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F5211-150591-4

12 august 2016

**Subject: REQUEST FOR STANDING OFFER F5211-150591–4 Regulatory training requirements for sea-going personnel– Training on confined space entry and rescue**

### **ADDENDUM #1**

Further to the above- mentioned Request for Proposal documentation previously forwarded to your firm, Addendum (#1) is hereby issued.

### **Questions and Answers:**

#### **Question 1:**

In Appendix A, 3.1.1, you discuss training that takes place over two consecutive days. What is the maximum number of hours per day we can plan for the participants?

**ANSWER:** The first day should include eight hours of training and the second day four to six hours to assess skills and conduct a rescue scenario.

#### **Question 2:**

In Appendix A, 3.2, you indicate that the candidate must be able to travel with vessels for a maximum of three days and provide training. What is the probability of this situation occurring?

**ANSWER:** The probability of this occurring is difficult to quantify because of unexpected operations that are sometimes very difficult to plan for, such as a search and rescue or pollution response, for example. However, it would be less than 10%.

#### **Question 3:**

In Appendix A, 3.2, you stipulate that the supplier must provide the necessary fall prevention work equipment for all participants for the duration of the course. Further down in the same paragraph, you state that the supplier must use the standard work/rescue equipment currently on board vessels.

Is the supplier required to anticipate and provide the necessary confined space rescue equipment or to use the standard equipment available on the vessel?

If we must use the equipment on the vessel, can we obtain a list of the standard equipment we will be required to use?

**ANSWER:** The equipment currently used on ships for confined space rescues, in addition to SCBA, is: MSA Suretyman rescue kit, SKED and Yates Spec Pak 900.

**Question 4:**

In paragraph 3.4, you mention that prior authorization for access to facilities and vessels must be arranged with the training officer. Is access possible before the standing offer is submitted? If possible, we would like to see a typical vessel to give us an idea.

**ANSWER:** No. Our vessels are in operation 24/7 and it is difficult to coordinate such things. You are invited to consult the following website for information on a type of vessel on which training could be given. [http://www.ccg-gcc.gc.ca/Fleet/Vessel?vessel\\_id=68](http://www.ccg-gcc.gc.ca/Fleet/Vessel?vessel_id=68)

**Question 5:**

In Annex A1 , you ask to insert learning concepts with a haul system 3: 1, 5: 1 and 9: 1 or hauling régulier2 : 1 and 4: 1. You also asked to teach the capital and extraction techniques with a wounded " SKEC Pak 900" that we assume to be the Sked pack 900 .

Do you have such equipment on each ship where we will give training?

**ANSWER:**

We are still being standardized so that not all our ships have all these facilities but most yes .

**Question 6:**

You ask that the instructor be available to provide training as required, as stipulated in the standing offer.

How much notice will be given for the instructor to arrive on site and provide training?

**ANSWER:** The instructor will receive a minimum of 24 hours' notice, but sometimes less than 48 hours. In general, we are able to plan for five business days. However, when a vessel is stopped and its programs are no longer operational, it is imperative that we go to it and train the new staff.