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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

Title - Sujet Emergency Towing Vessels	
Solicitation No. - N° de l'invitation F7017-160056/C	Amendment No. - N° modif. 006
Client Reference No. - N° de référence du client F7017-160056	Date 2018-03-01
GETS Reference No. - N° de référence de SEAG PW-\$\$MB-003-26699	
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 2018-04-05	Time Zone Fuseau horaire Eastern Standard Time EST
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: 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

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003mb

This Amendment number 006 is raised to (1) change the Request for Proposal closing date to the 5th of April 2018, (2) make modifications to the Request for Proposal (RFP) and (3) answer questions from the industry as follows:

Modifications to the RFP

Modification #11 – Article 1.2 (e) is deleted in its entirety and replaced with the following:

- (e) This procurement is not subject to the Maa-nulth First Nations Final Agreement (MFNFA).

Modification #12 – Article 3.2 (c) (ii) (Security) only is deleted in its entirety and replaced with the following:

- (ii) Intentionally deleted.

Modification #13 – Article 6.2 (a) only is deleted in its entirety and replaced with the following:

- (a) SACC Manual clause A9033T (2012-07-16) Financial Capability applies, except that subsection 3 is deleted and replaced with the following: "If the Bidder is a subsidiary of another company, then any financial information required by the Contracting Authority in 1(a) to (f) must also be provided by each level of parent company, up to and including the ultimate parent company. The financial information of a parent company does not satisfy the requirement for the provision of the financial information of the Bidder; however, if the Bidder is a subsidiary of a company and, in the normal course of business, the required financial information is not generated separately for the subsidiary, the financial information of the parent company must be provided. If Canada determines that the Bidder is not financially capable but the parent company is, or if Canada is unable to perform a separate assessment of the Bidder's financial capability because its financial information has been combined with its parent's, Canada may, in its sole discretion, award the contract to the Bidder on the condition that one or more parent companies grant a performance guarantee to Canada."

Modification #14 – Article 7.10 (b) (i) (A) and (B) only are deleted in its entirety and replaced with the following:

- (A) The Common Marine Inspection Document (CMID) as published by the International Marine Contractors Association (IMCA), completed by an accredited surveyor no more than 45 calendar days prior to delivery of each vessel to the Client. Corrective actions in the report findings must be corrected prior to delivery and acceptance of each vessel; or
- (B) The Offshore Vessel Inspection Database (OVID) as published by the Oil Companies International Marine Forum (OCIMF), completed by an accredited surveyor no more than 45 calendar days prior to delivery of each vessel to the Client. Corrective actions in the report findings must be corrected prior to delivery and acceptance of each vessel.

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Modification #15 MR 25 only of Attachment 4.1 (Mandatory Requirements) is deleted in its entirety and replaced with the following:

MANDATORY REQUIREMENTS				
BIDDER'S RESPONSE				
CRITERIA #	DOCUMENT REF.	MANDATORY REQUIREMENTS	ASSESSMENT METHODOLOGY	SUBMITTED REFERENCE WITH PAGE AND PARAGRAPH NUMBER
MR 25	Intentionally deleted	Intentionally deleted	Intentionally deleted	N/A

Modification #16 – RR-4, RR-4b and RR-4c only of Attachment 4.1 (Rated Requirements) are deleted in its entirety and replaced with the following:

RATED REQUIREMENTS						
			BIDDER'S RESPONSE			
CRITERIA #	POINT RATED REQUIREMENTS	MAX POINTS	ASSESSMENT METHODOLOGY	EVALUATION CRITERIA	DEMONSTRATED EXPERIENCE (BIDDER TO INSERT DATA)	SUBMITTED REFERENCE WITH PAGE AND PARAGRAPH NUMBER
RR-4 VESSEL 1	The Bidder's vessel should be fitted with a marine, deck crane greater than 5 tonnes with an objective of 20 tonnes 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 centerline 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."	9 PTS	The Bidder should provide a statement of fact supported by drawings depicting the operational limits of the crane.	3 PTS = 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. 6 PTS = The Bidder has demonstrated that the vessel has a marine, deck crane with a capacity of 10 tonnes or more but less than 20 tonnes SWL on main hoist. 9 PTS = The Bidder has demonstrated that the vessel has a marine, deck crane with a capacity 20		

				tonnes or more SWL on main hoist.		
RR-4 VESSEL 2	The Bidder's vessel should be fitted with a marine, deck crane greater than 5 tonnes with an objective of 20 tonnes 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."	9 PTS	The Bidder should provide a statement of fact supported by drawings depicting the operational limits of the crane.	<p>3 PTS = 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.</p> <p>6 PTS = The Bidder has demonstrated that the vessel has a marine, deck crane with a capacity of 10 tonnes or more but less than 20 tonnes SWL on main hoist.</p> <p>9 PTS = The Bidder has demonstrated that the vessel has a marine, deck crane with a capacity of 20 tonnes or more SWL on main hoist.</p>		
RR-4b VESSEL 1	The Bidder's vessel should be fitted with a marine, deck crane greater than 5 tonnes with an objective of 20 tonnes 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	9 PTS	The Bidder should provide a statement of fact supported by drawings depicting the operational limits of the crane.	<p>3 PTS = The Bidder has demonstrated that the vessel has a marine, deck crane with a working radius that reaches beyond the vessels centre-line.</p> <p>6 PTS = 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.</p>		

	deck area whichever is greater." A secondary hoist of 8 tonne SWL should also be fitted."			9 PTS = 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.	
RR-4b VESSEL 2	The Bidder's vessel should be fitted with a marine, deck crane greater than 5 tonnes with an objective of 20 tonnes 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."	9 PTS	The Bidder should provide a statement of fact supported by drawings depicting the operational limits of the crane.	3 PTS = The Bidder has demonstrated that the vessel has a marine, deck crane with a working radius that reaches beyond the vessels centre-line. 6 PTS = 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. 9 PTS = 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.	
RR-4c VESSEL 1	The Bidder's vessel should be fitted with a marine, deck crane greater than 5 tonnes with an objective of 20 tonnes Safe Working Load (SWL) on the main hoist at a minimum 5 m outreach/extension over the side of the vessel.	6 PTS	The Bidder should provide a statement of fact supported by drawings depicting the operational limits of the crane.	0 PTS = The Bidder has not demonstrated that the vessel has a marine, deck crane with a secondary hoist.	

	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."			<p>3 PTS= The Bidder has demonstrated that the vessel has a marine, deck crane with a secondary hoist of at least 4 tonnes SWL.</p> <p>6 PTS = The Bidder has demonstrated that the vessel has a marine, deck crane with a secondary hoist of at least 8 tonnes SWL.</p>		
RR-4c VESSEL 2	The Bidder's vessel should be fitted with a marine, deck crane greater than 5 tonnes with an objective of 20 tonnes 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."	6 PTS	The Bidder should provide a statement of fact supported by drawings depicting the operational limits of the crane.	<p>0 PTS = The Bidder has not demonstrated that the vessel has a marine, deck crane with a secondary hoist.</p> <p>3 PTS= The Bidder has demonstrated that the vessel has a marine, deck crane with a secondary hoist of at least 4 tonnes SWL.</p> <p>6 PTS = The Bidder has demonstrated that the vessel has a marine, deck crane with a secondary hoist of at least 8 tonnes SWL.</p>		

Modification #17 – RR-16 only of Attachment 4.1 (Rated Requirements) are deleted in its entirety and replaced with the following:

RATED REQUIREMENTS						
			BIDDER'S RESPONSE			
CRITERIA #	POINT RATED REQUIREMENTS	MAX POINTS	ASSESSMENT METHODOLOGY	EVALUATION CRITERIA	DEMONSTRATED EXPERIENCE (BIDDER TO INSERT DATA)	SUBMITTED REFERENCE WITH PAGE AND PARAGRAPH NUMBER
RR-16 VESSEL 1	The Bidder's vessel 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.	6 PTS	The Bidder should provide a statement of fact and drawing(s) depicting compliant accommodation arrangements identifying which cabins are for the Bidder's crew and which are available for CCG designated personnel.	2 PTS = 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. 4 PTS = 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.		

				6 PTS = The Bidder has 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.		
RR-16 VESSEL 2	The Bidder's vessel 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.	6 PTS	The Bidder should provide a statement of fact and drawing(s) depicting compliant accommodation arrangements identifying which cabins are for the Bidder's crew and which are available for CCG designated personnel.	<p>2 PTS = 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.</p> <p>4 PTS = 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.</p> <p>6 PTS = The Bidder has 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.</p>		

Modification #18 – RR-26 only of Attachment 4.1 (Rated Requirements) is deleted in its entirety and replaced with the following:

RATED REQUIREMENTS					
			BIDDER'S RESPONSE		
CRITERIA #	POINT RATED REQUIREMENTS	MAX POINTS	ASSESSMENT METHODOLOGY	EVALUATION CRITERIA	DEMONSTRATED EXPERIENCE (BIDDER TO INSERT DATA)
RR-26	The preliminary Skills and Knowledge Transfer Plan (SKTP) submitted by the Bidder under MR-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.	20 PTS	The Skills and Knowledge Transfer Plan should address the following elements as a minimum: 1. In-class familiarization (I-002); 2. Simulation (I-003); 3. Live demonstrations and deck exercises (I-004); and 4. Real life exercises (I-005).	5 PTS = The Bidder submitted a preliminary SKTP that addresses 1 of the required elements. 10 PTS = The Bidder submitted a preliminary SKTP that addresses 2 to 3 of the required elements. 15 PTS = The Bidder submitted a preliminary SKTP that addresses all the required elements. 20 PTS = The Bidder submitted a preliminary SKTP that addresses all the required elements as well	

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Modification #19 – Annex A (Statement of Work) section 2.1 only is deleted in its entirety and replaced with the following:

2.1 Project Requirements Overview

The primary deliverable for this contract is the provision of service from two Emergency Towing Vessels (ETV) on a Time Charter basis as described in section 2.2.

The Contractor must prepare and deliver a Project Management Plan (as per section 2.3) and described under Contract Data Requirements List (CDRL – Appendix C to this Annex), Data Item No M-001 and associated documents describing the management methodology to be used in the administration of the Contract (CDRL M-001).

The Contractor must deliver the Mobilisation Plan (section 2.4) describing refit, outfitting, painting and all other requirements to allow start of ETV operations as outlined in article 7.8 of the Contract of the first vessel no later than 6 Months After Contract Award (MACA) and a second ETV no later than 30 September 2019 (CDRL T-001). The Contractor must deliver a De-Mobilisation Plan (section 2.4) describing work, painting and all other requirements that must be completed after the Time Charter period is completed (CDRL T-002).

The Contractor must provide a Skills and Knowledge Transfer Plan to enable the development of knowledge of escort and emergency towing for designated CCG personnel (section 2.5). 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 I-001). Number of CCG personnel to be trained is described in the Data Item Deliverables.

Modification #20 – Annex A (Statement of Work) section 2.4.1 only is deleted in its entirety and replaced with the following:

2.4.1 Mobilisation Plan

The Contractor will provide a 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 as described in this Statement of Work, CONOPS and Data Item Deliverables (DIDs).

The Mobilisation Plan must ensure the first ETV can begin operations no later than 6 MACA and the second ETV can do so no later than 30 September 2019. This deliverable should also describe whether mobilisation can be achieved earlier and under what considerations, constraints and costs. Where the ETV Baseline requirements refer to certification in accordance with regulations, the appropriate documents must accompany the deliverable item, as proof of compliance. The Mobilisation Plan must provide details as described under DID T-001.

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Modification #21 – Appendix D to Annex A (Data Item Deliverable (DID)) DID T-001 (Mobilisation Plan) only is deleted in its entirety and replaced with the following:

DID T-001 Mobilisation Plan

1. PURPOSE of DID:

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

ATTACHMENT and APPLICABLE REFERENCES:

Attachments: N/A

References: DID M-002 Master Project Schedule

DID T-002 De-mobilisation Plan

DID M-005 Project Progress Report

DID M-006 Project Initiation Meeting

DID M-007 Project Review Meeting

2. PREPARATION INSTRUCTIONS:

Format:

The Mobilisation Plan must be prepared in the Contractor's template and must be accepted by the Technical Authority.

The Mobilisation Plan must be provided in a searchable PDF format for all versions prior to the final version. The final version of the Mobilisation Plan must be provided in both Microsoft Word and PDF files.

Requirements:

The Mobilisation Plan must describe in detail how the Contractor intends to mobilize the ETVs from their pre-contract award state and condition to meet the requirements of the vessels detailed in the Baseline Requirements document, the SOW and ConOps, including delivering a vessel painted with white diagonal hull stripe with painted contrasting borders and the "Coast Guard/Garde côtière: word mark (either painted or as a decal) on either side of the hull in a contrasting color (see examples below).

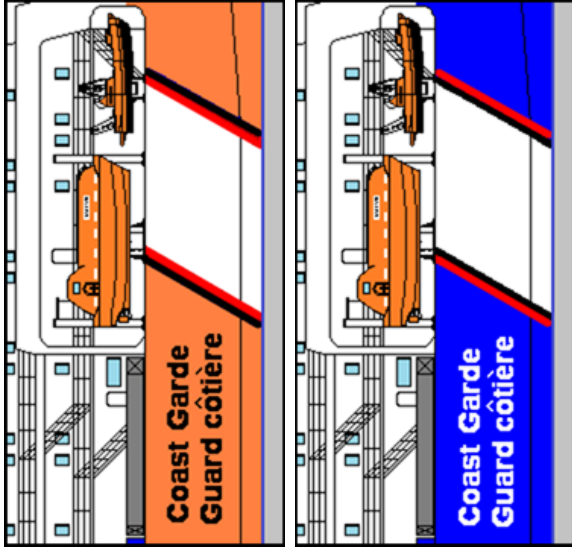
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The sizing, positioning and lettering styles for the stripe and wordmark must be in accordance with the CCG Fleet Federal Identity Program Guide found in addendum 1 to the Baseline Requirements Document (Appendix A to the SOW).

Two Examples of Contrasting Stripe Border and CCG Wordmark ”



The Mobilisation Plan must ensure the first ETV can begin operations no later than 6 MACA and the second ETV can do so no later than 30 September 2019. Timings and sequencing of activities must be captured in the Master Schedule DID (CDRL M-002), however the Mobilisation Plan must describe how the Contractor will meet the required timeframes. This deliverable must also describe whether mobilisation can be achieved earlier and under what considerations, constraints and costs.

The Mobilisation Plan must allow for a Vessel Condition Survey to be conducted by a CCG evaluation team who will assess the work completed during mobilisation to ensure that they meet all essential requirements, as per the Baseline Requirements Document and as per the Contractor's Mobilisation Plan.

The Mobilisation Plan must address all corrective actions identified in the inspection report in accordance with either the Common Marine Inspection Document (CMID) or the Offshore Vessel Inspection Database (OVID) submitted at contract award.

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The Mobilisation Plan must address the work required to accommodate designated Government Furnished Equipment (GFE) identified at the initiation meeting.

The Mobilisation Plan must include the production and delivery 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) to be completed by an accredited surveyor no more than 45 days prior to delivery of the vessel to Canada. Any corrective actions in the report findings must then be corrected prior to delivery of the vessel.

The Mobilisation Plan must include the production of a Vessel Condition Survey by an independent accredited third party that will document the condition of the vessel at the start of the Time Charter period.

The Mobilisation Plan must also include how the Contractor intends to meet the security requirements, which indicate that the Masters and crew for each vessel must hold a valid reliability status.

All work to be carried out for the Mobilisation Plan must abide by the Buy-in-Canada Policy.

Directions:

1 Month after Contract Award

Following discussions with Canada, at the Project Initiation Meeting, the Contractor must provide an amended Final Mobilisation Plan.

3. DELIVERABLES:

Within 1 Month After Contract Award

One electronic copy of the Final Mobilisation Plan must be provided to the Technical Authority for review and acceptance one month after the contract effective date.

Questions and Answers

Question #21

The RFP document contains the clause *"This procurement is subject to the Maa-Nulth First Nations Final Agreement (MFNFA)"*. Could you please explain the significance of the MFNFA with respect to the Emergency Towing Vessels RFP and highlight any requirements contractors must comply with?

Answer to question #21

Canada has done further review of the Maa-nulth First Nations Final Agreement (MFNFA) including the side agreement titled "Agreement between Canada and Maa-nulth First Nations of Pacific Rim concerning cooperation in the Planning and Management of Pacific Rim National Park Reserve" (the Agreement) and have determined that this requirement does not fall under this agreement. As such, please see the change done to article 1.2 (e) in modification #11.

Question #22

Could you please specify if equipment procured in Canada but not manufactured entirely in Canada meet the eligibility criteria for the buy in Canada certification?

Answer to question #22

The Buy in Canada element of the Shipbuilding and Industrial Marine Policy Framework (Buy in Canada Policy) will only apply to mobilisation, repair, maintenance, refit, outfitting (including dry-docking and conversions) and demobilisation work. For this requirement, Canada will not dictate where the vessels or supporting equipment must have been built.

Question #23

Can you kindly clarify who of proposed personnel must be security cleared and when?

Answer to question #23

Please note that article 3.2 (c) (ii) (Security) has been deleted in its entirety, per modification #12.

Prior to Contract award, the proposed Contractor will need to hold a valid security requirement as detailed under article 7.6 (more specifically article 7.6 (a)). If the Bidder already has a Designated Organizational Screening (DOS) issued by the Canadian Industrial Security Directorate (CISD) of PWGSC, than such information is to be provided with its bid in Attachment 3.1 (Bid Submission Form). If the Bidder does not

have nor is it in the process of obtaining their DOS, than please immediately request in writing, that the Contracting Authority provide you with the information relating to the process to be followed in order to obtain such required DOS.

Following Contract award, all Contractor personnel will also be required to hold a valid security requirement as detailed under 7.6 (more specifically article 7.6 (b)).

Question #24

Can you kindly clarify if Master can be cleared prior to contract award and in progress at bid submission as Bidders may still be obtaining DOS as bid submission?

Answer to question #24

Please note that article 3.2 (c) (ii) has been deleted in its entirety, per modification #12.

Question #25

Can you kindly clarify how the MFNFA will impact Bidders or the contract?

Answer to question #25

Please see modification #11.

Question #26

Maa-Nulth First Nation was identified and their Final Agreement was mentioned. Are they the priority indigenous party to receive benefits? Why were they the only First Nation specifically mentioned?

Answer to question #26

Please see modification #11. Furthermore, please note that all aboriginal entities that meet the definition provided under the contract will be considered for the Aboriginal Participation Component (APC).

Question #27

Please clarify that no APC plan is required at bid submission but only 2 MACA.

Answer to question #27

Yes, that is correct.

Question #28

When do Bidders provide a plan on how 1% will be spent on APC? What weight will this have on the 30% non-financial scoring?

Answer to question #28

The plan must be provide 2 Months After Contract Award (MACA). The Aboriginal Participation Component (APC) is not being evaluated.

Question #29

You skimmed quickly through the security questions but there is a big challenge here for bidders who are not currently DOS cleared to provide a Master with clearance as they cannot clear the individual by bid close.

It's more about timing with bid closing vs prior to contract award rather than level of clearance at issue.

Order is typically organization and then resources and not vice versa.

Answer to question #29

Please see answer to questions #23.

Question #30

How will Aboriginal participation be scored in the overall selection (i.e. price vs. APC)?

Answer to question #30

The Aboriginal Participation Component (APC) is not being evaluated.

Question #31

What level of security clearance is required for the Master?

Answer to question #31

As per Article 7.6 (b), the Masters including any crew member will need RELIABILITY STATUS.

Question #32

If the Bidder would like to submit a vessel with alternate configurations (i.e. equipment or specifications) that would influence a daily all-inclusive rate for the vessel, how does the Bidder provide an alternate optional rate for the boat?

Answer to question #32

If the Bidder would like to submit more options, it must do so by following the instructions provided under article 3.1 (e) (i).

Question #33

If the Bidder would like to submit an additional vessel in the offer (above ETV 1 or ETV 2) just for the purpose of the Client to select their preferred two, how is this to be completed?

Answer to question #33

If the Bidder would like to submit more options, it must do so by following the instructions provided under article 3.1 (e) (i).

Question #34

Section 6.2 Financial Capability refers to SACC Manual clause A9033T (2001-07-16), however the most recent update to the manual dates A9033T (2007-11-30). Which version should be adhered to?

Answer to question #34

Please see correction done under modification #13

Question #35

Would the Government of Canada consider including one of the relevant limitation of liability clauses found in subsection 5.n of the Standard Acquisition Clauses and Conditions Manual?

Answer to question #35

Canada has considered the request, however the RFP will remain the same.

Question #36

After contract award, can the Project Manager be substituted?

Answer to question #36

Replacement of individuals will be completed as detailed in Article 7.46 of the Resulting Contract Clauses.

Question #37

Will a Parental Guarantee be required to be signed by the chosen Contractor prior to Contract award?

Answer to question #37

Based on the financial evaluation results, additional requests from Canada may be required, such as a Parental Guarantee.

Question #38

If both vessel are inspected and accepted at the same time will they be place on hire at the same time?

Answer to question #38

Yes.

Question #39

If the bid is deemed non-responsive during the evaluation process will I be immediately notified?

Answer to question #39

All notifications, including regret letters, are only provided after contract is awarded.

Question #40

Will the Vessels Confirmation Assessment be done by the CCG or a third-party class society?

Answer to question #40

The Vessels Confirmation Assessment provided under article 4.5 will be done by CCG.

Question #41

When the bid closes how long will it take for the Bidder with the Top Ranked Responsive bid to be notified?

Answer to question #41

If no complications are encountered, a notification would be done approximately 2 months after bid closing.

Question #42

With regards to maintenance days, must they be accumulated prior to taking advantage of them?

Answer to question #42

As per article 7.35 (c) (i) (...) the Contractor must be entitled to twenty-four hours on hire per month or pro rata, which must be cumulative, from acceptance of the vessel for the purposes of maintenance(...).

Question #43

The RFP is subject to the Maa-nulth First Nations Final Agreement (MFNFA). Upon review of the MFNFA, we are seeking clarification which aspects of the MFNFA apply to contractors for the APC requirement noted above.

Answer to question #43

Please see modification #11.

Question #44

Is the APC of any Contractor's bid expected to focus on Maa-nulth First Nations businesses and individuals, or does the MFNFA apply to the RFP document because of other aspects such as Navigable Waters/other government to government matters?

Answer to question #44

Please see answer to questions #26.

Question #45

Are other First Nation or Indigenous Peoples businesses outside of the MFNFA signatory Nations deemed equally acceptable for a contractor to engage with to meet APC objectives in its bid?

Or

Are Maa-nulth First Nations businesses rated at a higher priority for a contractor to engage with over other First Nation or Indigenous Peoples businesses for this RFP?

Answer to question #45

Please see answer to questions #26.

Question #46

The technical evaluation criteria in the RFP document generally have clear quantitative valuations.

Could you please confirm where the APC is situated in the overall bid evaluation scoring?

This would help determine the relative weighting of APC in the evaluation process and the weighting of the specified APC initiatives outlined in Part 2.7. The RFP document appears to prioritize at least one APC element over others, but we seek clarity on the overall valuation of APC.

Answer to question #46

The Aboriginal Participation Component (APC) is not being evaluated.

Question #47

On page 92 of the RFP Document, it stipulates that a successful contractor must meet a 1% APC key performance indicator (KPI) target and that failure to do so within the specified time frame will result in penalties incurred.

While this is not yet determined, if the Contractor ultimately attains an APC target exceeding a 1% KPI, would failure to meet this >1% target later in the operation (due to unforeseen circumstances) result in a penalty proportionately higher than 1%?

Answer to question #47

Please see article 7.20 (g) (iii) for additional explanation regarding the Aboriginal Participation Component (APC) Key Performance Indicator (KPI). For clarity purposes, the APC KPI payment credit will not exceed 1% of the Total Estimated Cost of the Contract.

Question #48

Is a Contractor's bid proposal that aims for higher than the 1% APC KPI target rated higher than other contractors who agree only to meet the 1% on that aspect of the bid? Or, is it a compliance item just to commit to / meet 1% APC KPI rather than it being given a specific weighting to the degree to which you achieve or exceed an APC?

Answer to question #48

The Aboriginal Participation Component (APC) is not being evaluated. The Bidder needs to agree with the Attachment 5.5 and 5.6 of the RFP.

Question #49

Can you kindly clarify if Master for all shifts have to be cleared at bid submission or just primary Master for each vessel?

Answer to question #49

Please see answer to question #23.

Question #50

Should a Contactor wish to submit additional vessels so the Client can choose which they would prefer for two (2) total, how should this be approached?

Answer to question #50

If the Bidder would like to submit more options, it must do so by following the instructions provided under article 3.1 (e) (i).

ALL OTHER TERMS AND CONDITIONS OF THE RFP REMAIN UNCHANGED