qualified and experienced Service Provider for the Provision of Shuttle Bus Services at Ardrossan.

II.1.6) Information about lots

This contract is divided into lots: No

II.2) Description

II.2.3) Place of performance

NUTS codes

- UKM - Scotland

II.2.4) Description of the procurement

CalMac Ferries Ltd (CFL) is a wholly-owned subsidiary of David MacBrayne Ltd, which is wholly owned by Scottish Ministers. Previously operating as Caledonian MacBrayne Ltd, CalMac was created in October 2006 to bid for the Scottish Government contract to operate Clyde & Hebrides Ferry Services, which it subsequently won.

At the same time Caledonian MacBrayne Ltd changed its name to Caledonian Maritime Assets Ltd (CMAL) and retained ownership of the vessels and piers which it leases to the operator of the Clyde & Hebrides Ferry services (currently CFL). CMAL is also wholly owned by Scottish Ministers but is entirely separate from CFL. Although they have the same shareholder, each has its own Board and their relationship is solely contractual.

CalMac Ferries Limited has one wholly owned subsidiary; Caledonian MacBrayne Crewing (Guernsey) Limited, which employs and supplies all sea going staff (approximately 1000) to CFL. CFL operates a fleet of 34 vessels, providing lifeline ferry services to the communities off Scotland's west coast – from the Isle of Lewis in the north to the Isle of Arran in the south. Ferries sail to over 25 different destinations operating from 51 ports and slipways, some of which are in remote locations.

During the temporary relocation of Ardrossan-Brodick/Campbeltown ferry services to Troon as a result of the construction phase of the Ardrossan harbour re-development project, the provision of a shuttlebus service is required to enable travel interchange and connectivity between the ports and local railway station. It is anticipated that a shuttle bus service will be needed on the following routes for round trips:

- Between Troon Harbour, KA10 6DH and Harbour Road, Ardrossan, KA22 8BZ
- Between Troon Harbour, KA10 6DH and Troon Railway Station (Both sides of the railway station)

There may also be a requirement to travel to Gourock PA19 1QP in weather disruptions. It is anticipated that a shuttle bus service provision will be needed for a period of up to 21 months therefore, the service will be required to cover both the summer and winter timetables for the ferry service operating between Troon and Brodick/Campbeltown. The service should be available, 363 days per year (Christmas Day and New Year's Day excluded).

The Service Provider will be required to:

- provide the ability to flex the service to cover fluctuating demand and to be able to cope with disruptions due to bad weather;
- cater for all ages and abilities and have space for the travelling public's luggage and possessions;
- consider size of buses to ensure they can manoeuvre the roads around the railway station;
- minimising the environmental impact

II.2.5) Award criteria

Quality criterion - Name: Technical / Weighting: 30

Price - Weighting: 70

II.2.11) Information about options

Options: No

II.2.13) Information about European Union Funds

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

II.2.14) Additional information

Economic operators may be excluded from this competition if they are in any of the situations referred to in regulation 58 of the Public Contracts (Scotland) Regulations 2015.

Section IV. Procedure

IV.1) Description

IV.1.1) Type of procedure

Competitive procedure with negotiation

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

The procurement is covered by the Government Procurement Agreement: Yes

IV.2) Administrative information

IV.2.1) Previous publication concerning this procedure

Notice number: [2022/S 000-033247](#)

Section V. Award of contract

Contract No

CSOP21-487

A contract/lot is awarded: No

V.1) Information on non-award

The contract/lot is not awarded

Other reasons (discontinuation of procedure)

Section VI. Complementary information

VI.3) Additional information

Questions in the ITT will be scored using the following methodology:

100- Excellent. Response is completely relevant and excellent overall. The response is comprehensive, unambiguous and demonstrates thorough experience, knowledge or skills/capacity/capability relevant to providing similar services to similar clients.

75 - Good. Response is relevant and good. The response is sufficiently detailed to demonstrate a good amount of experience, knowledge or skills/capacity/capability relevant to providing similar services to similar clients.

50 - Acceptable. Response is relevant and acceptable. The response demonstrates broad previous experience, knowledge and skills/capacity/capability but may lack in some aspects of similarity e.g. previous experience, knowledge or skills may not be of a similar nature.

25 - Poor. Response is partially relevant but generally poor. The response shows some elements of relevance to the criterion but contains insufficient/limited detail or explanation to demonstrate previous relevant experience/ capacity/capability.

0 - Unacceptable. Nil or inadequate response. Fails to demonstrate previous experience/capacity/capability relevant to this criterion.

Award Criteria questions can be found in the ITT together with the weightings.

COMPETITIVE PROCEDURE WITH NEGOTIATION EXPLANATION -Competitive Procedure with Negotiation (CPN) this is a two-stage procedure run along the same lines as a Restricted procedure. This requires interested parties to complete a pre-qualification stage by submitting a Single Procurement Document (SPD) before being invited to submit a tender. This down selection process allows us to limit the number of parties receiving the full tender and moving forward to the negotiation phase(s).

Under CPN tenders are submitted from down selected suppliers and are then subject to evaluation and negotiation and then re-submitted to finalise positions and allow selection of a preferred bidder.

(SC Ref:784239)

VI.4) Procedures for review

VI.4.1) Review body

Sheriff Court House

1 Nelson Street

Greenock

PA15 1TR

Email

greenock@scotcourts.gov.uk

Telephone

+44 1475787073

Country

United Kingdom