

**CCGS 1100 Class Propulsion Renewal**

**Q30.** On reading the contract the Buyer statements on waste seem to conflict, on page 20, Contractor would be responsible, but on page 59 the Buyer would be responsible;

On Page 20

The Contractor must have detailed procedures and processes for identifying, removing, tracking, storing, transporting and disposing of all potential pollutants and hazardous material encountered, to ensure compliance as required above.

On Page 59

All Government Property, unless it is installed or incorporated in the Work, must be returned to Canada on demand. All scrap and all waste materials, articles or things that are Government Property must, unless provided otherwise in the Contract, remain the property of Canada and must be disposed of only as directed by Canada.

After speaking to our installation team, they identified that they would tag everything, but wanted to know CCG will be taking control of all waste materials.

**A30.** Page 20 refers to the disposal of hazardous goods and polluting materials and the safe disposal of such as per Federal / Provincial / Municipal guidelines for waste management and recycling. Page 59 refers to sensitive material or materials which may have intrinsic or intellectual value to the Owner such as components which may be used for sparing on other vessels of the Class or programmable components to which the Owner will have made modifications, i.e. computers, storage devices, etc. Items other than these as described having intrinsic or intellectual value will be the responsibility of the Contractor.

**Q31.** LOTO – Customer documentation does not mention LOTO, we would expect to be permitted to perform LOTO as part of this work. We should seek agreement that the customer support this.

Stop Work – Customer documentation does not mention Stop Work in the context of EHS, we would expect to be permitted to Stop Work in the event of a Hazardous Condition.

Operation of Buyer's Equipment – On page 19 of the customer contract there is a section "Loan of Equipment". We will need to walk through the equipment that will be used for this Turnkey Project and where it will come from. The main concern would be if removing old equipment from a vessel and replacing with new equipment, it is likely that a Crane would be needed. Contractor would not wish to take responsibility for the use of the Crane and / or any associated lifts. If Contractor is going to be involved in Crane Ops and Lifts, this will need to be planned in detail and responsibilities detailed in a contract.

Medical Care / Provision – Contractor would appreciate if the Customer can

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confirm that they will be responsible for Emergency Medical Care / Provision at the site. Given that we would have a very small number of FSEs at the Site at any given time.

**A31.** LOTO will be required and if required, LOTO placed by the Contractor will be counter locked by the Owner. This is outlined in 1.5.1.3 and 1.5.1.4 of Annex A.

Stop Work – Agreed and encouraged for in the event of a Hazardous Condition. Similarly, the Owner will also reserve this right. This is outlined in 1.5.1.1 and 1.5.1.2 of Annex A.

Operation of Owner's Equipment – Due to the removal / installation routes required by this contract, the Owner's cranes will not access the lifting points. The Contractor will be required to obtain the services of a crane company for these lifts. The services of a crane are identified in 1.5.11.4 of Annex A.

Medical Care / Provision – Medical Care will be provided through the local Emergency Medical Service (EMS) for the respective location as provided by the regional authority / municipality. Medical Care / Provision by the Owner can only be offered up to the level of First Aid until local EMS arrives.

Hot Work – Outlined in 1.5.1.3 and 1.5.6 of Annex A.

Confined Space Entry – Outlined in 1.5.1.3 of Annex A.

Atmospheric Testing – Outlined in 1.5.1.3 of Annex A.

Work Aloft – Outlined in 1.5.1.3 of Annex A.

**Q32.** Who is responsible for freight charges? Would this be the Coast Guard or the bidder? If the latter, could you provide the addresses where the equipment needs to be shipped.

**A32.** The bidder shall be responsible for all freight charges. Homeports for the vessels are St. John's, NL, Dartmouth, NS, Quebec City, QC, and Victoria, BC. Exact civic addresses are as follows:

CCGS Ann Harvey / George R. Pearkes  
c/o Technical Stores  
280 Southside Rd.  
St. John's, NL  
A1C 5X1

CCGS Sir William Alexander / Edward Cornwallis  
Canadian Coast Guard – Stores 05C  
13 Akerley Blvd, Warehouse Door #1

F7049-160162

**Questions & Answers**

November 8, 2016

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Dartmouth, NS  
B3B 1J6

NGCC Martha L. Black  
101 Boul. Champlain  
Quebec, QC  
G1K 7Y7

CCGS Sir Wilfrid Laurier  
24 Huron Street  
Victoria, BC  
V8V 4V9