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SECTION 1. GENERAL INFORMATION

1.1 INTRODUCTION

The Australian Maritime Safety Authority (AMSA) is a Commonwealth Statutory Authority that provides support and commercial services to the Australian maritime industry. AMSA is responsible for setting and regulating standards for the safe operation of commercial shipping, the operation of an extensive network of marine navigation aids around the Australian coast, aviation and maritime search and rescue and the protection of the marine environment.

1.2 BACKGROUND

- a) AMSA was established under the Australian Maritime Safety Authority Act 1990. AMSA's head office is located in Canberra with principal offices in Brisbane, Sydney, Melbourne, and Fremantle. Smaller regional offices are located in Adelaide, Cairns, Mackay, Gladstone, Newcastle, Port Kembla, Devonport, Port Hedland, Karratha and Darwin. Total staff for the organisation is approximately 250.
- b) AMSA has six Aids to Navigation (AtoN) structures marking Hydrographers Passage within the Great Barrier Reef Marine Park, approximately 110nm East of Mackay, QLD. The AtoN are built atop Creal, Bugatti, Little Bugatti, Bond and White Tip Reefs. The Scope of Work covered by this EOI includes Creal, Little Bugatti, Bond and White Tip (Rear/main and front) reefs. These structures are of concrete pile construction with concrete decks and foundations, housing either stainless steel towers, concrete huts or a combination of the two. Progressively, a number of the structures have been showing signs of concrete reinforcement corrosion causing cracking and spalling.
- c) AMSA engaged a consultant to provide a concrete condition assessment on the structures; this assessment gives a thorough indication of the extent of the deterioration and condition as of August 2009. The report includes site testing and identification of the corrosion mechanism and is available for potential respondents to this EOI to use if required. (Refer Attachment 1: Concrete Condition Assessment Investigation Report).

1.3 PURPOSE

AMSA is issuing this request for Expressions of Interest (EOI) to identify suitably qualified organisations to undertake the repair and implementation of long term concrete and access ladder repairs to a number of Aids to Navigation (AtoN) situated in Hydrographers Passage, QLD.

AMSA is seeking a turnkey solution from a provider with the capability and experience to manage, develop and undertake the repair to the Hydrographers Passage AtoN structures and to supply all materials, equipment, logistics and labour to complete the works. Respondents should note that a turnkey solution is mandatory.

The project must be completed by 30 June 2011.

1.4 PROCUREMENT PROCESS

This EOI is the first step of a two-step process. Based on responses to the EOI, respondents may be short-listed and invited to participate in a restricted Request for Tender (RFT) to provide detailed information on their proposal.

The proposed RFT *may* include additional requirements that are not in this EOI.

AMSA reserves the right not to proceed with the tender process.

It will be a condition for participation in the proposed RFT that Tenderers must comply with the National Code of Practice for the Construction Industry and the Australian Government Implementation Guidelines. It will also be a condition for participation in the RFT that, at the time Tenderers lodge their tender, they must not have been:

- a) precluded from tendering for Australian Government funded work; or
- b) specifically excluded from participating in the RFT.

Copies of the Code and Guidelines are available at www.workplace.gov.au/building.

SECTION 2. CONDITIONS OF SUBMISSION

2.1 EXPRESSION OF INTEREST PROCEDURE

To express interest, applicants must provide an EOI submission that addresses the Scope of Work requirements as detailed in Section 3 of this EOI.

Applicants are to provide an **Original** and **one hard (1) copy** plus **one (1) electronic copy** of the EOI submission. Each EOI submission should be a separate stand-alone document and address the requirements as detailed in Section 3.

2.2 SUBMISSION DETAILS

EOI submissions must be posted or hand delivered. Facsimile copies will not be accepted. The EOI submission is to be addressed and forwarded as follows:

Postal submissions:

Tender Box
Australian Maritime Safety Authority
GPO Box 2181
CANBERRA ACT 2601

Hand delivered submissions:

Tender Box
Australian Maritime Safety Authority
Ground Floor
82 Northbourne Avenue
BRADDON ACT 2600

The closing date and time for EOI submissions is 2 PM (AEDST) Friday 26 February 2010.

2.3 LATE SUBMISSIONS

EOI submissions lodged after the closing deadline will be taken to be late and will be opened and registered separately.

A late submission will only be accepted where the late registration was due to mishandling by AMSA. This does not include mishandling by a courier or mail service provider.

2.4 CONTACT FOR ENQUIRIES

Requests for further information should be directed in writing in the first instance to:

Bryan Cummins
Contracts Officer
Australian Maritime Safety Authority
Fax: (02) 6279 5950
Email: tenders@amsa.gov.au

Requests for further information will be accepted until 4:00pm on Friday 19 February 2010.

2.5 DISCLAIMER

AMSA is not committed contractually in any way or is otherwise legally bound to applicants registering their interest in response to this EOI. Neither the issue of this EOI Information Package nor the submission of any EOI commits or otherwise obliges AMSA to proceed with the EOI, any future tender process, nor any phase or part of the project described in the EOI Information Package.

AMSA will not be liable for any costs, expenses or losses incurred by organisations in preparing an EOI submission or otherwise in relation to this EOI Information Package.

2.6 ADDENDA

AMSA may amend these EOI Information Package documents at any time. Any amendment to these documents will be issued in the form of an addendum and will be forwarded to registered respondents and posted on the AMSA website at <http://www.amsa.gov.au>

It is recommended that once the documents are downloaded you advise the AMSA contracts section by [email](#) of your contact details including company name and the EOI reference number so that any addenda or supplementary information can be forwarded directly to you.

2.7 AMSA RIGHTS

AMSA may, at any time:

- ❖ accept or not accept any EOI submission;
- ❖ clarify any aspect of a EOI submission;
- ❖ seek additional information from applicants in relation to their EOI submissions;
- ❖ terminate this EOI process;
- ❖ elect not to issue an RFT;
- ❖ vary any information, requirement, terms, process, time period, time or date set out in this EOI;
- ❖ negotiate with any or all applicants; and
- ❖ Enter into a contract or other binding relationship with any applicant or with any other party in respect of any matter referred to in this EOI.

2.8 FAIR WORK PRINCIPLES

Respondents should note that the Australian Government Fair Work Principles apply to this procurement. More information on the Fair Work Principles and their associated User Guide can be found at www.deewr.gov.au/fairworkprinciples.

In particular Respondents should note that in accordance with the Fair Work Principles Commonwealth Entities will not enter into a contract with a respondent who:

- a) Fails when required by the Commonwealth to confirm it understands and complies with all relevant workplace relations law, occupational health and safety law, or workers' compensation law;
- b) is subject to an order from any Court or Tribunal decisions relating to a breach of workplace relations law, occupational health and safety law with which the Respondent has not fully complied or is not fully complying;
- c) has a Fair Work Act 2009 agreement that was made on or after 1 January 2010 that does not include genuine dispute resolution procedures;

- d) fails to provide information when requested by AMSA relevant to their compliance with the Fair Work Principles.

For the purposes of the above:

- a) a genuine dispute resolution procedure is one which provides each of the following processes to resolve workplace disputes:
- the ability for employees to appoint a representative in relation to the dispute;
 - in the first instance procedures to resolve the dispute at the workplace level;
 - if a dispute is not resolved at the workplace level, the capacity for a party to the dispute to refer the matter to an independent third party for mediation or conciliation;
 - If the dispute is still not resolve, the capacity for an independent third party to settle the dispute via a decision binding on the parties.
- b) a decision or order with which the Respondent has not fully complied or is not fully complying includes any relevant penalty or order of a Court or tribunal, but it does not extend to infringement notices issued by workplace inspectors or a provisional improvement notice issued by an occupational health and safety inspector, or these instances where a penalty or a requirement has been imposed but the period for payment/compliance has not expired.

To enable AMSA to confirm the respondent's compliance with the relevant requirements of the Fair Work Principles, the Respondent must complete the attached Statutory Declaration in the form it is provided and include it as part of their response to the EOI.

The above clause is a minimum content and format requirement for the purposes of this EOI. Failure to comply with these clauses will result in a submission being excluded from further consideration.

2.9 OWNERSHIP OF DOCUMENTS

All documents comprising this Information Package remain the property of AMSA. All offers submitted in response to this EOI will be returned to the applicant on request. In the event an offer is returned, AMSA reserves the right, free of charge, to retain a copy for audit purposes.

SECTION 3. SCOPE OF WORK

3.1 GENERAL

The primary activities are the repair of spalling, cracking and/or damaged concrete, repair or replacement of damaged ladders and access platforms and the application of a long term repair strategy on the five lighthouses in order to prevent future deterioration of the concrete structures. The successful tenderer must provide a turnkey solution and guarantee completion by 30 June 2011.

3.2 RELEVANT EXPERIENCE

Respondents should have experience in remote maritime site work, repair to steel reinforced concrete structures and work in environmentally sensitive areas. As part of their EOI response, respondents must provide information on their capability including relevant experience, which AMSA will use to evaluate a respondent's capabilities to carry out this type of work.

3.3 DESIGN AND APPLICATION OF A LONG TERM REPAIR STRATEGY

This involves the design and application of a suitable treatment and or repair strategy to halt the corrosion mechanism in the lighthouse structures. In response to this EOI Respondents must address the following points:

- Brief outline of the anti-corrosion mechanism and the proposed repair solution to provide durability for 20 years. Explanation outlining why the proposed solution is the most suitable option;
- If Impressed Current Cathodic Protection (ICCP) is proposed an estimate of power consumption for the proposed system is to be provided along with an outline of the monitoring and maintenance requirements;
- Case studies and experience in applying proposed repair method is to be provided.

Respondents can utilise the information provided in Attachment 1: Concrete Condition Assessment Investigation Report to develop a proposal for the design and repair application.

3.4 REPAIR OF DAMAGED CONCRETE

Respondents must outline a repair method that will be durable and free from failure for a minimum 20-year timeframe. The repair work must correct all defects types as detailed in the consultant's report provided in Attachment 1.

As part of the response, Respondents must detail the proposed method of repairs and how it meets the long-term durability required.

3.5 REPAIR/REPLACEMENT OF STRUCTURE LADDER ARRANGEMENT AND SUPPORT STRUCTURE

Many of the Hydrographers Passage structures have received damage to the intermediate concrete platforms and stainless steel access ways/ladders, Respondents are required to repair or replace the access ways as required. AMSA will consider alternative access arrangements if major repairs are proposed. As part of the response, Respondents must address the following points:

- Brief outline of the proposed repair solution
- Brief outline of their internal or nominated subcontractor's experience in stainless steel design, fabrication and installation.

SECTION 4. ADDITIONAL INFORMATION

4.1 SITE INFORMATION

Hydrographers Passage is located in the Great Barrier Reef, approximately 110nm East of Mackay, QLD. There are a total of six Aids to Navigation marking the passage with access only by sea refer to Attachment 2: *Hydrographers Passage Site Position* for a map showing the general location of Hydrographers Passage and individual site details.

4.2 SITE VIST

A site visit to Hydrographers Passage will be available to the shortlisted respondents within the RFT period (date to be confirmed). An AMSA representative will be present to provide access to the structures for the duration of the visit and be available for questions. The intent of the site visit is to give shortlisted respondents the opportunity to view the damage to the structures to satisfy themselves to the extent of the damage and repairs required including the environmental and site conditions.

4.3 MANDATORY RESPONSE FORMAT

Submissions must address the following:

Item	Required Response
General	Respondents must advise if a turnkey solution can be provided.
General	Respondents must advise their availability to perform the works in the timeframe outlined.
Relevant experience	Respondents are required to provide information regarding their capability and relevant experience in carrying out such work.
Design and application of a long term repair strategy	Respondents must address the following points: <ul style="list-style-type: none"> • Brief outline of the anti-corrosion mechanism and the proposed repair solution to provide durability for 20 years. Explanation outlining why the proposed solution is the most suitable option; • If Impressed Current Cathodic Protection (ICCP) is proposed an estimate of power consumption for the proposed system is to be provided along with an outline of the monitoring and maintenance requirements; • Case studies and experience in applying proposed repair method is to be provided.
Concrete Repair	Respondents must detail the proposed method of repairs and how it meets the long term durability required.
Repair/Replacement of Structure Ladder Arrangement and Support Structure	Respondents must address the following points: <ul style="list-style-type: none"> • Brief outline of the proposed repair solution; • Brief outline of their internal or nominated subcontractors experience in stainless steel design, fabrication and installation.

4.4 ATTACHMENTS

The following attachments are provided separately as a part of the EOI.

Attachment 1: Concrete Condition Assessment Investigation Report.

Attachment 2: Hydrographers Passage Site Position.

Attachment 3: Structure drawings.

Statutory Declaration By Tenderer

[Attached separately]