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Place De Ville
Tower "C", 20th Floor
330 Sparks Street
Ottawa, Ontario K1A 0N5

SEPTEMBER 4, 2015

ADDENDUM # 2

Re: Request for Proposals T8080-150063
Hazardous Material Assessment for the MV Princess of Acadia

No consideration will be given for extras and/or changes because the tenderer was not familiar with the contents of this Addendum.

Questions have been received from potential tenderer about the subject Request for Proposals. The purpose of this Addendum to the Request for Proposals is to summarize the question and answer the information of all potential bidders.

***Please note:

The MV Princess of Acadia is expected to be in Halifax from September 11, 2015 until mid-October. As such, on-board activities related to the Hazardous Materials Assessment will need to be completed between September 14, 2015, and October 9, 2015.

Question #1:

(Pg. 13/46). For the purposes of the on board assessment, will Canada ensure that all areas of the vessel required for survey (cabins, passageways, etc.) will be provided with adequate lighting, ventilation and are accessible in accordance with applicable regulations for the duration of the survey?

Answer #1:

The vessel will be powered; therefore, common areas will be provided with lighting and ventilation. However, survey will likely be required in areas with limited or no access. Areas with limited or no access will not necessarily have adequate lighting or ventilation.

Question #2:

(Pg.13/46). Can the current Inventory of Hazardous Materials Report and the GA for the PoA be provided to proponents for bid purposes?

Answer #2:

There is no current inventory of Hazardous Material for the MV *Princess of Acadia*.

Question #3:

(Pg. 14/46) Can the Inventory of Hazardous Materials Report Template be provided to proponents for bid purposes (is it the Green passport format)?

Answer #3:

A guide to the preparation of an Inventory of Hazardous Material report has been prepared by Lloyds Register and can be found at:

http://www.lr.org/en/images/213-35792_Guide_to_the_IHM_2014_01_tcm155-247789.01_tcm155-247789.pdf

The IHM is an inventory of materials present in a ship's structure, systems and equipment that may be hazardous to health or the environment. It is intended to be a reasonable listing of known or expected hazards, at the time of drawing up the inventory. Once the IHM has been reviewed by class, a Statement of Compliance (i.e., Green Passport) can be issued to certify the level of detail in the report, which helps to ensure that the contractor disposing of the vessel is aware of all contaminants and can associate a cost with their removal.

Question #4:

(Pg. 14/46). Can Canada clarify what is meant by "...detailed sample results..."? Does this mean a list of the locations and types of samples taken, or the results of laboratory analysis, or both?

Answer #4:

This refers to location, type of sample and laboratory analysis.

Question #5:

(Pg. 14/46) Can Canada clarify what is meant by "As a minimum Quality Assurance requirement, the Contractor is responsible for performing or having performed all inspections and tests necessary to substantiate that the services and/or material conform to the specifications and requirements of this assessment and any tasking issued." This is a very generic statement and needs to have more detail. What inspections and tests that will substantiate the services/material to conform to what specifications and requirements?

Answer #5:

Canada is relying on the contractor's experience and expertise to be aware of all specifications and requirements relevant to the performance of a hazardous materials assessment on board a vessel; and to conduct all inspections and tests in accordance with those specifications and requirements.

Question #6:

(Pg. 14/46). Does the phrase: "...coloured paragraphs..." mean instead, "...coloured photographs..."?

Answer #6:

Yes.

Question #7:

(Pg. 11/46). With respect to: "...an onboard assessment of all areas of the PoA..." and, "...a room-by-room survey (cabins, alleyways, service areas, hull, superstructure, etc....)" will Canada entertain proposals to survey a representative selection of each compartment type or is every compartment on board to be inspected?

Answer #7:

The contractor's professional experience and expertise are to be used to develop a work plan of sufficient detail to provide a satisfactory assessment of the POA for certification by Lloyds register. The proposed work plan must be included in the bid/proposal.

Question #8:

(Pg. 11/46). Does Canada expect the on board survey to include: aloft areas, confined spaces, fuel, water or POL tanks, or any part of the underwater hull?

Answer #8:

The contractor's professional experience and expertise are to be used to develop a work plan of sufficient detail to provide a satisfactory assessment of the POA for certification by Lloyds register. The proposed work plan must be included in the bid/proposal.

Question #9:

(Pg.11/46). It is not clear how Canada expects the contractor to: "visually" estimate the quantities of HAZMAT surveyed in many important instances: e.g. PCB contamination of paint systems in the vicinity of electrical equipment, etc. Can Canada provide clarification of what is expected with respect to: "...visually estimated quantities..."?

Answer #9:

The contractor's professional experience and expertise are to be used to develop a work plan of sufficient detail to provide a satisfactory assessment of the POA for certification by Lloyds register. The proposed work plan must be included in the bid/proposal.

For further details, please refer the guide to the preparation of an Inventory of Hazardous Material report prepared by Lloyds Register:

http://www.lr.org/en/images/213-35792_Guide_to_the_IHM_2014_01_tcm155-247789.01_tcm155-247789.pdf

Question #10:

(Pg. 14/46). After reviewing the illustrative document of the detail, general report form, and information that is expected (identified at pg 11/46) it would appear that it would be unreasonable to expect that level of detail within a 25 day period. Will Canada consider an extension from "30 days after contract award" to "120 days after contract award"?

Answer #10:

Time is of the essence for this contract. At this time we are not considering an extension to the deadline for completion of the report.

Question #11:

Given the complexity of the RFP of the requirements for clarifications, could you allow a two weeks extension to the current closing date of September 8, 2015.

Answer #11:

An extension is being provided until September 15, 2015.

Tenderers are to acknowledge this Addendum by signing in the space provide below and enclosing a copy of this document with their proposal.

All other terms and conditions of the Request for Proposals remain unchanged.

Yours truly,

Original signed by/

Annick Monfette
Senior Contracting Specialist
Materiel and Contracting Services

RECEIPT ACKNOWLEDGED

Name of Company _____

Signature _____

Canada