Input paper: [[1]](#footnote-1) ENG9-2.1.13

Input paper for the following Committee(s): check as appropriate Purpose of paper:

**□** ARM **X** ENG **□** PAP **X** Input

**□** ENAV **□** VTS **□** Information

Agenda item [[2]](#footnote-2) (from agenda) 2.1

Workplan Task Number / Technical Domain 2 Task 1.2.1 (ENG) 3rd party quality

Working Group WG 2

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3rd party AtoN provider quality control

# Summary

Task 1.2.1 “Develop Guidance on checking that 3rd party AtoN providers are providing what they are obliged to provide – 3rd party AtoN provider quality control. (Joint ARM cooperation)” is part of the ENG Committees 2018-2022 Work programme. The new guideline should cover 3rd party aspects in addition to the existing guideline G1052 (Quality management systems for aids to navigation service delivery).

## Purpose of the document

Input to Task 1.2.1

# Background

Experiences from administrations and service providers should be incorporated into the development of Task 1.2.1. The following wording should be a contribution to it.

# Contribution

It is critical for 3rd party AtoN services to be appropriately organized and with a contract mechanism in place. The contract mechanism should clearly state the scope of works, contractual mechanisms related to delivery and should provide both parties, the CA and the contractor, with a clear framework for delivery and supervision, administration and protection.

A good addition to contracts are Key Performance Indicators. KPIs are set parameters that can be used to measure the effectiveness of the contractor. They can be linked to payments and penalty clauses if needed and can be tailored to suit AtoN services. Examples – availability, MTTR, technical innovation, programming etc.

It is critical to choose a competent and capable contractor, and this is easiest done through a competitive tendering process. The process itself is defined by the legislation related to procurement, and all CAs or other AtoN service providers will have different requirements and restrictions in this aspect. AtoN servicers are quite specific, and tender conditions can provide parameters on the minimum requirements of participating contractors. This might include issues such as mandatory ISO certification, mandatory IALA Industrial Membership, previous experience in AtoN, financial capacity and turnover. Tender evaluation is critical in this regard, and CAs should attempt to find a balance between price and capability. Budgetary restrictions and price are important, but cheapest is not always the best and the effect on maritime safety and the reliability and availability of AtoN should remain the most important consideration.

# Action requested of the Committee

The Committee is requested to include the input in the work on task 1.2.1.

1. Input document number, to be assigned by the Committee Secretary [↑](#footnote-ref-1)
2. Input papers should be assigned to a work task as listed in the Committee work plan which is available in input papers. Leave open if uncertain but consider how the paper is to be processed if not relevant to a work task [↑](#footnote-ref-2)