



RETURN BIDS TO:

RETOURNER LES SOUMISSIONS À:

Bid Receiving Public Works and Government
Services Canada/Réception des soumissions Travaux
publics et Services gouvernementaux Canada
Cabot Place, Phase II, 2nd Floor
Box 4600
St. John's, NF
A1C 5T2
Bid Fax: (709) 772-4603

**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
PWGSC / TPSGC - Nfld. Region
Cabot Place, Phase II, 2nd Floor
Box 4600
St. John's, NF
A1C 5T2

Title - Sujet Oil Removal Operations	
Solicitation No. - N° de l'invitation F6813-170026/A	Amendment No. - N° modif. 001
Client Reference No. - N° de référence du client F6813-170026	Date 2018-02-26
GETS Reference No. - N° de référence de SEAG PW-SOLZ-012-7000	
File No. - N° de dossier OLZ-7-40174 (012)	CCC No./N° CCC - FMS No./N° VME
Solicitation Closes - L'invitation prend fin at - à 02:00 PM on - le 2018-03-19	Time Zone Fuseau horaire Newfoundland Standard Time NST
F.O.B. - F.A.B. Plant-Usine: <input type="checkbox"/> Destination: <input type="checkbox"/> Other-Autre: <input type="checkbox"/>	
Address Enquiries to: - Adresser toutes questions à: Hoskins, Nicole	Buyer Id - Id de l'acheteur olz012
Telephone No. - N° de téléphone (709) 772-8192 ()	FAX No. - N° de FAX (709) 772-4603
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

Solicitation No. - N° de l'invitation
F6813-170026/A

Amd. No. - N° de la modif.
001

Buyer ID - Id de l'acheteur
olz012

Client Ref. No. - N° de réf. du client
F6813-170026

File No. - N° du dossier
OLZ-7-40174

CCC No./N° CCC - FMS No./N° VME

SOLICITATION AMENDMENT 001

THE FOLLOWING AMENDMENT TO THE BID DOCUMENTS IS EFFECTIVE IMMEDIATELY. THE
AMENDMENT SHALL FORM A PART OF THE RESULTING CONTRACT DOCUMENTS.

QUESTIONS AND ANSWERS:

Q1. Please clarify expected duration of bid evaluation period.

A1. For planning purposes, there were three weeks allotted for the technical evaluation of proposals; however, this could vary greatly depending on the number of proposals received, CCG staff availability, etc. The bid validity period is 60 days, so typically processes are completed within this timeframe.

Q2. Please clarify expected date for contract award.

A2. Contract award will take place relatively soon after completion of the evaluation process (typically requires 2-3 days, barring any complications). It is expected that the contract will be awarded by the middle of April, but that is a moving deadline and is by no means set in stone.

Q3. Please clarify if CCG will be able to provide OSR equipment for installation on-board the primary vessel in case of an incident, or if the Contractor is expected to supply this as part of the Service?

A3. Canadian Coast Guard (CCG) will be providing spill response for on water operations. Contractor is responsible to maintain a response capacity for their own equipment on site. Contractor/vessel operator will be required to have an arrangement with a Certified Response Organization for the area of operations, as per the Canada Shipping Act (CSA) 2001, to cover any vessel specific incidents not directly related to a release from the wreck itself.

Q4. Provided that the answer is YES on the request above, please state terms and conditions for installing such equipment on-board primary vessel for the duration of the operation.

A4. CCG will be providing spill response for on water operations, as noted in Q3.

Q5. Has CCG any minimum requirements with regards to what type/size/number of OSR equipment to have on-board during the operation, or is this regarded as part of the Contractor's responsibility to propose the appropriate level of contingency measures?

A5. Contractor responsibility in compliance with CSA.

Q6. Please clarify if CCG/DEPARTMENT OF FISHERIES AND OCEANS has a list of (pre-) approved/recommended facilities anywhere in Newfoundland and Labrador for the disposal of recovered oil?

A6. No pre-approved list, the Contractor is required to identify.

Q7. Please clarify if CCG/DEPARTMENT OF FISHERIES AND OCEANS will allow for a possible export/approve that the recovered oil is shipped to Europe for disposal at approved facilities?

A7. Contractor required to adhere to municipal, provincial and federal regulations. Contractor requirement.

Q8. In the report there is a reference to a Hydrostatic software GHS and a 3D model of the Manolis wreck. Please clarify if this 3D file is the property of CCG and that it can be forwarded to Bidder for planning purposes.

A8. Appendix D is included in the RFP documents. The electronic file is not available.

Q9. Reference is made to the "Statement of Work" document, page 20, OBJECTIVES;

Please clarify if the Contractor is expected to tidy up the shipwreck and remove old cofferdams, big bags, patches and other means of stopping old leaks prior to leaving the location after all the tanks are emptied?

A9. Please reference the Statement of Work on page 20, bullet 11 (red text below). Intent is only the equipment deployed and/or used by the Contractor during operations. If, however, the Contractor needs to move/remove something currently on the hull to facilitate operations, then a decision will be made by CCG prior to demobilization if the Contractor will be required to return moved items to previous locations.

11. The Contractor shall be required to obtain, mobilize, maintain on location, demobilize and decontaminate all its resources for the oil recovery operation. Any mooring arrangements for the Contractor's craft at the wreck site must have minimal or negligible residual environmental impact and must be removed upon the completion of operations

Q10. Could Canada clarify the requirement under 4.1.1 of the Solicitation for a possible extension of twenty (20) days? Is this based on any expected additional works?

A10. Not specifically for additional work, but in the event of any extended weather or operational delays. CCG is requiring a guarantee that all the required resources are committed for the entire operational period.

Q11. Bidder would like to know if it will be possible (after award) to be provided a sample of oil recovered from the wreck in order to perform further analysis to evaluate suitability of various chemicals, dispersant, thinner, cleaning agent etc. in order to enable selection of the most appropriate response?

A11. Sample analysis has already been completed by Environment Canada and by independent third party (Petroforma) during the technical assessment in 2016. The report on Oil Testing by Petroforma is included in the RFP supporting documents.

Q12. Bidder would like to receive any available meteocean data pertaining to the area, such as winds, currents, swell, subsea currents, temperatures, etc. for the anticipated months from June to September.

A12. During the Technical Assessment in 2016 a Wind and Wave Climatology for the Manolis L wreckage site was prepared by Environment Canada and was included as part of the RFP documents. We have included that attached to this amendment in response to your request.

Q13. Bidder understands that in case of oil spill due to/coming from the support vessel itself, the Bidder would be responsible for the spill management and in this respect will have agreement in place with appropriate Canadian Response Organization. Can CCG confirm that they would manage the oil spill response in the case where the oil spill is coming from the Manolis fuel oil recovery operation? If yes, please detail means of intervention.

A13. Yes, CCG will be the lead for any oil spill operations originating from the Manolis L fuel oil recovery operations. CCG will have personnel, vessels, pollution counter-measures equipment and aerial surveillance capabilities onsite during operations and may contract other additional responders/resources as required.

Q14. Document ABES.PROD.PW_OLZ.B012.E7000.ATTA001 chapter 13 indicates that a Salvage representative is to be present at the ICP. Can it be clarified if this personnel will need to be accommodated ashore for the full duration of the campaign? If yes, where will the ICP be located?

A14. It is expected that the Salvage representative will be present at the ICP and should plan for accommodations ashore. The location of the ICP is anticipated to be in Twillingate, NL; however, the exact location has not been finalized at this point.

Q15. Section 4.1.1.1 - Mandatory Technical Criteria - #3 - The criteria states the Bidder must maintain a 'recognized' Quality Management System (QMS) but then follows with the statement requesting we provide valid certificate as proof of registration with ISO 9001:2008.

Question: Please confirm exactly what Canada is requiring as mandatory criteria as it relates to Quality Management?

A15. CCG is requiring a recognized QMS (as stated in Section 4.1.1.1). ISO 9001:2008 was referenced as an example only.

Q16. The basis of payment in Annex B is broken down into 3 lump sum payments plus an additional day rate for weather delays. This would imply at a minimum 3 payment milestones. However, according to SACC Manual clause H1000C (2008-05-12) referenced in Section 7.7.3, this implies one lump sum payment at the completion of the job.

A16. The Contractor will be paid in one single payment, upon completion of the work, as per the stated contract clauses. The price breakdowns requested in Annex "B" are for bidding/evaluation purposes only.

Q17. It is acknowledged the Bidder is responsible for obtaining all permits, licenses and government approvals to conduct the work. Can Canada please provide a list or summary of permits, approvals, licenses, etc. that they can confirm are required and those that have the potential to be required, and the corresponding legislation?

A17. This is a Contractor requirement to identify as part of the piece of work of conducting operations in Canada. The Contractor must be in compliance with all applicable provincial and federal legislation for any proposed works.

Q18. Could you please specify the Poor Point of the various oils?

A18. Please see attached document titled "Measured Data Manolis L Bunker C Fuel Oil."

Q19. Bidder has received the sample analysis result included in the RFP supporting documents. Bidder is willing (after award) to perform tests to define the best cleaning product. Can a sample be made available for additional tests?

A19. CCG does not have any samples in our immediate possession.

Q20. Could CCG provide data on surface current?

A20. Please see attached document titled "Ocean Data Collection and Modelling for the Manolis L."

Q21. Taking into consideration that CCG will be the lead for any oil spill, and provide intervention means, can CCG clarify what is expected from BIDDER in this section.

A21. Canadian Coast Guard (CCG) will be providing spill response for on water operations. Contractor is responsible to maintain a response capacity for their own equipment on site. Contractor/ vessel operator will be required to have an arrangement with a Certified Response Organization for the area of operations as per the Canada Shipping Act (CSA) 2001 to cover any vessel specific incidents not directly related to a release from the wreck itself. Contractor is to ensure that risk of creating an oil spill from the bulk oil removal process is minimized to the extent possible in the methodology, procedures, and equipment put forth in the Contractor's proposal including emergency shut down procedures in the event bulk oil is detected on the water.

Q22. Can CCG confirm that a Foreign Flagged Vessel can be nominated for this job? As part of the Bidder's foreign flag vessel temporary importation process, the Canadian Transportation Agency will run a research amongst Canadian vessel owners to check the availability of similar vessels. The Bidder is asking CCG to confirm that an award would imply that the research has already been performed and availability of a Canadian flag vessel will not interact with the Bidder's intention to use a foreign flag vessel.

A22. This is a Contractor requirement to identify as part of the piece of work of conducting operations in Canada. The Contractor must be in compliance with all applicable provincial and federal legislation for any proposed works.

Q23. With reference to the Importation Process, Bidder understands that obtaining a permit for personnel to work in Canada may take 12 weeks. This is not compatible with performing the oil recovery operations this summer. Can CCG confirm whether a shorter permit to work process can be envisaged, and how?

A23. This is a Contractor requirement to identify as part of the piece of work of conducting operations in Canada. The Contractor must be in compliance with all applicable provincial and federal legislation for any proposed works.

REQUEST FOR PROPOSAL:

1. In Part 4, Evaluation Procedures and Basis of Selection, article 4.1.1.1 Mandatory Technical Criteria, please revise criterion number 3, as follows:

3. The Bidder must maintain a recognised Quality Management System, such as ISO 9001:2008. The Bidder must provide a valid certificate as proof of registration.

MET:YesNo

2. In Annex "B" – Basis of Payment, please provide costing for an operational day, as per the following:

A firm all-inclusive daily rate for an operational day: \$_____ per day for an estimated three (3) days.

All other terms and conditions remain unchanged.