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1 December 2017  
(By fax: 2543 9197 and by email)

Public Accounts Committee  
Legislative Council  
Legislative Council Complex  
1 Legislative Council Road  
Central  
Hong Kong

(Attn : Mr Anthony CHU)

Dear Mr CHU,

**Public Accounts Committee**  
**Consideration of Chapter 2 of the Director of Audit's Report No. 69**  
**Procurement and maintenance of government vessels**

Thank you for your letter of 27 November 2017 to the Director of Marine which I am authorized to reply.

Please find attached a copy of the standard marking schemes for assessing tenders of vessel procurement projects as at December 2009 (Appendix I) and the revised marking scheme as mentioned in paragraphs 2.12 and 2.13 of the Audit Report (Appendix II) for the Public Accounts Committee's information.

For the changes that had been made to the revised marking scheme, they are briefly highlighted below for ease of reference -

**(a) Price-to-Quality Weighting**

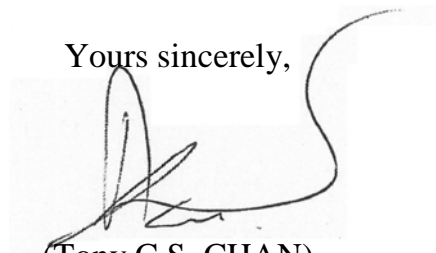
Having regard to the value for money considerations, the price-to-quality weighting ratio was changed from 60 : 40 to 70 : 30 in the revised marking scheme.

(b) Assessment Criteria

The assessment criteria on quality elements were customized for the tender requirements in the revised marking scheme, and included explanatory notes for the respective assessment items for the sake of clarity.

Should you require further information, please contact the undersigned at 2307 3600 or Mr M.Y. CHAN, General Manager/Government Dockyard at 2307 3602.

Yours sincerely,

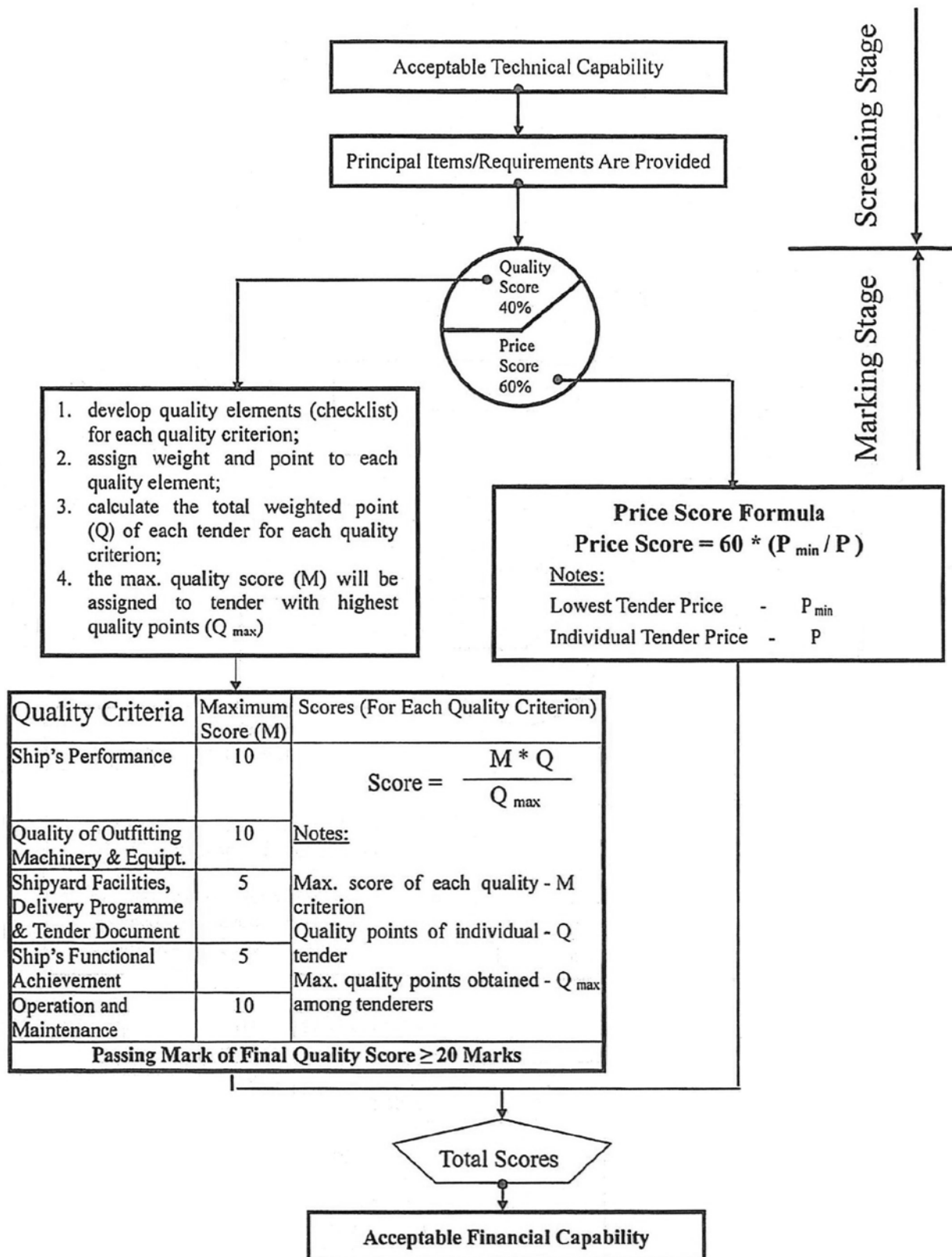
A handwritten signature in black ink, appearing to be 'Tony C.S. Chan', written over a light grey rectangular background.

(Tony C.S. CHAN)  
for Director of Marine

Encl.

c.c. Secretary for Transport and Housing (Attn: Ms Louisa Yan) (fax no. 2523 9187)  
Secretary for Financial Services and the Treasury (fax no. 2147 5239)  
Director of Audit (fax no. 2583 9063)

# MARKING SCHEME



### Annex A – Tender Evaluation and Marking Scheme

#### Stage 1 – Completeness Check for Technical Proposal

- 1) A Tenderer's Technical Proposal will be checked for its completeness as per Annex B (Checklist for the Completeness of Documents Submitted for Tender Evaluation).
  - 2) Any tender which fails to meet requirement of completeness check will not be considered further.
- Those tenders which have passed this stage will proceed to Stage 2.

#### Stage 2 – Assessment of Compliance with Mandatory Requirements

- 1) A Tender which has passed Stage 1 will be checked to verify its compliance with all the mandatory requirements laid down in Annex C (Mandatory Requirements) to this Part.
  - 2) Any tender which fails to meet any of the mandatory requirements will not be considered further.
- Those tenders which have passed this stage will proceed to Stage 3.

#### Stage 3 – Technical Assessment

The maximum mark is 30 and there is no required passing mark in this stage. The tender will be assessed according to the items in the following table.

Item	Items to be assessed	Criteria			Marks		Remarks
1.	Tenderer's experience in the relevant design and construction contract(s)  (Maximum marks: Range from 6 to 8 marks)	Length of Overall (LOA)	Speed	Number of contract completed	Maximum	Scored	See Note 1, 2 and 3
		a) $LOA \geq L_0$ m	$\geq S_1$ knots	$\geq N_1$	$M_4$ marks		
				$N_3$	$M_3$ marks		
				$N_2$	$M_2$ marks		
				$N_1$	$M_1$ marks		
		b) $L_0$ m $\leq$ LOA $\leq L_1$ m	$\geq S_1$ knots	$\geq N_1$	$M_4$ marks		
				$N_3$	$M_3$ marks		
				$N_2$	$M_2$ marks		
$N_1$	$M_1$ marks						
2.	Tenderer's capability of quality and environmental management  (Maximum marks: 5)	a) The tenderer has a valid ISO 9000 Certificate as at the Tender Closing Date.			3 marks for YES and 0 mark for NO	See Note 4	
		b) The tenderer has a valid ISO 14000 Certificate as at the Tender Closing Date.			2 marks for YES and 0 mark for NO		
3.	Vessel(s) offered with speed higher than the specification  (Maximum marks : Range from 0 to 6 marks)	$S_{Contract} \geq S_3$ knots			$M_5$ marks	See Note 5, 6 and 7	
		$S_{Contract} \geq S_2$ knots and $< S_3$ knots			$M_6$ marks		

Tender Ref.: GNC Tender No. xxxx/20xx

Appendix 1

4.	<b>Vessels' general arrangement to suit user's operational need and maintenance purpose</b>  (Maximum marks: Range from 8 to 12 marks)	a) Optimisation of the overall general arrangement.	M <sub>7</sub> marks		See note 8, 10 and 16
		b) Optimisation of the overall control/display console layout.	M <sub>8</sub> marks		See note 9, 10 and 16
5.	<b>Technical and logistic support for the machineries and other equipment</b>  (Maximum marks: Range from 3 to 5 marks)	a) Availability of Technical Representative in Hong Kong for the main propulsion engines.	M <sub>9</sub> marks for YES and 0 mark for NO		See Note 11
		b) Availability of Technical Representative in Hong Kong for the navigational and communication equipment.	M <sub>10</sub> marks		See Note 11 and 12
<b>Total Technical Marks scored in this Stage (Maximum Mark is 30)</b>					
	<b>The calculation of weighted score of Technical Assessment</b>	$= 30 \times \frac{\text{The Total Technical Marks of Tender being assessed}}{\text{The highest Total Technical Marks amongst the Tenders that have passed Stages 1 and 2}}$			See Note 13 and 16

#### Stage 4 – Price Assessment

The maximum mark for this stage is 70. The marks scored will be calculated as follow:

<b>Marks scored in Price Assessment (Maximum Mark is 70)</b>					
	<b>The calculation of weighted score of Price Assessment</b>	$= 70 \times \frac{\text{Lowest Total Purchase Price amongst the tenders that have passed Stages 1 to 2}}{\text{The Total Purchase Price offered by the Tenderer}}$			See Note 14 and 16

#### Stage 5 – Calculation of combined score for Technical and Price Assessment

<b>Combined score for Technical and Price Assessment</b>					
	Weighted score of Technical Assessment + Weighted score of Price Assessment =				See Note 15

**Note 1:** Mark(s) will be given according to the number of design and construction contract(s) completed by the Tenderer on vessel(s) of the length of overall (LOA) and the speed fulfilling the specified criteria in the past five (5) years prior to Tender Closing Date.

For example to the case N<sub>1</sub> = 1, N<sub>2</sub> = 2, M<sub>1</sub> = 1, M<sub>2</sub> = 2, if the tenderer has completed 2 design and construction contracts with LOA ≥ L<sub>0</sub> m and speed ≥ S<sub>1</sub> knots, 2 marks will be scored from Item 1a). If

$I$  of the aforesaid completed contract with  $L_0 \text{ m} \leq \text{LOA} \leq L_1 \text{ m}$  and speed  $\geq S_1$  knots,  $I$  additional mark will be scored from Item 1b).

Note 2: "completed" means that the design and construction of the vessel(s) in the previous contract(s) had been completed and the vessel(s) had been delivered to the owner. All the vessel(s) delivered in the same contract must fulfil the specified criteria as stipulated in Item 1.

Note 3: The Tenderer shall provide relevant contracts and delivery acceptance documents or other equivalent documentary evidence to the satisfaction of the Government to prove its claim of the experience.

Note 4: Mark(s) will be given to the Tenderer holding the valid ISO 9000 certificate and/or ISO 14000 certificate issued by Recognised Organisation. Documentary proof to the satisfaction of the Government is required.

Note 5: Mark(s) will be given to the Tenderer who offers the Vessel(s) with speed higher than the essential requirement stipulated by the Clause 6.5 of Part VII. The higher speed offered by the Tenderer shall be the Contract Speed ( $S_{\text{Contract}}$ ) and form part of the contract. Liquidated Damages as stipulated on Part B of Schedule 4 shall be applied.

Note 6: If the Tenderer does not offer the Vessel(s) with higher contract speed, it shall be deemed that the Tenderer will offer the Vessel(s) with the speed as per essential requirement stipulated by the Clause 6.5 of Part VII and no mark will be given at this item.

Note 7: Tenderer shall provide documentary evidence demonstrating to the satisfaction of the Government that the Vessel(s) with higher Contract Speed is a reasonable offer. The documentary evidence could be official sea-trial report of vessel(s) of the same make and model as those offered by the tenderer substantiating the higher Contract Speed or Tank-Test Report with Calculations.

The official sea-trial of the vessel(s) must be done by the tenderer in the presence of the vessel owner's representative and the report must be endorsed by the owner's representative and the tenderer.

The Tank-Test Report with Calculations means a test to obtain a new designed vessel's hull resistance against the speed by using a scale model. The test must be carried out by a research institute/laboratory which is a member of the International Towing Tank Conference (ITTC). The test report must be issued by the research institute/laboratory in according to ITTC's requirements.

Note 8: Mark(s) will be given to the Tenderer's proposal on optimization of the general arrangement of the Vessel(s) having regard to the following sub-criteria:

- Arrangement of the machineries and equipment to facilitate easy access for monitoring and servicing ( $M_{11}$  mark);
- Fenders arrangement to give adequate protection to the hull structure ( $M_{12}$  mark);
- The position of the seats for the coxswain, navigator and persons to give clear field of vision to facilitate their operational needs ( $M_{13}$  mark);
- Effective arrangement of the spaces for storing and securing the equipment to facilitate the operation's need ( $M_{14}$  mark);
- Easy access of Passageway on deck to facilitate the operational need ( $M_{15}$  mark);
- Effective mooring and anchoring arrangement to facilitate the operational need ( $M_{16}$  mark);
- Adequate Protection arrangement for persons onboard during intercepting operation ( $M_{17}$  mark);
- Effective arrangement of the search lights / flood lights to facilitate the operational need ( $M_{18}$  mark);
- Other items will be specified if deemed to be required for individual tender ( $M_{19}$  mark).

Note 9: Control/Display Console is a centralised work station with the instruments to control and monitor all the machineries and equipment. Mark(s) will be given to the Tenderer's proposal on optimization of layout of the Console having regard to following sub-criteria:

- Allow the coxswain to control the vessel easily ( $M_{20}$  marks);
- Allow the navigator to monitor all data for ship control and safe navigation effectively ( $M_{21}$  marks);
- Other items will be specified if deemed to be required for individual tender ( $M_{22}$  mark).

Note 10: Each sub-criteria as stated in Note 8 and Note 9 will be rated and marks according to following table.

Marking Yardstick

Rating	% of Maximum Mark to be given
Most Preferable	100
More Preferable	75

Preferable	50
Less Preferable	25
Not Preferable	0

- Note 11: The Technical Representative in Hong Kong is required to have an office in Hong Kong. The Tenderer shall provide the documentary evidence to the satisfaction of the Government to support the availability of the Technical Representatives in Hong Kong for the main propulsion engines and navigational equipment offered.
- Note 12: Mark(s) will be given to the Tenderer who has the Technical Representative in Hong Kong for the following navigational and communication equipment:
- Marine Daylight Viewing Colour Radar ( $M_{23}$  mark);
  - Fluxgate Compass ( $M_{24}$  mark);
  - Differential Global Positioning System ( $M_{25}$  mark);
  - Electronic Navigational Chart System ( $M_{26}$  mark);
  - Night Vision System ( $M_{27}$  mark);
  - Inter-communications System ( $M_{28}$  mark);
  - International Maritime Mobile VHF Portable Radio ( $M_{29}$  mark);
  - Other items will be specified if deemed to be required for individual tender ( $M_{30}$  mark).
- Note 13: The Tender that have passed Stages 1 and 2 and attained the highest total technical mark will be given the maximum weighted score of 30 for Technical Assessment and the score for the rest will be calculated in accordance with the Formula.
- Note 14: The lowest Total Purchase Price amongst all other Tenders that have passed Stages 1 to 2 will be given the maximum weighted score of 70 and the score for the rest will be calculated in accordance with the Formula.
- Note 15: The tender with the highest combined score will be recommended for acceptance. However, if it is in the Government interest to do so, MD reserves the right not to recommend the tender with the highest combined score.
- Note 16: All calculations of marks will be rounded to two decimal places for this item (e.g. figures at 0.005 or above but below 0.01 will be rounded to 0.01 while figures below 0.005 will be rounded to 0.00).

Remarks for the reference of Central Tender Board:

1.  $L_0$ ,  $L_1$ ,  $S_1$  to  $S_3$ ,  $N_1$  to  $N_4$  and  $M_1$  to  $M_{30}$  are variables and the actual figures will be included into each tender based on the results of the feasibility study or user department's requirements.
2.  $S_1$  is the speed stipulated by the Clause 6.5 of Part VII.
3. Normally  $S_2$  and  $S_3$  will be set 1-2 knot higher than that of  $S_1$  due to technology limitation.
4. Total marks of  $M_7$  shall be the sum of  $M_{11}$  to  $M_{16}$ .  
Total marks of  $M_8$  shall be the sum of  $M_{20}$  to  $M_{22}$ .  
Total marks of  $M_{10}$  shall be the sum of  $M_{23}$  to  $M_{30}$ .
5. Sub-criteria of Note 8, Note 9 and Note 12 are subjected to change depending on the equipment to be installed.