



MAINTENANCE DREDGING OF THE OUTER HARBOUR & APPROACH CHANNEL
FIVE YEAR TERM CONTRACT 2022 - 2027

TENDER METHOD STATEMENT 1 - AVAILABILITY AND
SUITABILITY OF RESOURCES AND VESSEL

Employer Name : Cardiff County Council

Project Location : Cardiff Barrage, Cardiff

Project Number : 51554

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Revision Status

Rev	Issue Date	Reason for Issue	Prepared	Checked	Approved
Tender	2022.05.16	For Tender	PATJ	KDEE	RKID

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**Rhoi hyder i gyflawni prosiect Awdurdod
Harbwr Caerdydd (CHA) trwy gydweithio
a phrofiad lleol.**

**Giving Cardiff Harbour Authority (CHA)
project delivery confidence through
collaboration and local experience.**

We will utilise the same combination of vessels, staff and resources deployed during the successful completion of the ten 2017-2022 maintenance contract campaigns giving certainty the 2022-2027 biannual maintenance dredging works will be completed on time and within all regulatory requirements.



Figure 1 - Sospan Dau completing works within the Outer Harbour

The project requirements listed within 'Appendix 1 – Works Information' will be delivered by our UK based Trailer Suction Hopper Dredger (TSHD) '**Sospan Dau**' supported by the Plough and Survey Vessel '**Tioga B**' and managed by our current project team.

Using the proven collaborative approach between the CHA and BWL, these or alternative suitable UK based vessels, will be available and mobilised on time, for each and every campaign to achieve the programme and resourcing requirements during the months of February / March and late August / September each year.

A video link has been provided below to show the 'Sospan Dau' at work whilst completing the 2017 spring campaign:
<https://vimeo.com/295544429>

Building on our previous positive client feedback, in March 2022, CHA Senior Project Engineer Chris Voyce completed our 'BWL Customer Feedback Form' awarding 10/10 for all criteria's, including:-

- Project team skills, competences & knowledge sharing
- Used equipment and or tools
- Understanding client requirements and expectations
- Achievement of the specified quality levels

The continued utilisation of these vessels and our current UK based staff for the 2022-2027 term contract will provide Chris and the CHA team full confidence that all project requirements have not only been understood but will continue to be exceeded substantially.

Copies of all 'Client Satisfaction Form's' completed by the CHA can be found within **Appendix MS1-D**.

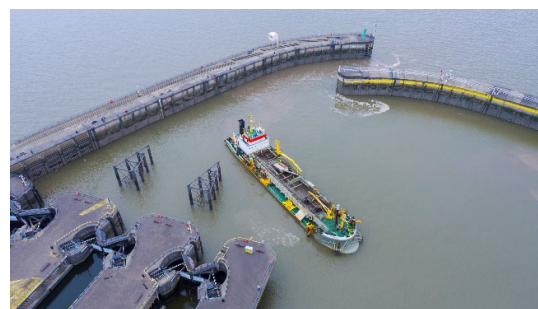


Figure 2 - Sospan Dau completing works within the Outer Harbour

1. Dredging Vessels, Support Vessels and Plant Proposed to Undertake the Works

1.1 Primary Plant

Having successfully carried out the bi-annual Cardiff Outer Harbour & Approach Channel maintenance dredging since 2011, we will once again utilise the TSHD 'Sospan Dau' to undertake the works throughout the 2022-2027 contract. At 72.8m long and with a 14.30m beam the 'Sospan Dau' is the largest possible vessel which can safely enter and turn within the Outer Harbour.

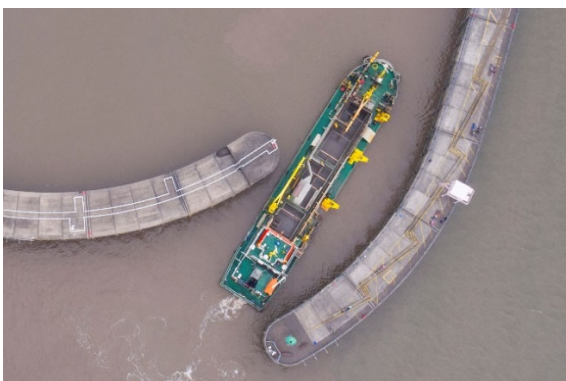


Figure 3 - Sospan Dau safely entering the Outer Harbour

Working around the extensive numbers of small craft passing through the barrage locks, our experienced crew have completed every campaign since 2011 without damaging the barrage structure.

The crew of the 'Sospan Dau' are familiar with the National Resources Wales marine licence conditions, including the no overflowing requirement, as well as the ABP regulations when crossing the Wrach Channel and challenges of working in an area with a very large tidal range.

The 'Sospan Dau' will be supported by the Plough and Survey Vessel 'Tioga B', which has been used for most recent maintenance campaigns.



Figure 4 - Plough / Survey Vessel 'Tioga B'

The 'Tioga B' has proved highly effective in carrying out ploughing operations in an efficient manner, reducing the duration of the dredging programme and limiting costs as well as minimising impacts on local stakeholders.

The 'Tioga B' will be based locally at Penarth Marina and is ideally sized to carry out the ploughing of the locks, in previous campaigns the crew has developed effective working methods to limit the time taken to clear the silt from each lock, reducing the time the locks are non-operational to local traffic, as well as the larger areas of the Approach Channel and Outer Harbour.

1.2 Reserve Plant

Although the 'Sospan Dau', and previously the 'Sospan', has consistently carried out the works within the allotted dredge windows, we are aware that ensuring the maintenance dredging is carried out in the required time is essential to the operation of the barrage and meeting the Natural Wales licence requirements.

Therefore, we are also able to offer a reserve TSHD **'Deo Gloria'** which is a near sister vessel to the 'Sospan Dau', operating on a long-term charter to BWL.



Figure 5 - Reserve TSHD Vessel 'Deo Gloria'

Generally based in the Irish Sea area and familiar with working in constrained harbour areas, the 'Deo Gloria' is a similar length (71.0m) and the same beam (14.30m) as the 'Sospan Dau' and will execute a campaign in the unlikely event the 'Sospan Dau' is unable to mobilise to Cardiff at the allotted time.

Should the 'Tioga B' be unavailable her sister vessel **'Kamsar'** will be used. Drawing on the same crewing pool the 'Kamsar' has been used on several recent campaigns, operating with the same high efficiency as the 'Tioga B'.



Figure 6 – Reserve Plough / Survey Vessel 'Kamsar'

Please see the attached Vessel Specification sheets within **Appendix MS1-A**, which are provided for both the Primary and Reserve plant.

1.3 Hydrographic Surveys

Building on our previous experiences, the plough vessel will be fitted with a single beam survey spread and used to carry out the daily hydrographic surveys. Our project team will include a dedicated surveyor, who will undertake daily monitoring surveys of the dredge area and, where required, the Wrach Channel.

1.4 Project Staff

We will continue to use our current project team, supported by our Fareham Head Office, who will work collaboratively with the CHA as a single team to deliver the works.

The project team will bring their extensive local knowledge, including lessons learnt from previous campaigns, ensuring the works are always delivered within the required programme.

1.5 UK Based Crews

All our proposed primary and reserve vessels are fully crewed with either UK nationals or personnel with the requisite visas for working in UK waters. Many have worked previously on the past campaigns, providing an unrivalled depth of knowledge regarding the intricacies of completing the works.

2. Programme Clearly Showing the Resources Available to Complete the Work Within the Permitted Dredge Windows

Please see attached ([Appendix MS1-B](#)) our programme confirming the planned availability of our Primary and Reserve plant and personnel for carrying out the maintenance dredging works. This programme demonstrates the next two campaigns; however, the timings and logic can be extrapolated for the full 5-year term of the contract.

We understand that as per the Marine Licence, the CHA will review migratory fish patterns and set the dredge window for the works at least three months prior to the available working window.

It has been noted from the 'Invitation to Tender' document that the dredge window will be 8 weeks for both summer and winter campaigns.

As has been proven during the previous term contracts, our programming is developed through close collaboration with the Harbour Authority ensuring the 'Sospan Dau' has always been available to carry out the works within the permitted dredging windows.

The availability of the 'Tioga B' is delivered through BWL's continued strong relationships with several UK based suppliers.

Our Business Sector Manager and project team will work collaboratively with CHA, including allocating the vessels and required resources within our long-term planning.

On agreement of each campaign start date, the CHA can have full confidence that both the 'Sospan Dau' and 'Tioga B' will be fully mobilised at the required time.

This is made possible as the 'Sospan Dau' carries out numerous maintenance dredging contracts, primarily on the South Coast and in the Irish Sea, as well as within the Bristol Channel, where it supplies our long-standing aggregate business Llanelli Sand, which is based at Burry Port.

The 'Tioga B' is based in Barrow in Furness, and therefore able to mobilise easily to and from the project.

We will provide a planned start date for the operations at least three weeks prior to arriving on site. This planned start date will generally be at the start of the available window to ensure the available window is not missed.

We employ teams of UK based experienced Project Managers and Surveyors, all of whom have experience working on maintenance dredging works and many of whom have previously worked on the Cardiff maintenance campaigns or studied at Cardiff University.

We will ensure that these personnel are available for every campaign over the five-year term contract.

Further information and CVs for the following resources can be found in [Appendix MS1-C](#).