



RETURN BIDS TO:

RETOURNER LES SOUMISSIONS À:

Bid Receiving - PWGSC / Réception des soumissions
- TPSGC

11 Laurier St. / 11, rue Laurier

Place du Portage, Phase III

Core 0B2 / Noyau 0B2

Gatineau

Quebec

K1A 0S5

Bid Fax: (819) 997-9776

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

Issuing Office - Bureau de distribution

Interim Auxiliary Oiler Replenishment /Pétrolier

Ravitailleur d'escadre Intérimaire

105 Hotel de Ville

Gatineau

Quebec

K1A 0S5

Title - Sujet Emergency Towing Vessels	
Solicitation No. - N° de l'invitation F7017-160056/B	Amendment No. - N° modif. 007
Client Reference No. - N° de référence du client F7017-160056	Date 2017-12-20
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 05:00 PM on - le 2018-01-31	Time Zone Fuseau horaire Eastern Daylight Saving Time EDT
F.O.B. - F.A.B. Specified Herein - Précisé dans les présentes Plant-Usine: <input type="checkbox"/> Destination: <input type="checkbox"/> Other-Autre: <input checked="" type="checkbox"/>	
Address Enquiries to: - Adresser toutes questions à: Aubin, Marc A.	Buyer Id - Id de l'acheteur 003mb
Telephone No. - N° de téléphone (819) 420-5452 ()	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

The purpose of this Letter of Interest (LOI)/Request for Information (RFI) amendment 007 is raised in order to delete the draft Technical Evaluation (Attachment 4.1 of the draft RFP) published through amendment 006 and replace it with the one attached to this amendment 007 (changes are highlighted in yellow).

MANDATORY REQUIREMENTS									
Criteria #	Reference	Certification Requirements	Vessel 1				Vessel 2		Overall
			Pass	Fail	Pass	Fail	Pass	Fail	
MR 1	Baseline Requirement Documents	The Bidder's vessels must be certificated, operated, manned and maintained in accordance with SOLAS, Unlimited Voyage certification.							
MR 2	Baseline Requirement Documents	The Bidder's vessels must be International Safety Management (ISM) certified with a demonstrable safety culture.							
MR 3	Baseline Requirement Documents	The Bidder must have a certified ISO 9000 Quality Management and an ISO 14001 Environmental Management System in place.	N/A	N/A	N/A	N/A			
MR 4	Baseline Requirement Documents	The Bidder's vessels must be in possession of a valid Towing Vessel Approval Certificate for a minimum rating of Unrestricted Tows (U) and entry into the Towing Vessel Approval Scheme (TVAS) database as administered by GL Noble Denton.							
Criteria #	Reference	Vessel Requirements	Pass	Fail	Pass	Fail	Pass	Fail	Assessment Methodology
MR 5	Baseline Requirement Documents	The Bidder's vessels must have a designated "Rescue Zone " on both sides of the vessels.							The Bidder must provide a compliance statement that this criteria will be met at mobilization.
MR 6	Baseline Requirement Documents	The Bidder's vessels must be fitted with a Fast Rescue Craft (FRC), no less than 7.0m Length Over All (LOA) with a single point launch and recovery davit.							The Bidder must provide a compliance statement that this criteria will be met at mobilization.

MR 7	Baseline Requirement Documents	The Bidder's vessels must be fitted with a Very High Frequency (VHF), automatic direction finder, for Search and Rescue operations as per the Ship Station Radio Regulations (Canada).							<i>The Bidder must provide a compliance statement that this criteria will be met at mobilization.</i>
MR 8	Baseline Requirement Documents	The Bidder's vessels must send and receive email with or without attachments by both cellular and satellite means of communication, at a bandwidth speed of 768kbps Downlink and 256 Kbps Uplink.							<i>The Bidder must provide a compliance statement that this criteria will be met at mobilization.</i>
MR 9	Baseline Requirement Documents	In addition to the existing fitted satellite and cellular communications systems on the vessels, the bidder's vessels must be fitted with the following systems: a) Minimum of one Fleet Broadband 500 (FB8500) voice and data system; b) Minimum of one Sailor 100GX data system; c) Minimum of one GSM 3G or 4G or LTE cellular data system; d) Minimum of three, network data connections for Sailor 100 GX, cellular data and "near-shore wireless" ("Fortinet" device to be supplied as GFE) routed to a central location; e) Physical space for a minimum of one, 24U network rack, 42" high x 34" deep x 24" wide; f) Physical space for a minimum of one printer; and g) Four or more 110 VAC available power circuits.							
MR 10	Statement of Work	The Bidder's vessels must have space for the Government Furnished Equipment (GFE) as identified in the Baseline Requirements and Statement of Work.							<i>The Bidder must provide a statement of fact supported by arrangement drawings demonstrating how the vessels will accommodate all the GFE equipment identified in the SOW and Baseline Requirements.</i>
MR 11	Baseline Requirement Documents	The Bidder's vessels 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).							<i>The Bidder must provide the inspection report in accordance with 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).</i>
MR 12	Baseline Requirement Documents	The Bidder's vessels 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.							<i>The Bidder must provide a certificate of compliance (independently verified) or bollard test output data (in accordance with MSC/Circ 884 section 11.1) less than 10 years old.</i>
MR 13	Baseline Requirement Documents	The Bidder's vessels must possess a maximum speed of no less than 15 Knots.							<i>The Bidder must provide a Sea trial report or vessel logs or GPS output data that demonstrates that the vessels possess a maximum speed of no less than 15 Knots.</i>

MIR 14	Baseline Requirement Documents	The Bidder's vessels 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.								The Bidder must provide a Vessel stability booklet for each vessel that demonstrates that the vessels possess a maximum summer load draft of 6.0m or the ability to operate at a draft of 6.0m.
MIR 15	Baseline Requirement Documents	The Bidder's vessels must have the endurance to operate continuously (24 hours per day) at sea for no fewer than 10 days at the documented maximum rate of fuel consumption.								The Bidder must provide a statement of fact supported by endurance calculations that demonstrate that the vessels have the endurance to operate continuously at sea for no fewer than 10 days at the documented maximum rate of fuel consumption.
MIR 16	Baseline Requirement Documents	The Bidder's vessels must be fitted with a marine, deck crane with a minimum 5 tonne Safe Working Load (SWL) or, greater on the main hoist at full outreach/extension. The crane must have a minimum 10 meter or, greater working radius at full extension to permit transferring goods or equipment from alongside a dock or, another vessel to at least the center-line of the vessel.								The bidder must provide crane certification documentation that demonstrates a minimum 5 tonne SWL with a minimum 10 meter working radius at full extension that reaches at least the centre-line of the vessel.
MIR 17	Baseline Requirement Documents	The Bidder's vessels must operate with documented maximum fuel efficiency while loitering on-station or at anchor.								The Bidder must provide fuel consumption rates for all modes of operation that demonstrate that the vessels operate with documented maximum fuel efficiency while loitering on-station or at anchor.
MIR 18	Baseline Requirement Documents	The Bidder's vessels must be less than 20 years old at bid closing.								The Bidder must provide the certification with construction date that demonstrates that the vessels are less than 20 years old at bid closing.
MIR 19	Baseline Requirement Documents	The Bidder's vessels must possess additional, Maritime Labor Convention compliant accommodations for a minimum of 8 persons.								The Bidder must provide the General Arrangement (GA) with a minimum of 8 identified bunks for CCG personnel.
MIR 20	Baseline Requirement Documents	The Bidder's vessels must demonstrate that the vessels will be manned by a Master with demonstrable minimum 5 years experience in ocean and emergency towing.								The Bidder must provide the résumé of the proposed master which demonstrates the proposed master's experience.
MIR 21	Baseline Requirement Documents	The Bidder's vessels must clearly demonstrate that the vessels will be maintained in class by a Canadian recognized classification organization.								The Bidder must provide a statement of fact including supporting documentation from a Canadian recognized classification organization.
Criteria #	Reference	Management Requirements	Pass	Fail	N/A	Pass	Fail	N/A	Pass	Assessment Methodology
MIR 22	DID M-001	The Bidder must submit a preliminary Project Management Plan reflecting the industry best practices, such as the Project Management Book of Knowledge (PMBOK) or equivalent.	N/A	N/A	N/A	N/A	N/A	N/A	N/A	The Bidder must provide a preliminary Project Management Plan.
MIR 23	DID I-001	The Bidder must submit a preliminary Skills and Knowledge Transfer Plan that demonstrates how the Bidder intends to provide CCG staff personnel with large vessel towing best practices, procedures, familiarization and education.	N/A	N/A	N/A	N/A	N/A	N/A	N/A	The Bidder must provide a preliminary Skills and Knowledge Transfer Plan.

MR 24	DID T-001	The Bidder must submit a preliminary Mobilization Plan per vessel which demonstrates how the Bidder intends to mobilize the vessel from their pre-contract award state and condition to meet the requirements of the vessels detailed in the Baseline Requirements Document, the SOW and the ConOps and must address the deficiencies identified in teh OVID and IMCA reports.								<i>The Bidder must provide a preliminary Mobilization Plan which includes the scope of work, the identified shipyard and the schedule which identifies how vessel #1 will be completed by September 30 2018 and how vessel #2 will be completed by September 2019 or earlier.</i>
MR 25	DID T-003	The Bidder must demonstrate that all maintenance activities will be conducted in Canada in accordance with the Build-in-Canada Policy.	N/A	N/A	N/A	N/A	N/A	N/A	N/A	<i>The Bidder must demonstrate that it has engaged with a Canadian shipyard to ensure availability for maintenance and mobilization work in Canada.</i>
MR 26	Baseline Requirement Documents	The Bidder's vessels minimum crew complement must be 12 per vessel, consisting of a minimum of 5 Standards for Training, Certification and Watch keeping (STCW) certificated officers (Master, 2 Deck Officers and 2 Engineering Officers).								<i>The Bidder must provide in his HR plan his crew complement plan which identifies twelve people per vessel, consisting of a minimum of five Standards for Training, Certification and Watch keeping (STCW) certificated officers (Master, two Deck Officers and two Engineering Officers).</i>

RATED REQUIREMENTS		Reference	Vessel Requirements Rated			Assessment Methodology
Criteria #	Baseline Requirement Documents		1	3	5	
RR-1		The Bidder's vessels should provide a minimum continuous bollard pull in excess of 120 tonnes when all required engine driven consumers (shaft generators, etc.) are taken into account.				The Bidder must provide a test report of less than 10 years old, detailing continuous bollard pull including engine driven consumer loading
POINTS AVAILABLE						
Vessel 1		The Bidder has demonstrated that the vessel exerts a continuous bollard pull between 120 and 130.9 tonnes when all required engine driven consumers (shaft generators, etc.) are taken into account.	The Bidder has demonstrated that the vessel exerts a continuous bollard pull between 131 and 150.9 tonnes when all required engine driven consumers (shaft generators, etc.) are taken into account.	The Bidder has demonstrated that the vessel exerts a continuous bollard pull of 151 tonnes or more when all required engine driven consumers (shaft generators, etc.) are taken into account.		
Vessel 2		The Bidder has demonstrated that the vessel exerts a continuous bollard pull between 120 and 130.9 tonnes when all required engine driven consumers (shaft generators, etc.) are taken into account.	The Bidder has demonstrated that the vessel exerts a continuous bollard pull between 131 and 150.9 tonnes when all required engine driven consumers (shaft generators, etc.) are taken into account.	The Bidder has demonstrated that the vessel exerts a continuous bollard pull of 151 tonnes or more when all required engine driven consumers (shaft generators, etc.) are taken into account.		
TOTAL		TOTAL				
Criteria #	Reference	The Bidder's vessels provide a minimum maximum speed in excess of 15 knots confirmed by electronic data.				Assessment Methodology
RR-2	Baseline Requirement Documents					
POINTS AVAILABLE						
Vessel 1		The Bidder confirmed by electronic data that the vessel possesses a maximum speed between 15 and 15.9 Knots.	The Bidder confirmed by electronic data that the vessel possesses a maximum speed between 16 and 18.9 Knots.	The Bidder confirmed by electronic data that the vessel possesses a maximum speed of 19 knots or more.	SCORE	
Vessel 2		The Bidder confirmed by electronic data that the vessel possesses a maximum speed between 15 and 15.9 Knots.	The Bidder confirmed by electronic data that the vessel possesses a maximum speed between 16 and 18.9 Knots.	The Bidder confirmed by electronic data that the vessel possesses a maximum speed of 19 knots or more.		
TOTAL		TOTAL				
Criteria #	Reference	The Bidder's vessels provide an endurance to operate continuously (24 hours per day) at sea in excess of 10 days at the documented maximum rate of fuel consumption.				Assessment Methodology
RR-3	Baseline Requirement Documents					
POINTS AVAILABLE						
Vessel 1		The Bidder demonstrated that the vessel has the endurance to operate continuously at sea between 10 and 11 days at the documented maximum rate of fuel consumption.	The Bidder has demonstrated that the vessel has the endurance to operate continuously at sea between 12 and 15 days at the documented maximum rate of fuel consumption.	The Bidder has demonstrated that the vessel has the endurance to operate continuously at sea for 16 days or more at the documented maximum rate of fuel consumption.	SCORE	
Vessel 2		The Bidder demonstrated that the vessel has the endurance to operate continuously at sea between 10 and 11 days at the documented maximum rate of fuel consumption.	The Bidder has demonstrated that the vessel has the endurance to operate continuously at sea between 12 and 15 days at the documented maximum rate of fuel consumption.	The Bidder has demonstrated that the vessel has the endurance to operate continuously at sea for 16 days or more at the documented maximum rate of fuel consumption.		
TOTAL		TOTAL				
Criteria #	Reference	Desirable Vessel and Crew Capabilities				Assessment Methodology
RR-4	Baseline Requirement Documents	The Bidder's vessels should be fitted with a marine, deck crane with a 20 tonne Safe Working Load (SWL) on the main hoist at a minimum 5 m outreach/extension over the side of the vessel. The crane should have a minimum 10 meter or, greater working radius at full outreach/extension at reduced SWL to permit transferring goods or equipment from alongside a dock or, another vessel to at least the center-line of the vessel or the majority of the work deck area whichever is greater." A secondary hoist of 8 tonne SWL should also be fitted."				
POINTS AVAILABLE 4a						
Vessel 1		The Bidder has demonstrated that the vessel has a marine, deck crane with a capacity greater than 5 tonnes but less than 10 tonnes SWL on main hoist.	The Bidder has demonstrated that the vessel has a marine, deck crane with a capacity greater than 10 tonnes but less than 15 tonnes SWL on main hoist.	The Bidder has demonstrated that the vessel has a marine, deck crane with a capacity greater than 15 tonnes SWL on main hoist.	SCORE	
TOTAL		TOTAL				
		The Bidder must provide a statement of fact supported by drawings depicting the operational limits of the crane.				

Vessel 2	The Bidder has demonstrated that the vessel has a marine, deck crane with a capacity greater than 5 tonnes but less than 10 tonnes SWL on main hoist.	The Bidder has demonstrated that the vessel has a marine, deck crane with a capacity greater than 10 tonnes but less than 15 tonnes SWL on main hoist.	The Bidder has demonstrated that the vessel has a marine, deck crane with a capacity greater than 15 tonnes SWL on main hoist.	
POINTS AVAILABLE 4b				
	1	3	5	TOTAL
Vessel 1	The Bidder has demonstrated that the vessel has a marine, deck crane with a working radius that reaches beyond the vessels centre-line.	The Bidder has demonstrated that the vessel has a marine, deck crane with a working radius that reaches more than 5 m over the side of the vessel.	The Bidder has demonstrated that the vessel has a marine, deck crane with a working radius that covers the majority of working deck area and provides more than 5 m outreach over the side of the vessel.	SCORE
Vessel 2	The Bidder has demonstrated that the vessel has a marine, deck crane with a working radius that reaches beyond the vessels centre-line.	The Bidder has demonstrated that the vessel has a marine, deck crane with a working radius that reaches more than 5 m over the side of the vessel.	The Bidder has demonstrated that the vessel has a marine, deck crane with a working radius that covers the majority of working deck area and provides more than 5 m outreach over the side of the vessel.	
POINTS AVAILABLE 4c				
	0	3	5	TOTAL
Vessel 1	The Bidder has not demonstrated that the vessel has a marine, deck crane with a secondary hoist.	The Bidder has demonstrated that the vessel has a marine, deck crane with a secondary hoist of at least 4 tonnes SWL.	The Bidder has demonstrated that the vessel has a marine, deck crane with a secondary hoist of at least 8 tonnes SWL.	SCORE
Vessel 2	The Bidder has not demonstrated that the vessel has a marine, deck crane with a secondary hoist.	The Bidder has demonstrated that the vessel has a marine, deck crane with a secondary hoist of at least 4 tonnes SWL.	The Bidder has demonstrated that the vessel has a marine, deck crane with a secondary hoist of at least 8 tonnes SWL.	
TOTAL				

Criteria #	Reference	Assessment Methodology		
RR-5	Baseline Requirement Documents	The Bidder's vessels have a clear, unobstructed bulwark and (where fitted) cargo and tow rail opening (Minimum 4.0 m.) on either side of the vessel to facilitate the handling of aids to navigation or, other over-the-side equipment.		
	POINTS AVAILABLE	0	5	SCORE
	Vessel 1	The Bidder has not demonstrated that the vessel has a clear, unobstructed bulwark and (where fitted) cargo and tow rail opening (Minimum 4.0 m.) on either side of the vessel to facilitate the handling of aids to navigation or, other over-the-side equipment.	The Bidder has demonstrated that the vessel has a clear, unobstructed bulwark and (where fitted) cargo and tow rail opening (Minimum 4.0 m.) on either side of the vessel to facilitate the handling of aids to navigation or, other over-the-side equipment.	
	Vessel 2	The Bidder has not demonstrated that the vessel has a clear, unobstructed bulwark and (where fitted) cargo and tow rail opening (Minimum 4.0 m.) on either side of the vessel to facilitate the handling of aids to navigation or, other over-the-side equipment.	The Bidder has demonstrated that the vessel has a clear, unobstructed bulwark and (where fitted) cargo and tow rail opening (Minimum 4.0 m.) on either side of the vessel to facilitate the handling of aids to navigation or, other over-the-side equipment.	
			TOTAL	
Criteria #	Reference	The Bidder's vessels have a second fast rescues craft (FRC), no less than 7.0m LOA with single point launch and recovery davit.		
RR-6	Baseline Requirement Documents	The Bidder's vessels have a second fast rescues craft (FRC), no less than 7.0m LOA with single point launch and recovery davit.		
	POINTS AVAILABLE	0	5	SCORE
	Vessel 1	The Bidder has not demonstrated that the vessel has a second fast rescues craft (FRC), no less than 7.0m LOA with single point launch and recovery davit.	The Bidder has demonstrated that the vessel has a second fast rescues craft (FRC), no less than 7.0m LOA with single point launch and recovery davit.	
	Vessel 2	The Bidder has not demonstrated that the vessel has a second fast rescues craft (FRC), no less than 7.0m LOA with single point launch and recovery davit.	The Bidder has demonstrated that the vessel has a second fast rescues craft (FRC), no less than 7.0m LOA with single point launch and recovery davit.	
			TOTAL	
Criteria #	Reference	The Bidder's vessels have a designated helicopter winching area at the stern or the bow of the vessels.		
RR-7	Baseline Requirement Documents	The Bidder's vessels have a designated helicopter winching area at the stern or the bow of the vessels.		
	POINTS AVAILABLE	0	5	SCORE
	Vessel 1	The Bidder has not demonstrated that the vessel has a designated helicopter winching area at the stern or the bow of the vessels.	The Bidder has demonstrated that the vessel has a designated helicopter winching area at the stern or the bow of the vessels.	
	Vessel 2	The Bidder has not demonstrated that the vessel has a designated helicopter winching area at the stern or the bow of the vessels.	The Bidder has demonstrated that the vessel has a designated helicopter winching area at the stern or the bow of the vessels.	
			TOTAL	
Criteria #	Reference	The Bidder's vessels have a hospital with direct access from the "Rescue Zone".		
RR-8	Baseline Requirement Documents	The Bidder's vessels have a hospital with direct access from the "Rescue Zone".		
	POINTS AVAILABLE	0	3	SCORE
	Vessel 1	The Bidder has not demonstrated that the vessel has a hospital.	The Bidder has demonstrated that the vessel has a hospital.	
	Vessel 2	The Bidder has not demonstrated that the vessel has a hospital.	The Bidder has demonstrated that the vessel has a hospital.	
			TOTAL	
		The Bidder must provide a statement of fact supported by arrangement drawings that demonstrates that the vessels have a hospital with access from the "Rescue Zone". When a hospital space is required, an existing stateroom may be designated as a hospital space. This stateroom must be configured for single occupancy so long as it is not be normally occupied when set aside as the designated hospital and must have a washbasin with hot and cold running water installed in the space, or immediately adjacent.		

Criteria #	Reference	Assessment Methodology		
RR-9	Baseline Requirement Documents	The Bidder's vessels 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).		
	POINTS AVAILABLE	0	3	5
	Vessel 1	The Bidder has not demonstrated that the vessel has 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).	The Bidder has demonstrated that the vessel is fitted for but not with an over-the-side handling equipment 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).	The Bidder has demonstrated that the vessel has an over-the-side handling equipment fitted 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).
	Vessel 2	The Bidder has not demonstrated that the vessel has 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).	The Bidder has demonstrated that the vessel is fitted for but not with an over-the-side handling equipment 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).	The Bidder has demonstrated that the vessel has an over-the-side handling equipment fitted 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).
				TOTAL
Criteria #	Reference	The Bidder's vessels have Azimuthing Stern Drive (ASD) propulsion.		
RR-10	Baseline Requirement Documents	The Bidder's vessels have Azimuthing Stern Drive (ASD) propulsion.		
	POINTS AVAILABLE	0	5	SCORE
	Vessel 1	The Bidder has not demonstrated that the vessel has Azimuthing Stern Drive (ASD) propulsion.	The Bidder has demonstrated that the vessel has Azimuthing Stern Drive (ASD) propulsion.	The Bidder must provide a statement of fact supported by drawings depicting that the vessels have Azimuthing Stern Drive (ASD) propulsion.
	Vessel 2	The Bidder has not demonstrated that the vessel has Azimuthing Stern Drive (ASD) propulsion.	The Bidder has demonstrated that the vessel has Azimuthing Stern Drive (ASD) propulsion.	
				TOTAL
Criteria #	Reference	The Bidder's vessels have a machinery redundancy through dynamic positioning (DP2) capacity and corresponding class notation.		
RR-11	Baseline Requirement Documents	The Bidder's vessels have a machinery redundancy through dynamic positioning (DP2) capacity and corresponding class notation.		
	POINTS AVAILABLE	0	5	SCORE
	Vessel 1	The Bidder has not demonstrated that the vessel has a machinery redundancy through dynamic positioning (DP2) capacity and corresponding class notation.	The Bidder has demonstrated that the vessel has a machinery redundancy through dynamic positioning (DP2) capacity and corresponding class notation.	The Bidder must provide a statement of fact and a class certificate denoting DP capacity.
	Vessel 2	The Bidder has not demonstrated that the vessel has a machinery redundancy through dynamic positioning (DP2) capacity and corresponding class notation.	The Bidder has demonstrated that the vessel has a machinery redundancy through dynamic positioning (DP2) capacity and corresponding class notation.	
				TOTAL
Criteria #	Reference	The Bidder's vessels 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.		
RR-12	Baseline Requirement Documents	The Bidder's vessels 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.		
	POINTS AVAILABLE	0	5	SCORE
	Vessel 1	The Bidder has not demonstrated that the vessel has 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.	The Bidder has demonstrated that the vessel has 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.	The Bidder must, provide a statement of fact and a class certificate denoting Clean or Green Notation.
	Vessel 2	The Bidder has not demonstrated that the vessel has 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.	The Bidder has demonstrated that the vessel has 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.	
				TOTAL
Criteria #	Reference			

RF-13	Baseline Requirement Documents	The Bidder's vessels possess of a valid Towing Vessel Approvability Certificate for a rating of Ocean-Going Salvage Tug (ST).			Assessment Methodology
	POINTS AVAILABLE	0	5	SCORE	
	Vessel 1	The Bidder has not demonstrated that the vessel possesses a valid Towing Vessel Approvability Certificate for a rating of Ocean-Going Salvage Tug (ST).	The Bidder has demonstrated that the vessel possesses a valid Towing Vessel Approvability Certificate for a rating of Ocean-Going Salvage Tug (ST).		
	Vessel 2	The Bidder has not demonstrated that the vessel possesses a valid Towing Vessel Approvability Certificate for a rating of Ocean-Going Salvage Tug (ST).	The Bidder has demonstrated that the vessel possesses a valid Towing Vessel Approvability Certificate for a rating of Ocean-Going Salvage Tug (ST).		
Criteria #	Reference	TOTAL			

The Bidder must provide a statement of fact and a class/flag state certificate denoting towing capability.

RR-14	Baseline Requirement Documents	The Bidder's vessels have Oil recovery capacity and possession of a Class "Oil Recovery" notation.					Assessment Methodology	
	POINTS AVAILABLE	0	5	SCORE			The Bidder must provide a statement of fact and a class certificate denoting Oil Recovery Notation.	
	Vessel 1	The Bidder has not demonstrated that the vessel has an Oil recovery capacity and possession of a Class "Oil Recovery" notation.	The Bidder has demonstrated that the vessel has an Oil recovery capacity and possession of a Class "Oil Recovery" notation.					
	Vessel 2	The Bidder has not demonstrated that the vessel has an Oil recovery capacity and possession of a Class "Oil Recovery" notation.	The Bidder has demonstrated that the vessel has an Oil recovery capacity and possession of a Class "Oil Recovery" notation.	TOTAL				
Criteria #	Reference						Assessment Methodology	
RR-15	Baseline Requirement Documents	The Bidder's vessels possess an IMO Oil Recovery Training certification for the Master and crew.					The Bidder must provide a statement of fact and a certificate denoting IMO Oil Recovery Training for Master and crew.	
	POINTS AVAILABLE	0	5	SCORE				
	Vessel 1	The Bidder has not demonstrated that the vessel possesses an IMO Oil Recovery Training certification for the Master and crew.	The Bidder has demonstrated that the vessel possesses an IMO Oil Recovery Training certification for the Master and crew.					
	Vessel 2	The Bidder has not demonstrated that the vessel possesses an IMO Oil Recovery Training certification for the Master and crew.	The Bidder has demonstrated that the vessel possesses an IMO Oil Recovery Training certification for the Master and crew.	TOTAL				
Criteria #	Reference						Assessment Methodology	
RR-16	Baseline Requirement Documents	The Bidder's vessels should possess additional, Maritime Labor Convention compliant accommodations in excess of 8 persons (Persons may consist of mixed genders including a mix of officers and crew requiring a minimum of 2 single cabins and no more than 3 double cabins) for the purposes of CCG crew training and the delivery of other CCG program work.					The Bidder must provide a statement of fact and drawing(s) depicting compliant accommodation arrangements identifying which cabins are for the contractor's crew and which are available for CCG designated personnel.	
	POINTS AVAILABLE	1	3	5	SCORE			
	Vessel 1	The Bidder has demonstrated that the vessel possesses additional Maritime Labor Convention compliant accommodations for 8 to 9 persons for the purposes of CCG crew training and the delivery of other CCG program work.	The Bidder has demonstrated that the vessel possesses additional Maritime Labor Convention compliant accommodations for 10 to 11 persons for the purposes of CCG crew training and the delivery of other CCG program work.	The Bidder has not demonstrated that the vessel possesses additional Maritime Labor Convention compliant accommodations for 12 persons or more for the purposes of CCG crew training and the delivery of other CCG program work.				
	Vessel 2	The Bidder has demonstrated that the vessel possesses additional Maritime Labor Convention compliant accommodations for 8 to 9 persons for the purposes of CCG crew training and the delivery of other CCG program work.	The Bidder has demonstrated that the vessel possesses additional Maritime Labor Convention compliant accommodations for 10 to 11 persons for the purposes of CCG crew training and the delivery of other CCG program work.	The Bidder has not demonstrated that the vessel possesses additional Maritime Labor Convention compliant accommodations for 12 persons or more for the purposes of CCG crew training and the delivery of other CCG program work.				
		TOTAL						
Criteria #	Reference						Assessment Methodology	
RR-17	Baseline Requirement Documents	The Bidder's vessels should be fitted with the following additional electronic equipment; a) VHF-AM (aircraft band) radio, to facilitate support to the Search and Rescue program; b) VHF secure radio, base station model (Radio and antenna to be supplied as GFE. CCG would code radio upon installation.); c) Iridium phone, base station model (A "Sectera", secure communications terminal and accompanying telephone handset to be supplied as GFE to connect to the Iridium phone); and d) Satellite television distribution to cabins occupied by CCG personnel.					The Bidder must provide a statement of fact and equipment list identifying which electronic equipment is available on the vessels.	
	POINTS AVAILABLE	0	3	5	SCORE			
	Vessel 1	The Bidder has not demonstrated that the vessel is fitted with any of the additional electronic equipment listed above.	The Bidder has demonstrated that the vessel is fitted with at least 2 of the 4 additional electronic equipment listed above.	The Bidder has demonstrated that the vessel is fitted with all of the additional electronic equipment listed above.				
	Vessel 2	The Bidder has not demonstrated that the vessel is fitted with any of the additional electronic equipment listed above.	The Bidder has demonstrated that the vessel is fitted with at least 2 of the 4 additional electronic equipment listed above.	The Bidder has demonstrated that the vessel is fitted with all of the additional electronic equipment listed above.				
		TOTAL					100 (x2 vessels)	

Criteria #	Reference	Project Management Plan Rated					Assessment Methodology
RR 18	DID M-001	The preliminary Project Management Plan (PMP) submitted by the Bidder (under MR-22) should provide a clear understanding of its approach to managing the project.					
	POINTS AVAILABLE	1	5	10	15	SCORE	
	CRITERIA	The Bidder submitted a preliminary Project Management Plan that addresses 1 to 2 of the required elements. The Bidder did not sufficiently demonstrate how the project will be managed providing the evaluation team a low degree of confidence for success.	The Bidder submitted a preliminary Project Management Plan that addresses 3 to 5 required elements. In most cases the Bidder demonstrated how the project will be managed providing the evaluation team an acceptable degree of confidence for success.	The Bidder submitted a preliminary Project Management Plan that addresses all required elements. The Bidder effectively demonstrated how the project will be managed providing the evaluation team a good degree of confidence for success.	The Bidder submitted a preliminary Project Management Plan that addresses all required elements as well as included other applicable and pertinent information. The Bidder clearly demonstrated how the project will be managed providing the evaluation team a high degree of confidence for success.		The PMP, submitted at bid proposal should address the following elements, as a minimum: a. Master Plan and Schedule (M-002); b. Issue and Risk Management Plan (M-003); c. Communications Plan (M-004); d. Project Progress Reports (M-005); e. Meeting Agendas and Minutes (M-006); and f. Human Resources Plan (I-002)
		TOTAL					
Criteria #	Reference	Master Project Schedule Rated					Assessment Methodology
RR 19	DID M-002	The Bidder should submit a preliminary Master Project Schedule (MPS) that provides a clear understanding of the project milestones, associated activities and deliverables extending from Contract Award through to project close out activities.					
	POINTS AVAILABLE	1	5	10	15	SCORE	
	CRITERIA	The Bidder submitted a preliminary Master Project Schedule that addresses 1 to 4 of the required elements. The Bidder did not sufficiently demonstrate how the schedule will be managed providing the evaluation team a low degree of confidence for success.	The Bidder submitted a preliminary Master Project Schedule that addresses 5 to 9 of the required elements. In most cases the Bidder demonstrated how the schedule will be managed providing the evaluation team an acceptable degree of confidence for success.	The Bidder submitted a preliminary Master Project Schedule that addresses all required elements. The Bidder effectively demonstrated how the schedule will be managed providing the evaluation team a good degree of confidence for success.	The Bidder submitted a preliminary Master Project Schedule that addresses all required elements as well as included other applicable and pertinent information. The Bidder clearly demonstrated how the schedule will be managed providing the evaluation team a high degree of confidence for success.		The MPS, submitted at bid proposal, should reflect the following elements: a. Anticipated chartering schedule for up to 5 years; b. Sequence of events; c. Timeframes; d. Relationships; e. Dependencies; f. Activities as part of the mobilization and de-mobilization plans; g. A schedule for the Skills and Knowledge Transfer Plan activities; h. A crew change schedule for the Contractor's personnel; i. A schedule for Maintenance activities; and j. A schedule of meetings and reporting to Canada.
		TOTAL					

Criteria #	Reference	Issues and Risk Management Plan					Assessment Methodology
RR 20	DID M-003	The Bidder should submit a preliminary Issues and Risk Management Plan (IRMP) that provides a clear understanding of the Bidder's approach to identifying, recording and tracking technical and non-technical risks.					
POINTS AVAILABLE		1	5	10	15	SCORE	
CRITERIA		The Bidder submitted a preliminary Issues and Risk Management Plan that addresses 1 to 2 of the required elements. The Bidder did not sufficiently demonstrate how the project risks and issues will be managed providing the evaluation team a low degree of confidence for success.	The Bidder submitted a preliminary Issues and Risk Management Plan that addresses 3 to 5 of the required elements. In most cases the Bidder demonstrated how the project risks and issues will be managed providing the evaluation team an acceptable degree of confidence for success.	The Bidder submitted a preliminary Issues and Risk Management Plan that addresses all required elements. The Bidder effectively demonstrated how the project risks and issues will be managed providing the evaluation team a good degree of confidence for success.	The Bidder submitted a preliminary Issues and Risk Management Plan that addresses all applicable and pertinent information. The Bidder clearly demonstrated how the project risks and issues will be managed providing the evaluation team a high degree of confidence for success.		The IRMP, submitted at bid proposal, should contain the following elements, as a minimum: a. Risk management planning, including the concept for management and ongoing review of risks; b. Risk identification methodology, including a description of the risk register; c. Qualitative and quantitative risk analysis methodology; d. Risk response planning methodology; e. Risk monitoring and control including reporting methodology to corporate management and Canada; and f. Issue management methodology including issue identification, escalation process, resolution activities, and issue monitoring.
		TOTAL					

Criteria #	Reference	Human Resources Plan					Assessment Methodology
RR 21	DID I-007	The Bidder should submit a preliminary Human Resources (HR) Plan that demonstrates the Bidder's approach to ensuring it has the Human Resources capacity to meet the demands of the project.					The HR Plan, submitted at bid proposal, should describe the following elements, at a minimum: a. The Contractor's HR staffing practices; b. The Contractor's approach to staff retention; c. The qualifications and certifications for the ETV crew; d. The Contractor's process to obtain and maintain qualification and certifications; and e. The training qualifications for the resource(s) responsible for the delivery of the Skills and Knowledge Transfer component of the contract.
CRITERIA	POINTS AVAILABLE	1	5	10	15	SCORE	
		The Bidder submitted a preliminary Human Resources Plan that addresses 1 to 2 of the required elements. The Bidder did not sufficiently demonstrate how the human resource needs will be managed providing the evaluation team a low degree of confidence for success.	The Bidder submitted a preliminary Human Resources Plan that addresses 3 to 4 of the required elements. In most cases the Bidder demonstrated how the human resource needs will be managed providing the evaluation team an acceptable degree of confidence for success.	The Bidder submitted a preliminary Human Resources Plan that addresses all the required elements. The Bidder effectively demonstrated how the human resource needs will be managed providing the evaluation team a good degree of confidence for success.	The Bidder submitted a preliminary Human Resources Plan that addresses all required elements as well as included other applicable and pertinent information. The Bidder clearly demonstrated how the human resource needs will be managed providing the evaluation team a high degree of confidence for success.		

Criteria #	Reference						Assessment Methodology
RR 22	DID I-007	The Bidder should submit the proposed Project Manager's résumé that demonstrates the proposed resource has experience in managing a project of this size and complexity.					The résumé of the proposed resource must describe the experience and the projects on which the proposed resource has worked.
POINTS AVAILABLE		0	5	10	15	SCORE	
CRITERIA		The Bidder did not submit a résumé.	The submitted résumé demonstrates that the proposed resource has less than 3 years of experience managing a project of this size and complexity.	The submitted résumé demonstrates that the proposed resource has more than 3 and less than 6 years of experience managing a project of this size and complexity.	The submitted résumé demonstrates that the proposed resource has greater than 6 years of experience managing a project of this size and complexity.		
Criteria #	Reference						Assessment Methodology
RR 23	DID I-007	The Bidder should submit the proposed Instructor's résumé that demonstrates that the proposed resource has experience in providing training.					The résumé of the proposed resource should describe the proposed resource's experience in providing training.
POINTS AVAILABLE		0	5	10	15	SCORE	
CRITERIA		The Bidder did not submit a résumé.	The submitted résumé demonstrates that the proposed resource has less than 3 years of experience in providing training.	The submitted résumé demonstrates that the proposed resource has more than 3 and less than 6 years of experience in providing training.	The Bidder submitted résumé demonstrates that the proposed resource has greater than 6 years of experience in providing training.		

Criteria #	Reference Baseline Requirements document	The Bidder should demonstrate that the vessels will be manned by a master with 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.				Assessment Methodology
RR 24						
POINTS AVAILABLE	0	5	10	15	SCORE	
CRITERIA	The Bidder has demonstrated that the vessels will be manned by a master with minimum 5 years experience in ocean and emergency towing.	The Bidder has demonstrated that the vessels will be manned by a master with more than 5 and less than 7 years experience in ocean and emergency towing.	The Bidder has demonstrated that the vessels will be manned by a master with more than 7 years experience in ocean and emergency towing.	The Bidder has demonstrated that the vessels will be manned by a master with 10 years or more experience in ocean and emergency towing.		The Bidder should provide the résumé of the proposed master's which demonstrates the proposed master's experience.
					TOTAL	
					MAXIMUM POTENTIAL SCORE	105

RATED REQUIREMENTS					Safety Management Plan Rated			Assessment Methodology
Criteria #	Reference	The Bidder should provide a preliminary Safety Management Plan to identify the requirements that are used in ensuring a safe working environment.						
RR 25	DID Q-001							
AVAILABLE POINTS		1	5	10	15	SCORE		
CRITERIA		The Bidder submitted a preliminary Safety Management Plan that addresses 1 to 4 of the required elements. The Bidder did not sufficiently demonstrate how it will ensure a safe working environment providing the evaluation team a low degree of confidence for success.	The Bidder submitted a preliminary Safety Management Plan that addresses 5 to 8 of the required elements. In most cases the Bidder demonstrated how it will ensure a safe working environment providing the evaluation team an acceptable degree of confidence for success.	The Bidder submitted a preliminary Safety Management Plan that effectively demonstrates how it will ensure a safe working environment providing the evaluation team a good degree of confidence for success.	The Bidder submitted a preliminary Safety Management Plan that addresses all required elements as well as included other applicable and pertinent information. The Bidder clearly demonstrated how it will ensure a safe working environment providing the evaluation team a high degree of confidence for success.			
					TOTAL		15	
					MAXIMUM POTENTIAL SCORE			

The Safety Management Plan submitted at bid proposal must include, as a minimum, the following procedures: a. Reporting procedures for accidents, hazardous occurrences, and nonconformities; b. Procedures covering preparation for and response to emergency situations; c. Procedures for incidents, management reviews, and dealing with nonconformities; d. Procedures for hazardous operations and equipment for plant and equipment that has been fitted to ensure safe vessel operation and environmental protection; e. Procedures covering operations of shore-based management and vessels with respect to the ISM Code; f. Procedures covering document control and the maintenance of records; g. Procedures covering the assignment, competencies, and qualifications of shipboard personnel; h. An established Hazard Identification & Risk Assessment Methodology/Task Hazard Analysis and appropriate controls; and i. Clear levels of authority, clearly defined responsibilities & lines of communication between CCG and Contractor.

Criteria #	Reference	Skills and Knowledge Transfer Plan Rated					Assessment Methodology
RR 26	DID I-001	The preliminary Skills and Knowledge Transfer Plan (SKTP) submitted by the Bidder under MTR-23 should define and describe in detail all aspects of the approach to provide CCG staff personnel with large vessel towing best practices, procedures, familiarization and education.					<p>The Skills and Knowledge Transfer Plan must address the following elements as a minimum:</p> <ol style="list-style-type: none"> 1. In-class familiarization (I-002); 2. Simulation (I-003); 3. Live demonstrations and deck exercises (I-004); 4. Real life exercises (I-005); and 5. Support to CCG College (I-006).
AVAILABLE POINTS		1	5	10	15	SCORE	
CRITERIA		The Bidder submitted a preliminary SKTP that addresses 1 to 2 of the required elements. The Bidder did not sufficiently demonstrate how the skills and knowledge transfer component will be managed providing the evaluation team a low degree of confidence for success.	The Bidder submitted a preliminary SKTP that addresses 3 to 4 of the required elements. In most cases the Bidder demonstrated how the skills and knowledge transfer component will be managed providing the evaluation team an acceptable degree of confidence for success.	The Bidder submitted a preliminary SKTP that addresses all the required elements. The Bidder effectively demonstrated how the skills and knowledge transfer component will be managed providing the evaluation team a good degree of confidence for success.	The Bidder submitted a preliminary SKTP that addresses all the required elements as well as included other applicable and pertinent information. The Bidder clearly demonstrated how the skills and knowledge transfer component providing the evaluation team a high degree of confidence for success.		
		TOTAL					15
		MAXIMUM POTENTIAL SCORE					

Criteria #	Reference	Mobilization Plan Rated				Assessment Methodology	
RR 27	DID T-001	The Bidder should provide a preliminary Mobilization Plan describing the work required to mobilize the ETV from its initial condition to meet the Baseline Requirements of the vessel and the functional requirements.					
AVAILABLE POINTS		1	5	10	15	SCORE	The preliminary Mobilization Plan, submitted at bid proposal should address the following elements as a minimum: a. Description of work to be completed for mobilization; b. Proposed schedule of work; c. Cost estimate for mobilization work; and d. Description of how schedule could be accelerate and at what cost.
VESSEL 1		The Bidder submitted a preliminary Mobilization Plan that addresses 1 of the required elements. The Bidder did not sufficiently demonstrate how the mobilization of the vessel will be managed providing the evaluation team a low degree of confidence for success.	The Bidder submitted a preliminary Mobilization Plan that addresses 2 to 3 of the required elements. In most cases the Bidder demonstrated how the mobilization of the vessel will be managed providing the evaluation team an acceptable degree of confidence for success.	The Bidder submitted a preliminary Mobilization Plan that addresses all the required elements. The Bidder effectively demonstrated how the mobilization of the vessel will be managed providing the evaluation team a good degree of confidence for success.	Bidder submitted a preliminary Mobilization Plan that addresses all required elements as well as included other applicable and pertinent information. The Bidder clearly demonstrated how the mobilization of the vessel will be managed providing the evaluation team a high degree of confidence for success.		
VESSEL 2		The Bidder submitted a preliminary Mobilization Plan that addresses 1 of the required elements. The Bidder did not sufficiently demonstrate how the mobilization of the vessel will be managed providing the evaluation team a low degree of confidence for success.	The Bidder submitted a preliminary Mobilization Plan that addresses 2 to 3 of the required elements. In most cases the Bidder demonstrated how the mobilization of the vessel will be managed providing the evaluation team an acceptable degree of confidence for success.	The Bidder submitted a preliminary Mobilization Plan that addresses all the required elements. The Bidder effectively demonstrated how the mobilization of the vessel will be managed providing the evaluation team a good degree of confidence for success.	Bidder submitted a preliminary Mobilization Plan that addresses all required elements as well as included other applicable and pertinent information. The Bidder clearly demonstrated how the mobilization of the vessel will be managed providing the evaluation team a high degree of confidence for success.		
TOTAL						15 (x2 vessels)	

PRESENTATION			
Criteria #	Reference	Bidder	
RR 28	N/A	The Bidder delivers a well-written and structured bid where all required elements of the	
AVAILABLE POINTS		0	5
CRITERIA		The Bidder submitted a proposal that does not address any of the identified elements.	The Bidder submitted a bid proposal that addresses 1 to 2 of the identified elements.
			The Bidder submitted a bid proposal that addresses 3 to 4 of the identified elements.

