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Bid Receiving - PWGSC / Réception des soumissions – TPSGC
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SOLICITATION AMENDMENT
MODIFICATION DE L'INVITATION

The referenced document is hereby revised; unless otherwise indicated, all other terms and conditions of the Solicitation remain the same.

Ce document est par la présente révisé; sauf indication contraire, les modalités de l'invitation demeurent les mêmes.

Comments - Commentaires

Vendor/Firm Name and Address
Raison sociale et adresse du fournisseur/de l'entrepreneur

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Title - Sujet Emergency towing vessels	
Solicitation No. - N° de l'invitation F7017-160056/B	**Amendment No. - N° modif.** 003
Client Reference No. - N° de référence du client F7017-160056	**Date** 2017-08-28
GETS Reference No. - N° de référence de SEAG PW-$$MB-003-26383	
File No. - N° de dossier 003mb.F7017-160056	**CCC No./N° CCC - FMS No./N° VME**
Solicitation Closes - L'invitation prend fin **at - à 02:00 PM** **on - le 2017-10-31**	**Time Zone** **Fuseau horaire** Eastern Daylight Saving Time EDT
F.O.B. - F.A.B. Specified Herein - Précisé dans les présentes **Plant-Usine:** ☐ **Destination:** ☐ **Other-Autre:** ☑	
Address Enquiries to: - Adresser toutes questions à: Aubin, Marc A.	**Buyer Id - Id de l'acheteur** 003mb
Telephone No. - N° de téléphone (819) 939-8453 ( )	**FAX No. - N° de FAX** ( ) -
Destination - of Goods, Services, and Construction: **Destination - des biens, services et construction:**	

Instructions: See Herein

Instructions: Voir aux présentes

Delivery Required - Livraison exigée	**Delivery Offered - Livraison proposée**
Vendor/Firm Name and Address **Raison sociale et adresse du fournisseur/de l'entrepreneur** **Telephone No. - N° de téléphone** **Facsimile No. - N° de télécopieur**	
Name and title of person authorized to sign on behalf of Vendor/Firm (type or print) **Nom et titre de la personne autorisée à signer au nom du fournisseur/ de l'entrepreneur (taper ou écrire en caractères d'imprimerie)** **Signature** **Date**	

Canada

The purpose of this Letter of Interest (LOI)/Request for Information (RFI) amendment 003 is to solicit comments and feedback from potential bidders concerning the attached draft Statement of Work (SOW), draft Concept of Operation (Con. Ops.) and draft Baseline Requirements document (revised) that could form part of a future Draft Request for Proposal (RFP) for the Emergency Towing Vessel (ETV).

RESPONSES TO THE LOI/RFI amendment 003:

A draft Statement of Work (SOW), draft Concept of Operation (Con. Ops.) and draft Baseline Requirements document (revised) is enclosed with this amendment 003.

Comments and suggestions are to be provided via e-mail to the PWGSC Contracting Authority, on or before the close of business on September 11th, 2017. Respondents are not required to provide formal proposals in response to this LOI/RFI amendment 003. Canada does not intend to have in-person meetings as a result of this LOI/RFI amendment 003 nor does Canada commit to providing a response to any of the feedback or questions posed to Canada as part of this feedback. However, Canada will consider all feedback received in response the LOI/RFI amendment 003.

QUESTIONS ASSOCIATED WITH THESE DRAFT DOCUMENTS:

Along with your comments and suggestions, Canada is seeking feedback on the following questions:

Questions relating to the draft documents:

1. Are any clarifications required to the draft documents?
2. Are there missing elements that Canada should consider? If yes, please specify.
3. Should the lease of the vessels and the knowledge transfer elements of this ETV requirement be provided/managed by a single supplier or should it be approached as two separate contracts?
4. Are there any elements within these draft documents that would limit your ability to respond? If yes, please specify.

NOTE TO INTERESTED SUPPLIERS

This is not a bid solicitation and a contract will not result. These draft documents may potentially be modified as a result of this LOI/RFI process.

Canada is issuing these draft documents publically on BuyandSell website to ensure that Canada benefits from industry feedback in its development of a potential future RFP. Through the LOI/RFI process, Canada currently intends to only seek feedback in writing.

Potential respondents are advised that any information submitted to Canada in response to this LOI/RFI may be used by Canada in the development of a subsequent competitive RFP. Canada reserves the right to accept or not accept the input from industry, as well as alter, amend, delete or add, in whole or in part, any terms or provisions to or from these draft documents.

The issuance of this LOI/RFI amendment 003 does not create an obligation for Canada to issue a formal RFP, and does not bind Canada legally or otherwise, to enter into any agreement or to accept any suggestions from respondents. Participation in this LOI/RFI is not a condition or prerequisite

for participation in any future RFP. The award of any contract resulting from any future RFP will be consistent with contracting policies, laws and regulations applicable to government contracting, and applicable national and international trade agreements.

Canada anticipates releasing future amendments to this LOI/RFI to provide updated documents as well as other RFP components (such as Data Item Descriptions, Terms and Conditions, Basis of Payment, the Evaluation Plan, etc.) for industry comments and suggestions.

All enquiries and other communications related to this LOI/RFI must be directed to the following address:

Attention: Marc Aubin
Telephone: 819-939-8453
E-mail Address: marc.a.aubin@tpsgc-pwgsc.gc.ca

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List of Acronyms (TBC)

ACRONYM	TERM
TBC	To be completed

1 INTRODUCTION

1.1 Background

As shipping traffic increases globally, the traffic in all Canadian ports, including BC ports such as the Burnaby, the port of Vancouver and the Port of Prince Rupert, is anticipated to increase.

With increased traffic, there is potential increased risk of having a vessel that has lost power or navigational control. This may result in collision or grounding of a vessel leading to spills and causing a significant risk to crew, other vessels, and the marine environment, including the endangered Southern Resident Killer Whale population and other species at risk. In response, the Government of Canada's Ocean Protection Plan was designed to address these issues and many others to improve marine safety. The Canadian Coast Guard (CCG) will work with Public Services and Procurement Canada (PSCP) to lease two offshore emergency towing vessels for operations on the West Coast to immediately increase its capacity to mitigate risks of disabled large commercial vessels off Canada's coast.

1.2 Scope

This Statement of Work (SOW) details the requirements for the activities and deliverables associated with the leasing of two Emergency Towing Vessels (ETV) for the Canadian Coast Guard, an agency of the Department of Fisheries and Oceans (DFO). The Contractor must provide these two vessels on a time charter basis for a fixed period of service along with training services that will support the development of knowledge of towing operations within the CCG.

2 REFERENCE DOCUMENTS

The Contractor must fulfil the requirements as stipulated in the latest version of the Canadian Coast Guard Emergency Towing Vessel Requirements Document, which is attached to the SOW, as Annex A.

The following documents provide further instruction in support of this SOW:

1) Canadian Coast Guard Identification Program Manual(TP 4011), http://ccg-gcc.ncr.dfo-mpo.gc.ca/fleet-flotte_2010/home-accueil/Publications/TP4011_Section_0.pdf

2) Fleet Circular FC-02-2010 – Application of Language in the Marking of CCG Ships and Aircraft, http://ccg-gcc.ncr.dfo-mpo.gc.ca/fleet-flotte_2010/home-accueil/Circulars/5323_2010-02.pdf

3) Fleet Circular FC-08-2007 – Canadian Coast Guard Fleet Identity Colour Standard, http://ccg-gcc.ncr.dfo-mpo.gc.ca/fleet-flotte_2010/home-accueil/Circulars/5323_2007-08.pdf

3 SERVICES

The Contractor must provide two Emergency Towing Vessels as specified in the Canadian Coast Guard Emergency Towing Vessel Baseline Requirements Document (issued separately). The vessels must be capable of conducting operations as described in the Concept of Operations, (issued separately) to support the delivery of assigned CCG missions. The Concept of Operations will also describe the approach envisioned for enabling knowledge transfer of towing operations from the contractor to the CCG.

The Contractor must meet required milestones (to be defined) and satisfy the data requirements for project deliverables (to be specified).

3.1 Project Requirements Overview

Following Contract Award, the Contractor must prepare and deliver a Project Management Plan as per Annex E (tbp), Contract Data Requirements List, Data Item No A001 (CDRL A001) and associated documents describing the management methodology to be used in the administration of the Contract (as per section 3.2).

The Contractor must deliver the Mobilization Plan (CDRL A002) describing refit, outfitting and painting requirements to allow start of ETV operations of the first vessel no later than 30 September 2018 and a second ETV no later than 30 September 2019 (section 3.3). The lease duration will be for a five year period following start of operations. Note: There must be no, scheduled dry-docking of the vessels during the term of the lease except in the case of an emergency docking. Note 2: All repair, maintenance, refit and outfitting work must be done in Canada as per the Buy in Canada policy. This includes dry-docking and conversion work.

The Contractor must provide a knowledge transfer plan to develop knowledge and experience for escort and emergency towing within the CCG fleet. The contractor must deliver the CCG Personnel Training Plan (CDRL A003) to enable CCG personnel to conduct towing operations as described in the Concept of Operations (CONOPs). The training must consist of classroom activities, mentorship, simulation and hands-on practice for escort and emergency towing including the adaption or production of an On-the-Job-Training manual for key personnel. Hands-on practice must involve rotating CCG personnel through the CCG leased ETV's and/or could be extended to other company vessels engaged in harbor towing, escort towing, long distance towing, anchor handling and/or standby activities. The training program for CCG officers and crew, whether new or adapted from an existing in-house training scheme will include a proposed schedule, curriculum and training materials (CDRL A004). Number of personnel to be trained is described in the ETV CONOPS (section 3.4).

The Contractor must deliver the ETV Crew Training Plan (CDRL A005) as training of the master and crew of the leased vessel must be a continuous activity. Training, exercises and drills must be undertaken on a regular basis for the ongoing improvement and

addressing of all elements of the operations of the ETV in both the primary role and the secondary role of delivering other CCG programs. “Live” drills using Contractor, CCG, or large, commercial vessels contracted separately by Canada must take place at least annually, managed and coordinated by the CCG (section 3.5).

The Contractor must deliver the Operations Management Plan (CDRL A006). This plan must describe how the contractor will manage the operations of the ETVs in accordance with the CONOPs and in response to taskings (section 3.6).

Where the ETV Baseline Requirements refers to certification in accordance with regulations, the Contractor must provide the appropriate documents to accompany the deliverable item, as proof of compliance.

3.2 Project Management

The Contractor must assign a Project Manager to the project who must be given the authority and resources to successfully execute the contract.

The Project Manager must be the single point of contact for formal communication between the Contractor and Canada.

The Contractor must provide the necessary personnel, management systems and infrastructure to ensure effective and efficient administration, execution, monitoring, control, reporting and delivery of all aspects of the ETV lease operations and towing knowledge transfer activities under the Contract.

3.2.1 Project Management Plan

The Contractor must use a Project Management system that reflects industry best practices, such as the Project Management Body of Knowledge (PMBOK) or equivalent.

The PMP (CDRL A001) must be delivered to Canada for review and acceptance after Contract Award, as outlined in the Master Project Schedule (CDRL A001a).

The PMP must be kept current during the course of the Contract. Subsequent amendments to the PMP that impact schedule, operations and/or planning considerations must be forwarded to Canada for review and acceptance. At a minimum the PMP must be reviewed quarterly.

All activities for this project must be managed in accordance with the accepted PMP.

The PMP must identify and describe all activities and processes necessary to conduct the project, and the resources that will be allocated to complete the activities. The PMP must include the following, as a minimum:

a. Master Project Schedule (CDRL A001a);

b. Contractor Communication and Issue Management Plan (CDRL A001b);

c. Risk Management Plan (CDRL A001c);

d. Configuration and Change Management Plan (CDRL A001d);

e. Infrastructure Plan (CDRL A001e);

f. Human Resources Plan (CDRL A001f); and

g. Vessel Maintenance Plan (CDRL A001g).

Note: Bidders must supply a preliminary Project Management Plan (PMP) as part of their proposal together with such subordinate plans, as described above, as are necessary to clearly convey the Bidder's strategy.

3.2.1.1 Master Project Schedule

As part of the Project Management Plan, the Contractor must provide a Master Project Schedule (MPS) as per CDRL A001a.

The MPS must establish the baseline for measuring the progress and performance of the Contractor.

The MPS must clearly identify contractual commitments and milestones in the order of their planned occurrence, in accordance with the schedule requirements, as outlined in the MPS.

The MPS must outline the project milestones, associated activities and deliverables extending from Contract Award through to the end of the lease, demobilization and project close out activities. This should provide details describing ETV operationalization and required training activities, such as:

a. The sequence of events and required timeframes associated with each milestone;

b. Indicate relationships and inter-dependencies between all activities; and

c. Indicate activities requiring Canada's participation, such as training of both CCG personnel and ETV crew.

The Contractor must update the MPS for delivery as part of the Quarterly Project Progress Report (QPPR) as per CDRL A007.

3.2.1.2 Contractor Communications and Issues Management Plan

The Communications and Issues Management Plan (CDRL A001b) must describe the policies, procedures and management systems for communications with Canada, and for the management of project issues and action items.

The Communications and Issue Management Plan must, as a minimum, involve establishing a Project Action and Issues Register (CDRL A003) to define how

responses to technical and scheduling issues will be managed and communicated within the Contractor's organization and to Canada.

3.2.1.3 Risk Management Plan

As part of the Project Management Plan, the Contractor must provide a Project Risk Management Plan (RMP) (CDRL A001c) consistent with PMBOK and industry best practices.

The RMP must describe the policies, procedures and management systems within the Contractor's organization to manage both foreseen and unforeseen project and operational risks.

The RMP must also include risk strategies that will be used to avoid, control, mitigate or transfer risks within this project.

The Contractor must provide and update a Project Risk Register for delivery as part of the Project Progress Report each quarter.

3.2.1.4 Configuration Management Plan

As part of the Project Management Plan, the Contractor must provide a Project Configuration Management Plan (CMP) (CDRL A001d).

The CMP must describe the policies, procedures and management systems within the Contractor's organization used to define, and manage deviations from the Baseline Requirements of the ETV during the project.

The CMP must define the following, as a minimum:

a. The Contractor's plan for monitoring that the ETV Baseline Requirements are being met in order to ensure that the vessel, once in service, fulfills the requirements of the Contract; and

b. A process for seeking approval from Canada to amend the approved requirements (technical and non-technical).

Changes must be addressed through CDRL A028 (Engineering Change Proposals), CDRL A029 (Deviation/Waiver Requests), and CDRL A030 (Change Proposals).

3.2.1.5 Infrastructure Management Plan

The Contractor must deliver an Infrastructure Management Plan (CDRL A001e) outlining the infrastructure, including the operational and administrative infrastructure necessary to support the outcomes (operations and training) of the project as part of the PMP.

3.2.1.6 Human Resources Plan

As part of the PMP, the Contractor must provide a Human Resources Plan (HRP) (CDRL A001f) to identify its strategy to ensure that it has the required human resource capacity with the right experience, education and qualifications to successfully manage and complete the work.

The Contractor must provide a list of key personnel and their resumes, as part of the HRP.

3.2.1.7 Vessel Maintenance Plan

As part of the Project Management Plan, the Contractor must provide a Vessel Maintenance Plan (CDRL A001g).

It must describe the policies, procedures and management systems within the Contractor's organization used to maintain the vessel in service and ensure 98% operational availability.

The Contractor must provide and update a Maintenance activity log for delivery as part of the Project Progress Report each quarter for all maintenance conducted in the past quarter and forecast maintenance for the next two quarters.

Note: All repair, maintenance, refit and outfitting work must be done in Canada as per the Buy in Canada policy. This includes dry-docking and conversion work."

3.2.2 Project Progress Reports

The Contractor must submit Quarterly Project Progress Reports (QPPRs) (CDRL A006) to the Contracting Authority, no later than 30 days after contract award and then recurring every three months, for the duration of the project. The QPPR must reflect the full three month period since the last day covered in the preceding QPPR.

The QPPR must indicate the progress of the project work, including accomplishments and areas of concern, which must be supported with a written explanation for each item.

The QPPR must include the following items, as a minimum:

a. A written assessment of the activities undertaken, including both vessel taskings and training activities;

b. An updated Master Project Schedule, including project activity and milestone accomplishments, as well as areas of concern for each item identified and an explanation of any plans around work as necessary to support project outcomes;

c. Identification and explanation of unresolved project, technical and material issues;

d. Photos must be included, as appropriate, to explain issues, expected project activities and milestone accomplishments for each of the next three reporting periods;

e. An updated Project Action Item and Issues Register, addressing any project, technical or schedule areas of concern and identifying the status of all action items arising from project meetings; and

f. A Risk Register showing updated risk status and mitigation plans.

3.2.3 Project Meetings

The Contractor must hold Project Meetings to ensure that Canada is kept current concerning the performance of the Contractor's contractual obligations and to ensure an exchange of information between the Contractor and Canada.

The Contractor must provide a representative with decision-making authority at all Project Meetings and teleconferences. The representative (s) must satisfy that all project requirements are being met and that the project schedule is maintained.

The Contractor must arrange and provide conference facilities that are adequate to accommodate the attendees for all meetings.

Unless otherwise stated, the Contractor must provide clerical support for all meetings and must take minutes (CDRL A008) and record action items of all meetings (CDRL A008). Unless otherwise stated, the Contractor must provide a draft of all meeting minutes for review and acceptance by Canada a maximum of five (5) working days following the meeting. The final agreed minutes (CDRL A008) between the parties must be prepared by the Contractor and forwarded to Canada for acceptance and signature.

The Contractor must record any action items along with the assigned responsibilities and deadlines identified during all meetings. All action items (CDRL A008) must be consolidated after each meeting and provided to Canada with the meeting minutes. A Project Action Item Register consolidating and recording action items identified during all project meetings is also to be maintained. This should provide a description of the assigned responsibilities and deadlines and identify the designated actionee for each item.

Canada may cancel meetings at its discretion. Rescheduling of meetings must be done by mutual agreement between the Contractor and Canada. Meeting requirements can be satisfied through teleconferences, face-to-face, video conferencing or any other method agreed to between the Contractor and Canada.

Project Meetings must be held during the course of the project as indicated below.

3.2.3.1 Project Initiation Meeting

A Project Initiation Meeting (PIM) must be hosted by Canada at the CCG Victoria Base following contract award.

The Project Initiation Meeting is the first official meeting between the Contractor and Canada. This meeting introduces the members of the Contractor's Project Team and Canada, and provides the opportunity to discuss the role of each team member. Other ongoing priorities in the project that involve Canada may also be discussed at this meeting (ex. schedule).

3.2.3.2 Project Progress Review Meeting

Project Progress Review Meetings (PRM) must be held on a quarterly basis. Meetings may be held more frequently if requested by the Contractor or Canada.

The PRM must normally be held at the CCG Victoria base (25 Huron St, Victoria BC) and will be chaired by Canada. The purpose of the PRM is to review the progress of the project, including but not limited to any deviations from the work plan, risks and risk mitigation strategies, the Master Project Schedule (CDRL A001a) and the Project Management Plan (CDRL A001) as a whole.

The Contractor must prepare and submit a draft PRM agenda (CDRL A007) to Canada for review and consensus five (5) working days prior to each PRM. The Contractor must prepare and distribute the final agenda (CDRL A007) at the PRM.

The status of the Master Project Schedule (CDRL A001a) must be a standing item on the agenda for the PRM.

PRM action items must be reviewed during each meeting to provide the status of all items.

3.2.3.3 Ad-Hoc Meetings

Ad-hoc or unscheduled meetings may be required during the course of the project to address issues such as schedule delay, or significant concerns of a technical or contractual nature, which warrant immediate discussion or action. An unscheduled meeting may be initiated by the Contractor or Canada.

3.3 Vessel Mobilization Plan

The Contractor will describe what work is required to mobilize the ETV from its initial condition to meet the Baseline Requirements of the vessel and the functional requirements as described in this Statement of Work and the CONOPS.

The contractor will deliver a detailed plan x weeks after contract award that identify the work to be completed to ensure the first ETV can begin operations no later than 30 September 2018 and the second ETV can do so no later than 30 September 2019. This deliverable should also describe whether mobilization can be achieved earlier and under what considerations, constraints and costs. Note: All repair, maintenance, refit and outfitting work must be done in Canada as per the Buy in Canada policy. This includes dry-docking and conversion work.

Where the ETV Baseline Requirements refer to certification in accordance with regulations, the appropriate documents must accompany the deliverable item, as proof of compliance.

3.3.1 CCG Personnel

The vessel will have sufficient space to always embark and accommodate a minimum of one (1), and up to six (6) CCG liaison personnel (Supercargo) when deemed necessary by Canada.

3.3.2 CCG Equipment

3.3.2.1 Emergency Tow Kits

The vessel must carry a CCG provided emergency towing kit for use at the discretion of the vessel operator. This will be on a user replacement basis for breakage, subject to allowance for fair wear and tear. A representative emergency towing kit can be found on the State of Alaska, “Spill Preparedness and Response” website. Canada will provide detailed information on the towing kits and their operation as Government Furnished Information (GFI) at contract award plus x weeks and will provide the equipment as Government Furnished Equipment (GFE) prior to the ETV start of operations. The contractor must declare receipt and acceptance of equipment (CDRL A002a)

3.3.2.2 Environmental Response Equipment

Canada will provide Environmental Response equipment as GFE x weeks after contract award. Specifications for this equipment will be provided as GFI as part of the final RFP package. The contractor will reserve sufficient space on the ETV to accommodate and install this equipment during mobilization. Once received and installed, the contractor must accept the equipment for operational use (CDRL A002b)

3.3.2.3 SAR Equipment

The vessel must carry search and rescue (SAR) specific equipment as per CCG Fleet Order (CGFO) 207, (see Appendix x).

3.3.3 Painting

The vessel must be identified as a CCG vessel by a painted, white diagonal hull stripe with painted contrasting borders and the “Coast Guard / Garde côtière” word mark (Either painted or as decal.) on either side of the hull in a contrasting color as per the Federal Identity Program. The identification must be maintained for the duration of the lease period. The Contractor will ensure the ETV marking scheme is in accordance with References 1, 2 and 3.

3.3.4 Vessel Mobilization Requirements

The Contractor will develop and deliver a plan outlining the approach taken to meet all mobilization requirements described in sections 3.3.1 – 3.3.3 and any

other outfitting, refit and operationalization required to ensure the ETV can operate as described in the CONOPs (CDRL A002c).

As indicated above, all repair, maintenance, refit and outfitting work must be done in Canada as per the Buy in Canada policy. This includes dry-docking and conversion work."

3.4 CCG Personnel Training Plan

The Contractor must provide training courses for CCG Officers and crew and designated personnel **in English** in accordance with the Training Plan (Section 3.4.2 below – CDRL A003). These courses must be delivered at facilities to be determined by Canada, as jointly agreed by the Contractor and Canada.

For the purposes of this document, one training course is defined as one continuous training session, having a minimum of eight (8) and maximum of sixteen (16) participants from Canada.

Unless otherwise agreed, the Contractor must provide a complete set of training materials and manuals to each candidate upon arrival to training. All training materials and manuals must be provided in hard copy and will be retained by each candidate. This will include the adaption or production of an On-the-Job-Training manual for key personnel (Master, Chief Officer, Deck Watchkeeping Officer, Boatswain, Chief Engineer, Senior Engineer, Engineering Watchkeeping Officer).

The Contractor must deliver to Canada a video recording of one complete Towing introductory course. Video recordings of training will be used for the sole purpose of providing initial and re-current training to CCG personnel.

3.4.1 Training Plan

The Bidder must supply a preliminary Training Plan, as part of their proposal. The preliminary Training Plan must include a schedule and course outlines that support the CONOPs objectives.

The Contractor must provide a training Schedule that must form part of the Master Project Schedule (MPS). The contractor must deliver the Final Training Plan (CDRL A003.

3.4.2 In-class component

The Contractor must provide all program curriculum and materials to Canada for review and comment, four (4) weeks prior to the commencement of the first training course.

The training must provide candidates with a thorough knowledge of the ETV and its specialized equipment used for large vessel towing operations.

The Contractor must provide Canada with a written release and any other licence or authorization necessary to permit Canada to update, refine, translate, reproduce and use the Contractor provided training material so that Canada may conduct its own initial and recurrent training (CDRL xxx) at the CCG College.

Training will be provided in all three regions as identified in the MPS and coordinated with Canada.

3.4.3 Simulation

Simulation will utilize the Contractors or, a commercial, full mission bridge simulator to perform tabletop followed up by simulation of emergency towing scenarios utilizing various types of disabled vessels and weather/sea conditions.

3.4.4 Live training

Live training and/or drills will be conducted in controlled conditions using Contractor, CCG, or large, commercial vessels contracted separately by Canada. All scheduling will be the responsibility of Canada.

3.5 ETV Crew training

The Bidder must describe the proposed crewing approach and qualifications held by officers and crews.

The Contractor must provide sufficient crew availability to ensure ETV operations are not reduced or impacted by the Contractor's crew attendance on training.

3.5.1 ETV Crew training requirements

The Contractor must identify its crew training requirements to enable the conduct of CCG program tasks as defined in the CONOPs (CDRL A004).

3.6 Operational Management Plan

3.6.1 General

ETV's will functionally report to the Regional Director Fleet as per Western Region fleet policy found in the Fleet Safety Manual. Tasking for operational support of a program will be done through the Regional Operations Center (ROC) tasking process (Sailing Orders). Search and Rescue (SAR) tasking as per SAR directive and Environmental Response (ER) tasking through the Alert Officer in the ROC.

The ROC will also be responsible for scheduling all exercises and drills with stakeholders, CCG assets and clients.

3.6.2 Operations Management

The Contractor must provide a detailed description in how it will manage the operations of the ETVs while under charter to Canada. This approach must align with the ETV CONOPs.

The vessel will be tasked with other CCG program work. To facilitate the conduct of this work, specific procedures from the CCG's incident management and safety management systems will have to be incorporated into the ETV's safety management system where a deficiency, gap or, additional risk is identified in that system. This will be completed through collaboration and mutual agreement by the "Designated Persons" of both organizations. Where a dispute arises, the most stringent procedure must apply.

3.6.3 Training Management

The Contractor must provide a detailed description in how it will manage its training program for both the training provided to CCG and the training required for the ETV crew.

3.7 Options

3.7.1 Option for Early start of Operations

Bidders must provide options for an earlier start to operations that include considerations and costs.

3.7.2 Option Years of Service

Bidders must provide costed options for contract extension, subject to the vessel condition meeting the requirements for the vessels as set at the beginning of the lease period, subject to regulatory dry-docking, if required.

3.8 Document Management

3.8.1 General

The Contractor must take a systematic approach to the way that documentation is prepared and provided to Canada. All documents must have sufficient detail to provide the reader with a clear and concise understanding of what is being presented. Documents are to be managed in accordance with the Technical Data Management Plan (3.2.1.5). Technical manuals must provide information on systems and subsystems (as applicable) in greater detail, so that the reader can gain a complete understanding of the systems, design, maintenance and operation.

Canada is not obligated to provide any translated copy to the Contractor or third-party.

3.8.2 Documentation Quality

The Contractor must provide all documentation in a high grade commercial standard and of quality that is acceptable to Canada.

3.8.3 Language

Unless otherwise stated, the Contractor must provide all deliverables in English.

3.8.4 Data Deliverables

The Contractor must deliver technical data in accordance with the Contract Data Requirements List (CDRL) in Annex E. Technical data delivered must be as follows:

a. Documents that already exist and have been produced to commercial standards do not need to be modified in terms of format. Content must be updated as required;

b. Data submitted as required by Canada to operate and support the helicopters and its operating systems, such as user manuals, must be provided with wear resistant hard covers;

c. Data submitted to Canada for approval or acceptance must require approval or acceptance of Canada for any revisions and amendments following initial delivery; and

d. Data submitted for information purposes only does not require Canada's approval for revisions or amendments, but requires the submission of any such changes for review by the Technical Authority.

3.8.5 Documentation Reviews

The review cycles will be agreed upon between Canada and the Contractor unless otherwise specified in the Statement of Work. Where deemed necessary by Canada, additional document reviews must be held at the discretion of Canada on an as and when requested basis.

The Contractor must provide any draft documents for review and comment to Canada via email to minimize delays and optimize resources.

3.8.6 Document Formatting

The Contractor may propose documentation layouts as they presently exist. Documents from the Contractor may remain in their existing format, providing that they do not exceed a format of 8.5 x 11 inch (216 mm to 279 mm). All other documents presented by the Contractor must be delivered as listed in Annex E.

Formatting for electronic documents is specified in Annex E.

3.9 Presentations

3.9.1 Delivery Ceremony

The Contractor must include provisions to host an “Entry into Service Ceremony” on the ETV at the start of operations. The ceremony may include Government of Canada personnel, dignitaries and media.

3.9.2 Photographs

The Contractor must allow Canada to have photographs taken on the vessel.

3.10 Project Deliverables

Canada will review all Project Deliverables for acceptance in accordance with the terms of the Contract.

Acceptance of the deliverables by Canada will in no way relieve the Contractor of responsibility for product quality.

The Contractor must satisfy the Data requirements for project deliverables as specified in Annex F of this document.

During this project, the Contractor must provide the following project deliverables identified in the Contract Deliverables Requirements List (CDRL) in Annex E, as a minimum.

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CONCEPT OF OPERATIONS

1 BACKGROUND

As shipping traffic increases globally, the traffic in all Canadian ports, including British Columbia (BC) ports, such as the port of Burnaby, the port of Vancouver and the port of Prince Rupert, is anticipated to increase. In response, the government announced Canada's Oceans Protection Plan (OPP), which is an ambitious whole-of-government approach that involves working with the provinces and territories, Indigenous communities, industry, environmental organizations, coastal communities and a host of other partners. This plan will help support a world-leading marine safety system that strengthens responsible shipping and protects Canadian waters through new preventive and responsive measures. One of these measures is to increase towing capacity in the Pacific region. Increasing CCG's offshore tow capacity will be addressed in three key areas:

a) Addressing the immediate gap in tow capacity;
b) Collecting required information to identify offshore towing gaps, mitigation strategies, and existing capacity, and
c) Identifying a sustainable funding and delivery model for offshore tow capacity in Canada.

Given that the long-term delivery model is yet to be defined, this project will deliver an interim solution to address the immediate gap in towing capacity and enable knowledge transfer to the CCG to ensure that the CCG is well positioned to undertake this role if and when required.

2 PROJECT OBJECTIVES

The CCG Emergency Towing Vessel (ETV) Project seeks to address two main objectives: 1) obtain the provision of service of two ETVs for CCG Western region, the first vessel no later than 30 September 2018 and a second vessel no later than 30 September 2019 until at least 31 March 2022 for both; and 2) introduce knowledge of ETV operations within the CCG through training and education at the individual and team levels as well as through coordinated operations and exercises at the ship level.

2.1 Provision of Service

The CCG will lease two fully-crewed offshore tow capable vessels for operations on the West Coast to immediately increase CCG's towing capacity to mitigate against the risks of disabled large commercial vessels off Canada's coast on a supply time basis. The home port and patrol areas of these vessels will be based on risk assessments to be determined. The towing capacity and other capabilities of these vessels are described in the technical specifications (issued separately). Furthermore, these vessels will be

able to support both the Search and Rescue and Environmental Response programs as described in Annex B. If suitably equipped, the vessels may also be leveraged to support all other CCG programs listed in Annex B. Given that studies are being undertaken to determine the longer-term approach for the provision of this service, the initial term for the lease of these vessels will be for five years with options to extend beyond that term or end the lease early on 31 March 2022. Therefore, the ETV lease will also afford an opportunity for CCG and its personnel to gain a greater understanding of towing operations, as CCG may need to develop this capability within its future fleet.

2.2 Knowledge Transfer

The CCG does not conduct large vessel towing on a regular basis and the experience and knowledge base for this type of operation is limited within the CCG. As stated above, studies may recommend that the CCG take on a greater role in this area than is presently the case and the ETV vessel lease period will provide the CCG with an opportunity to expose its personnel to this type of work. CCG will require that select CCG personnel be provided with education and training culminating with on-board experience on the ETVs to gain knowledge and awareness of ETV operations. Moreover, the CCG will seek to gain an understanding of how this type of vessel can operate with other CCG assets in support of CCG operations, such as towing, Search and Rescue or Environmental Response.

3 EMERGENCY TOWING VESSEL SERVICE CONCEPT OF OPERATIONS

3.1 General

Emergency towing coverage and delivery of other CCG programs will be provided from two designated loitering areas by the charterer 24 hours a day, seven days a week and 365 days per year on the outer coast of British Columbia, Canada, as required.

Unless otherwise directed by CCG, one vessel must maintain a loitering station within a “North” response area and the second vessel must maintain a loitering station in a “South” response area. The loitering and response areas are delineated in Annex A. These areas may be refined during the term of the lease based on an ongoing risk assessment process and other factors including CCG program support, training, crewing, etc. The Contractor will maintain responsibility for basing the vessels for crew change, maintenance activities, fuelling and other support function that best allows coverage of the operational areas.

The vessels must be capable to respond to an incident as directed by CCG anywhere within their respective “North” and “South” areas. During an international (cross-border)

search and rescue or other incident, the vessels may be required to respond within the United States waters of Juan de Fuca Strait, Puget Sound, West coast of Washington State or Southeastern Alaska as directed by CCG.

3.2 Response Operations

Within these areas of operation, the ETV are expected to conduct the following tasks on a routine basis:

a) Emergency Towing operations – as tasked by the JRCC/ROC in accordance with CCG Policies and Directives (tbd) including CCG Policy and Operational Procedures on Assistance to Disabled Vessels;
b) Search and Rescue operations – as tasked by the JRCC in accordance with CCG Policies and Directives;
c) Environmental Response operations – as tasked by the ROC or Pollution Response Officer (PRO);
d) Marine Communications and Traffic Services (MCTS) standby and relay function due to shore-based communications system failures; and
e) Marine Navigation Services (MNS) respond to and investigate and confirmation of outages

3.3 Scheduled Operations

a) The ETV must accommodate up to 4 members of the CCG Primary Environmental Response Team (PERT) for a maximum of 120 days a year to conduct shoreline monitoring and community engagement.
b) The ETV must support live training of CCG personnel rotated on the ETV in accordance with the Training Plan submitted by the contractor and approved by CCG.
c) Contractor training of the ETV master and crew must be a continuous activity. Training, exercises and drills must be undertaken on a regularly scheduled basis for the ongoing improvement and addressing of all elements of the operations of the ETV in both the primary role and the secondary role of delivering other CCG programs.
d) “Live” exercises involving CCG, volunteer and/or, contracted vessels must take place annually for each ETV and crew. This activity will exercise towing procedures and could include SAR and ER interoperability component. Exercises will be planned, managed and coordinated by CCG Western region Regional Operations Centre (ROC).

3.4 Level of Service

The ETV must respond to a notice to move within 15 minutes of a tasking and be underway within 30 minutes of the initial call.

3.5 Operational availability

The ETV must maintain a 98% operational availability at all time.

3.6 Roles and Responsibilities

a) ETV Project Manager – will act as single point of contact for formal communication between the Contractor and Canada for contractual issues such as financial monitoring, controlling and reporting for the contract.
b) PSPC named representative - tbd
c) CCG ETV Project Manager - tbd
d) ETV Master – will be responsible for vessel safety and security and will receive taskings from Western region ROC.
e) Western region ROC – will be the tasking authority for emergency towing and other CCG program work unless the ETV master is aware of an immediate lifesaving situation in which case the ETV can proceed directly without a tasking in accordance with SOLAS.

3.7 Tasking Process

ETV's will functionally report to the Regional Fleet Director as per Western Region fleet policy found in the Fleet Safety Manual. Tasking for operational support of a program will be done through the Regional Operations Center (ROC) tasking process (Sailing Orders). Search and Rescue (SAR) tasking as per SAR directive and Environmental Response (ER) tasking through the Alert Officer in the ROC.

The ROC will also be responsible for scheduling all exercises and drills with stakeholders, CCG assets and clients.

4 KNOWLEDGE TRANSFER APPROACH

4.1 General

The CCG seeks to introduce increased knowledge and understanding of Emergency Vessel Towing operations over the course of the ETV lease period. The overall approach for training will be developed and proposed by the Contractor and must include all required elements that allow CCG personnel to achieve a threshold knowledge that allows them to undertake towing operations under supervision on the leased ETV.

The comprehensive training solution must closely reflect the training methodology used to qualify ETV personnel and ensure safe towing operations and support of CCG

program delivery. The training solution must provide a safe environment for CCG students to become familiar with towing processes, procedures and risks associated with this type of operation. It is anticipated that this training solution, should present Canada with an opportunity to analyze the cost and benefits of this training program for future growth and CCG's potential implementation of its own training program.

4.2 In-class training

The Contractor must provide Individual and/or Team training to CCG students designated by the CCG training coordinator. The Contractor will be responsible for the provision of the classroom, course material and instructor. Students will include officers and crewmembers from each CCG region as well as designated office workers from regional and national headquarters and instructors from the CCG College. One course per region per quarter to be provided in designated locations by the CCG with a maximum of 12 students per course. Course objective is to prepare students for the next stage of training.

4.3 Simulation based training

The Contractor will provide simulation based training to a CCG-designated group of the in-class trained graduates at a facility within Canada. One course per quarter will be provided to a maximum of 12 students per course. Simulation based training includes Computer based training.

4.4 Live training

The Contractor will provide live training to 48 CCG personnel per year. This training will be completed on the leased ETVs or could be on other company vessels engaged in harbor towing, escort towing, long distance towing or anchor handling. CCG personnel will be graduates from the in-class training.

4.5 Refresher training

A condensed training package will be available for refresher training. Training recurrence will be as agreed in the training plan developed by the ETV supplier.

4.6 Training package development

The Contractor must support the CCG College in its development of its own ETV training package. The Contractor will support this effort throughout the lease period. The CCG will retain all Intellectual Property regarding the curriculum and training program developed by the CCG College.

4.7 Roles and responsibilities

a) ETV Project Manager – will act as single point of contact for formal communication between the Contractor and Canada for contractual issues such as financial monitoring, controlling and reporting for the contract.
b) ETV Training Manager – will coordinate training plan and execution as directed by the ETV Project Manager
c) PSPC representative
d) CCG Project Manager
e) CCG College representative
f) CCG Operations Personnel training coordinator
g) CCG Marine Superintendent
h) CCG ROC Superintendent

4.8 ETV crew training

The ETV Training Manager must develop an annual training plan to ensure ETV officers and crewmembers are knowledgeable of CCG procedures for SAR and Environmental Response. The training will be provided locally or at the CCG College.

5 CONCEPT OF SUPPORT

Maintenance requirements for the ETVs remain the responsibility of the Contractor. All repair, maintenance, refit and outfitting work must be done in Canada as per the Buy in Canada policy. This includes dry-docking and conversion work.

The Contractor must provide invoices to Canada for fuelling on a monthly basis.

The Contractor must provide invoices to Canada for wharfage fees on a monthly basis.

ANNEX A - OPERATING AREAS

The overall operating area is bounded by the Victoria Search and Rescue Region (SRR) as defined in the CANSAR Manual, DFO Publication 5449. Commencing at the Canada/United States border, west along the Canada/United States border to 48°30'N 124°45'W, 48°30'N 125°00'W, 48°20'N 128°00'W, 48°20'N 145°00'W, 54°40'N 140°00'W, 54°40'N 136°00'W, 54°00'N 136°00'W, 54°13'N 134°57'W, 54°39.45'N 132°41'W and 54°42.5'N 130°36.5'W.
This area is further divided into "North" and "South" sub-areas by a line commencing at Ivory Island Light (52°16.17'N, 128°24.4'W) running 235° T to where it intersects latitude 51°00'N thence westward to the West boundary limit of the SRR.
The SRR and sub-areas are shown graphically in Figure 1.

North Loitering Area

Anger Anchorage (53°31.74'N, 130°00.95'W). This is on the East side of Banks Island where Principe and Petrel Channels meet. It is well used by CCG as a staging area with good access to the open ocean.

South Loitering Area

Bamfield (48°50.15'N, 125°08.35'W). There is access to a number of all-weather anchorages within easy reach from this position in Barkley Sound. This area is a compromise and provides access to shipping converging at the entrance to Juan de Fuca as well as further up the west coast and further in to Strait of Juan de Fuca.

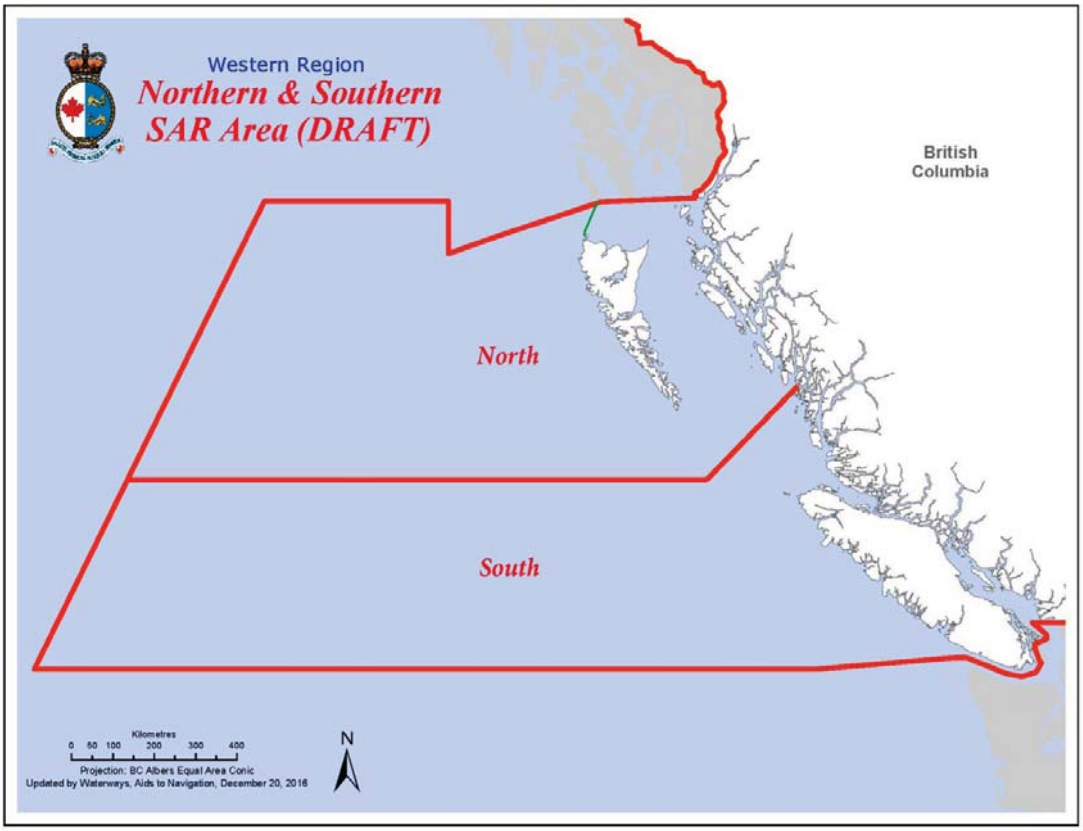

Figure 1 – Victoria SRR and “North” and “South” Sub-Areas

ANNEX B – CCG PROGRAMS

Mission	Description
1. Search and Rescue	The Canadian Coast Guard leads the maritime component of the federal SAR system, as mandated to the Minister of Fisheries and Oceans in the *Oceans Act*. Services are provided to coordinate SAR operation on the water, communicated with ships at sea, and provide vessels and crew to respond to SAR incidents. The waters for which SAR coverage is provided start 800 nautical miles offshore in the Pacific, 1,000 nautical miles into the Atlantic, and stretch all the way to the North Pole. The SAR system covers an area of approximately 5.3 million square kilometres; this diverse area is substantially larger than internationally defined territorial seas. While there is a distinct group of primary SAR vessels vested in the Lifeboat stations located along the coast throughout Canada, all CCG vessels are multi-tasked to provide SAR response in addition to their other departmental programs.
2. Icebreaking	The Icebreaking program of CCG provides icebreaking and related services to facilitate the informed, safe and timely movement of maritime traffic through and around ice-covered Canadian waters for the benefit of industry and communities. The icebreaking program is delivered in southern Canada from mid-December to late May and in the Arctic from June to November. The CCG fleet provides specialized and multi-tasked vessels and trained crews in support of this vital program. This program activity includes escorting ships through ice-covered waters, freeing vessels beset in ice, conducting harbour breakouts, supports environmental protection (by minimizing damage to vessels navigating in ice), providing advice and ice information and reducing the risk of property damage by means of flood control on the St. Lawrence River through monitoring, prevention and breaking up of ice jams. The Icebreaking program also contributes to Arctic sovereignty through the re-supply of northern communities, providing support to other government agencies and organizations and maintaining a visible federal government marine presence in the Canadian North. This is normally performed by a dedicated fleet of medium and heavy icebreakers, but during emergency or surge requirements, multi-task vessels have been deployed for specialized missions or to fill gaps in service levels.
3. Environmental Response	The Canadian Marine Oil Spill Preparedness and Response Regime is built on a government/industry partnership. Industry provides

	Canada's regulated primary capacity to clean up oil spills. The Coast Guard must be prepared at all times to act as a backstop, as the lead federal agency responsible for ensuring an appropriate response to all ship-source and mystery source pollution incidents in waters under Canadian jurisdiction CCG vessels have the capability to deploy pollution countermeasures equipment, maintained by the program, if required to respond to a marine pollution incident. Vessels tasked to the Arctic carry pollution countermeasures equipment and trained crews on board in the event a response to a marine pollution incident is required north of 60N.
4. Aids to Navigation	The Aids to navigation program involves the provision of short-range marine aids numbering over 17,000, including visual aids (fixed aids, lighthouses and buoys), aural aids (fog horns), radar aids (reflectors and beacons) and long-range marine aids, including electronic aids, such as the Differential Global Positioning System (DGPS). All these services provide a direct benefit to mariners by contributing to safe, accessible and effective vessel transit in Canadian waters. The CCG fleet operates a variety of large and small navaids and multi-tasked vessels and helicopters to place, recover and maintain this network of navigational aids. These aids may be year-round and/or seasonal and placement of the floating aids to navigation often requires the vessel servicing the aids to be in positions close to shoals, rocks and reefs.
5. Maritime Security	Canadian Coast Guard (CCG) involvement in maritime security is based on its obligation under the Oceans Act to provide ships, aircraft and other maritime services in support of federal maritime priorities. In support of national security, CCG uses its vessel fleet, on-water expertise and extensive vessel monitoring systems to: • Enhance awareness of possible maritime security threats; • Support on-water law enforcement and responsiveness; and • Enhance collaboration with departments and agencies throughout the maritime security community
6. ITS / MCI Construction, Installation, Maintenance and/or Repair	The CCG Shore-based Asset Readiness (SBAR) program ensures CCG's non-fleet assets (worth $1.5 billion) are available and reliable to support delivery of CCG programs. These non-fleet assets include both fixed and floating aids, such as visual aids (e.g. fixed aids and buoys), sound aids (e.g. fog horns), radar aids (e.g. reflectors and beacons) and long-range marine aids, namely the Differential Global Positioning System (DGPS) as well as electronic communication and navigation systems and over 300 radio towers. The CCG Fleet supports ITS with ships so that predictive, preventative and corrective maintenance actions required to preserve or restore the operating capability and reliability of assets can be

	achieved, especially in remote areas.
7. Conservation and Protection	Coast Guard support to the C&P program is provided from specialized fisheries patrol vessels in the near-shore and offshore areas, as well as from multi-tasked CCG vessels or helicopters, when requested. The CCG fleet personnel provide support to armed boarding parties, coordination and planning support to provide cost effective program delivery, personnel safety support to fisheries officers, monitoring support, and support to special operations. The areas of coverage for this program range from inshore freshwater rivers and lakes to the edge of the continental shelf and beyond. Operations vary from year-round to seasonal and take place in all areas, including those in and near ice-infested waters (for the seal hunt).
8. Science (Oceans Science)	The CCG fleet provides trained crews on board specialized and multi-tasked vessels in support of the departmental Science program. In most cases, Science program specialists and unique program equipment are required for specific missions but there are occasions where CCG vessels and their crews offer a source of unique capabilities and expertise often vital to the science program. Specific examples of the types of assistance provided by the CCG fleet include research trawlers and fishing vessels to conduct stock assessments, hydrographic survey vessels and launches, water column research, seismic work, oceanographic vessels, and icebreaking capability to support science in ice and climate change research. Areas covered by these services range from inshore areas, to the high Arctic, to the outer limits of Canada's jurisdiction.
9. CHS	The Canadian Hydrographic Service contributes to safety on Canadian waterways by undertaking hydrographic surveys from primarily Canadian Coast Guard vessels to measure, describe, and chart the physical features of Canada's oceans and navigable inland waters. CHS hydrographers are actively engaged in surveying and measuring Canada's inland navigable waterways to the edge of the continental shelf and beyond, the Great Lakes, and the Atlantic, Pacific and Arctic Ocean coasts.
10. Support to Other Government Departments	This program ensures that the federal civilian fleet meets the current and emerging needs and priorities of Canadians and Canada. As such, the program not only supports Coast Guard programs, the Department's science, fisheries, and aquaculture activities but also provides support to other federal departments that need on-water delivery to support their mandates.

ETV BASELINE REQUIREMENTS

1 INTRODUCTION

This statement of requirements details the mandatory, functional and desirable requirements for two Emergency Towing Vessels (ETV's). The requirement is based upon the provision of an escort tug, salvage tug or offshore support type vessel that meets this requirement to be on immediate standby to render emergency towing services as directed using suitable towing equipment to be provided by the vessel operator.

The vessels will be provided by an entity that exhibits a demonstrable environmental/safety record and safety culture.

The vessels must be fitted and equipped for ocean and emergency towage operations in all weather conditions. The vessels must be safely operated and maneuvered to connect and effectively conduct a tow in the sea and weather conditions that may reasonably be foreseen in offshore British Columbia waters, year round. The vessels are also expected to be able to support other CCG programs (To be determined, as a minimum Search and Rescue and Environmental Response).

Emergency towing coverage and delivery of other CCG programs will be provided from two designated loitering areas on the outer coast of British Columbia, Canada as required by the charterer 24 hours a day, seven days a week and 365 days per year.

Unless otherwise directed by CCG, one vessel must maintain a loitering station within a "North" response area and the second vessel must maintain a loitering station in a "South" response area. The loitering and response areas are delineated in Annex A (to be determined). These areas may be refined during the term of the lease based on an ongoing risk assessment process and other factors including CCG program support, training, crewing, etc.

The vessels must be capable to respond to an incident as directed by CCG anywhere within their respective "North" and "South" areas. During an international (cross-border) search and rescue or other incident, the vessels may be required to respond within the United States waters of Juan de Fuca Strait, Puget Sound, West coast of Washington State or Southeastern Alaska as directed by CCG.

Tasking authority for emergency towing and other CCG program work will rest with the CCG unless the tug is aware of immediate lifesaving when it can go directly without a tasking in accordance with SOLAS.

2 MANDATORY VESSEL AND CREW REQUIREMENTS

a) The vessel must be certificated, operated, manned and maintained in accordance with the requirements of Canadian Flag State for SOLAS with an Unlimited Voyage certification during the lease period and subject to annual verification by CCG;

b) The vessel must be International Safety Management (ISM) certified with a demonstrable safety culture and subject to annual verification by CCG;

c) The vessel owner must have a certified ISO 9000 Quality Management and an ISO 14001 Environmental Management System in place and subject to annual verification by CCG;

d) The vessel must be maintained in Class by a Canadian recognized classification organization and subject to annual verification by CCG;

e) The vessel must be repaired and maintained in Canada, as per the Buy in Canada policy. All refit work, outfitting work, dry-docking and conversion work must also be conducted in Canada as per the policy;

f) The vessel must be manned by a master and crew with demonstrable, minimum five years, experience in ocean and emergency towing. Evidence of professional competency and experience of the proposed vessel crew must be produced to CCG prior to delivery (and upon request at any time). This must include all crewmembers having attended an emergency towing course provided through an established in-house training program or, by an institution or service provider acceptable to CCG;

g) The crew complement must be at least twelve consisting of a minimum of five STCW certificated officers. These would normally be the Master, two Deck Officers and two Engineering Officers;

h) The vessel must be in possession of an inspection report in accordance with either the Common Marine Inspection Document (CMID) as published by the International Marine Contractors Association (IMCA) or, the Offshore Vessel Inspection Database (OVID) as published by the Oil Companies International Marine Forum (OCIMF) completed by an accredited surveyor no more than 30 days prior to delivery of the vessel to the charter. The report findings must be acceptable to CCG;

i) The vessel must be in possession of a valid Towing Vessel Approvability Certificate for a minimum rating of Unrestricted Towages (U) and entry into the Towing Vessel Approvability Scheme (TVAS) database as administered by GL

Noble Denton prior to delivery of the vessel to CCG and to remain in force during the term of the lease;

j) The vessel must exert a minimum continuous bollard pull of no less than 120 tonnes when all required engine driven consumers (shaft generators, etc.) are taken into account;

k) The vessel must possess a maximum speed of no less than 15 Knots which must be confirmed by electronic data acceptable to CCG and/or the builder's sea trial report;

l) The vessel must possess a maximum, summer load draft of 6.0m or, the ability to operate at a draft of 6.0m as a documented condition in the vessel's stability book;

m) The vessel must have a designated "Rescue Zone" on either side of the vessel;

n) The vessel must be fitted with a rigid hull inflatable rescue boat, no less than 7.0m LOA with a single point launch and recovery davit;

o) The vessel must have the endurance to operate continuously at sea for no fewer than 10 days at the documented maximum rate of fuel consumption;

p) The vessel must operate with documented maximum fuel efficiency while loitering on-station or, at anchor (Fuel consumption rates for all modes of operation must be provided to the charterer.);

q) The vessel must be maintained and operated in a condition that permits achieving 98% or more availability and allows the vessel to be mobilized within 30 minutes of being tasked;

r) The vessel must be less than 20 years old at commencement of lease;

s) The vessel must possess additional, Maritime Labor Convention compliant accommodations for a minimum of eight persons (Persons may consist of mixed genders and/or, a mix of officers and crew requiring single and/or double cabins.) for the purposes of CCG crew training and the delivery of other CCG program work

t) The vessel must be identified as a CCG vessel by a painted, white diagonal hull stripe with painted contrasting borders and the "Coast Guard / Garde côtière" word mark (Either painted or as decal.) on either side of the hull in a contrasting color as per the Federal Identity Program. The identification must be maintained for the duration of the lease period;

3 DESIRABLE VESSEL AND CREW CAPABILITIES

a) The vessel should have a marine, deck crane with a working radius covering the majority of the work deck area, minimum 20 tonne SWL on main hoist. A secondary hoist of 8 tonne SWL is also desirable;

b) The vessel should have a clear, unobstructed bulwark and (where fitted) cargo/tow rail opening (Minimum 4.0 m.) on either or, one side of the vessel to facilitate the handling of aids to navigation or, other over-the-side equipment;

c) The vessel should have a second rigid hull inflatable rescue boat, no less than 7.0m LOA with single point launch and recovery davit;

d) The vessel should have, a designated helicopter winching area at the stern or the bow of the vessel;

e) The vessel should have a hospital with access from the “Rescue Zone”;

f) The vessel should have an Over-the-side handling equipment fitted or, fitted for but not with for deployment of up to light/medium work class (<2,000 m operating depth, 20-100 HP, weight 1,000-2,200 kg, payload 100-200 kg) Remotely Operated Vehicle(ROV);

g) The vessel should have Azimuthing Stern Drive (ASD) propulsion and/or machinery redundancy through dynamic positioning (DP2) capability and corresponding class notation;

h) The vessel should have a Class environmental (Green or Clean) notation where initiatives or measures have been undertaken on propulsion, emission and waste control systems, HVAC and hotel services, etc.;

i) The vessel should possess of a valid Towing Vessel Approvability Certificate for a rating of Ocean-Going Salvage Tug (ST);

j) The vessel should have Oil recovery capability and possession of a Class, “Oil Recovery” notation;

k) the vessel should possess an IMO Oil Recovery Training certification for the Master and crew.

l) The vessel should have the ability to carry and deploy packaged and/or containerized oil spill recovery equipment without interfering with the vessel’s towing capability.