12655 RESOLUTION 26-51 – AUTHORIZING AN AGREEMENT BETWEEN THE DELAWARE RIVER AND BAY AUTHORITY AND GMD SHIPYARD CORP., TO PROVIDE DRY-DOCKING AND REPAIR SERVICES FOR M/V NEW JERSEY

WHEREAS, the Delaware River and Bay Authority (the "Authority") is a bi-state Authority of the State of Delaware and the State of New Jersey, created by compact, that operates and maintains all Cape May-Lewes Ferry ("CMLF") vessels; and

WHEREAS, the M/V New Jersey is required by the American Bureau of Shipping ("ABS") and the United States Coast Guard ("USCG") to undergo mandatory drydocking and inspections in the fall of 2026 (the "Project"); and

WHEREAS, the Authority publicly advertised an *Advertisement for Bids for Dry-Docking and Repairs M/V New Jersey* (the "Advertisement") in compliance with Resolution 24-17, as amended, which governs the Authority's competitive procurement procedures and thresholds; and

WHEREAS, the Authority received no responsive bids in response to the Advertisement; and

WHEREAS, in accordance with the *Guidelines Following No-Bid Response to Public Advertisement for Bids for Critical Shipyard Dry-Docking Repair Services* contained in DRBA Resolution 26-39, the COO and CFO jointly determined that a public rebid could not reasonably be completed within the timeframe necessary to complete the Project without creating a significant risk to the Authority and thus issued a *Critical Timing Determination* authorizing the Procurement Department to proceed to deliver the Project under the alternate purchasing procedure established by Resolution 26-39.

WHEREAS, following the *Critical Timing Determination*, the Authority contacted each known qualified and responsible shipyard that subscribed to the Project Contract Documents to gauge their interest in bidding on the Project under the alternate purchasing procedure.

WHEREAS, in accordance with the previous paragraph, following communication with all known qualified and responsible shipyards, two (2) qualified firms submitted a responsive bid package, which included additional information such as the Bidder's available drydock dates, its anticipated production schedule, Consent of Surety, and any proposed modifications to the Authority's standard contract terms and conditions.

WHEREAS, Authority staff evaluated the bid submissions in accordance with the *Guidelines* of DRBA Resolution 26-39 and recommend award of the contract to the shipyard that submitted the lowest bid of Fifteen Million Eight Hundred Forty-Seven Thousand Three Hundred Sixty-Two dollars ($15,847,362.00), GMD SHIPYARD CORP. ("GMD").

WHEREAS, the Projects Committee has reviewed this recommendation and concurs; and

THEREFORE, BE IT RESOLVED, that the Executive Director is hereby authorized to finalize the terms and conditions of a Contract with GMD to deliver the project to the Authority, and, with the advice and consent of Counsel, to have such Contract executed by the Chairman, Vice-Chairman and Executive Director.

Resolution 26-51 was moved by Vice Chairperson Ratchford, seconded by Commissioner Mehaffey, and was approved by a roll call vote of 11-0.

Resolution 26-51 Executive Summary Sheet

Resolution: Authorizes an agreement between the Authority and GMD Shipyard Corp. to provide Dry-Docking and Repair Services for M/V New Jersey.

Committee: Projects Committee

Committee/
Board Date: October 20, 2026

Purpose of Resolution: M/V New Jersey is required by the American Bureau of Shipping and the United States Coast Guard to undergo mandatory drydocking and inspections in the fall of 2026. After receiving no responsive bids to complete the work, the DRBA COO and CFO jointly determined that a public rebid could not reasonably be completed within the timeframe necessary to complete the Project without creating a significant risk to the Authority and thus issued a *Critical Timing Determination* authorizing the Procurement Department to proceed to deliver the Project under the alternate purchasing procedure established by Resolution 26-39.

Background for Resolution: The procedures leading to this Resolution followed the requirements of Resolution 26-39, which provides procedures for staff to follow after no responsive bids have been received on a publicly-bid critical vessel repair project.