



**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**

Marine Chartering Services Directorate/Direction des  
services d'affrètements maritime

11 Laurier St./ 11, rue Laurier

Place du Portage, Phase III, 6C2

Gatineau

Quebec

K1A 0S5

<b>Title - Sujet</b> Emergency Towing Vessels	
<b>Solicitation No. - N° de l'invitation</b> F7017-160056/C	<b>Amendment No. - N° modif.</b> 003
<b>Client Reference No. - N° de référence du client</b> F7017-160056	<b>Date</b> 2018-02-15
<b>GETS Reference No. - N° de référence de SEAG</b> PW-\$\$MB-003-26699	
<b>File No. - N° de dossier</b> 003mb.F7017-160056	<b>CCC No./N° CCC - FMS No./N° VME</b>
<b>Solicitation Closes - L'invitation prend fin</b> <b>at - à 02:00 PM</b> <b>on - le 2018-02-20</b>	
<b>Time Zone</b> <b>Fuseau horaire</b> Eastern Standard Time EST	
<b>F.O.B. - F.A.B.</b> <b>Plant-Usine:</b> <input type="checkbox"/> <b>Destination:</b> <input type="checkbox"/> <b>Other-Autre:</b> <input type="checkbox"/>	
<b>Address Enquiries to: - Adresser toutes questions à:</b> Aubin, Marc A.	<b>Buyer Id - Id de l'acheteur</b> 003mb
<b>Telephone No. - N° de téléphone</b> (819) 420-5452 ( )	<b>FAX No. - N° de FAX</b> ( ) -
<b>Destination - of Goods, Services, and Construction:</b> <b>Destination - des biens, services et construction:</b>	

**Instructions: See Herein**

**Instructions: Voir aux présentes**

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

This Amendment number 003 is raised to (1) make a modification to the Request for Proposal (RFP) and (2) answer questions from the industry as follows:

### **Modifications to the RFP**

Modification #8 – Article 1.2 (Summary) (c) only is deleted in its entirety and replaced with the following:

- (c) The requirement is subject to the provisions of the Canadian Free Trade Agreement (CFTA).

Modification #9 – Article 4.3 (Financial Evaluation) is deleted in its entirety and replaced with the following:

### **4.3 Financial Evaluation**

- (a) The Financial Evaluation will only be conducted on bids that met all Mandatory Technical Criteria.
- (b) The Bidders' Financial Bids will be evaluated by the PWGSC Contracting Authority.
- (c) The financial evaluation will be conducted by calculating the Total Bid Price using the Pricing Tables completed by the bidders, in accordance with the pricing tables provided in Attachment 4.2 (Financial Evaluation – Pricing Tables).

### **Questions and Answers**

#### **Question #3**

Section 7.43 of the RFP states "The contractor...must maintain...a policy...that meets or exceeds the standards in the OCIMF Guidelines for the Control of Drugs and Alcohol Onboard Ship 1995". This guideline stipulates, in part, "It is recommended that seafarers be subject to testing and screening for drugs and alcohol abuse by means of a combined programme of un-announced testing and routine medical examination." However, the Canadian Human Rights Commission has clearly ruled that employers are not permitted to require employees to submit to random drug testing. What is the CCG requirement for unannounced drug testing as related to this contract and the OCIMF guidelines?

#### **Answer to question #3**

The Coast Guard drug and alcohol policy does not include random drug and alcohol testing as part of day to day work.

The proposed revision to the current Coast Guard drug and alcohol policy will be to conduct testing at pre-employment, post incident, for cause and as part of periodic medicals and will not include random drug and alcohol testing as part of day to day work. Random testing may be used for individuals that the employer supports through a rehabilitation program. An employee that participates in a rehab program at the employer's expense must be willing to be subjected to random sampling for a specified period of time to ensure that the rehab program has been effective.

The Coast Guard expects the contractor to have a similar policy and approach to drugs and alcohol already in place.

#### Question #4

Please confirm financial evaluation is based on 10 year economics and not the 3 year firm period. If this is not the case please clearly articulate the evaluation calculation.

#### Answer to question #4

As indicated in attachment 4.2 (Financial Evaluation – Pricing Tables), the financial evaluation takes into consideration the initial contract period for three years and also the seven one-year options, for a total of ten years.

#### Question #5

What is the CCG crew change schedule?

#### Answer to question #5

The CCG crew change is based on a 28 day duty cycle.

#### Question #6

If the Vessel is away from "home ports" at crew change times due to CCG operational requirements does the CCG have the ability to provide alternate transportation for the crew change?

#### Answer to question #6

Yes, however, CCG's Regional Operations Centre will endeavour to task the ETV to allow crew changes at its home port.

Question #7

Please confirm ETV will NOT be considered a "Government ship" and will be considered a "tug" under the regulations contained in the CSA 2001.

Answer to question #7

The ETV will not be considered a Government vessel. The vessel's type will be determined by its existing certificate of class.

Question #8

What Voyage Certificate level will the ETV be required to carry? NC 1 or Unlimited (Foreign Going) Crew complement and certificate levels will be affected by this.

Answer to question #8

Please refer to mandatory requirement MR 1.

Question #9

In the two base ports put forward in Appendix b to Annex A, what is the volume of USLD/LSD fuel available?

Answer to question #9

Canada has not defined base ports for the ETVs. Home basing will be determined by the Contractor. Fuelling requirements will be coordinated with CCG's Regional Operations Centres to ensure sufficient fuel is available at the chosen refuelling point.

Question #10

The RFP mentions a number of meetings and reviews following award. In order for us to accurately capture potential travel costs, can you provide clarification on where these review meetings are to be held?

Answer to question #10

Review meetings will be held in Victoria BC.

### Question #11

MR 25 - The Bidder must demonstrate that it has engaged with a Canadian shipyard to ensure availability for maintenance and mobilization work in Canada.

It is felt that best value to Canada is delivered by allowing a competitive process in regard of ship yard selection. If a proponent is to commit utilizing one particular Canadian ship yard already during the bidding process best price cannot be delivered. Also bearing in mind the limited number of ship yards in Canada some proponents might be unable to bid unless a willing ship yard can be sourced who has yet to commit to cooperate with a potential bidder. Furthermore much of the external work which will have to be carried out do not necessary require the facilities of a fully-fledged ship yard but can at times be carried out by a qualified marine contractor more efficiently while adding value to the Canadian economy.

### Answer to question #11

Canada is not seeking bidders demonstrate a firm contract with a shipyard. Canada seeks to ensure that bidders have initiated discussions, received indications and can demonstrate that there is a plan to conduct maintenance and mobilization activities in Canada.

### Question #12

Security, Financial and Other Requirements; 6.1 Security Requirement: States that the Bidder must hold a valid organization security clearance before the award of the Contract indicating there is some time between now and the award to obtain a Designated Organization Screening document. However 3.2 Section I: Technical Bid (c) (ii) states that Bidders are requested to submit, with their bids security information for the Masters and crew of each vessel. There is an opportunity to submit the security information during the evaluation period, however bearing in mind that personnel security screening cannot be completed prior to Organization clearance being completed, which can take up to 6 months as per the Government of Canada website it appears that reliability status is required prior to the DOS document having to be obtained.

### Answer to question #12

Please note that Canada is not requesting security information for the crew, but rather, as indicated in section 3.2 (c) (ii), the Bidder is only requested to submit, with their bids on or before the bid closing date, security information for the Master of each crew and each vessel.

Question #13

Will a Non-Disclosure Agreement be required to be signed by the Top Ranked Responsive Bidder prior to the commencement of the Vessels Confirmation Assessment?

Answer to question #13

Yes.

**ALL OTHER TERMS AND CONDITIONS OF THE RFP REMAIN UNCHANGED**