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**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> 008
<b>Client Reference No. - N° de référence du client</b> F7017-160056	<b>Date</b> 2018-03-15
<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 2018-04-05</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 008 is raised to (1) make modifications to the Request for Proposal (RFP) and (2) answer questions from the industry as follows:

**Modifications to the RFP**

Modification #32 - MR 6 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 6	Baseline Requirement Documents	The Bidder's vessels must be fitted with a Fast Rescue Craft (FRC), no less than 6.5m Length Over All (LOA) with a single point launch and recovery davit.	The Bidder must provide a compliance statement that this criterion will be met at mobilization.	

Modification #33 - MR 9 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 9	Baseline Requirement Documents	<p>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:</p> <p>a) Minimum of one Fleet Broadband 500 (FBB500) voice and data system;</p> <p>b) Minimum of one Sailor 100GX data system with a bandwidth speed of 768 Kbps Downlink and 256 Kbps Uplink;</p> <p>c) Minimum of one GSM 3G or 4G or LTE cellular data system;</p> <p>d) Minimum of three, network data connections for Sailor 100 GX, cellular</p>	<p>The Bidder must provide a compliance statement that this criterion will be met at mobilization.</p>	



Modification #34 - MR 12 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 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.	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 that demonstrates a minimum continuous bollard pull of no less than 120 tonnes when all required engine driven consumers (shaft generators, etc.) are taken into account.  As per "Noble Denton Marine Services - Certification for Towing Vessel Approvability (DNVGL-SE-0122), edition March, 2017", in instances where a certificate of	

			<p>continuous bollard pull, less than 10 years old cannot be produced, then for tugs less than 10 years old, bollard pull may be estimated as 1 tonne/100 (certified) BHP of the main engines and for tugs over 10 years old, with a bollard pull certificate greater than 10 years old, Bollard Pull may be accepted as the greater of:</p> <ul style="list-style-type: none"><li>— the certified value reduced by 1% per year of age since the BP test, or</li><li>— 1 tonne/100 (certified) BHP of the main engines reduced by 1% per year of age greater than 10.</li></ul>		
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Modification #35 - MR 13 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 13	Baseline Requirement Documents	The Bidder's vessels must possess a maximum speed of no less than 15 Knots.	<p>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.</p> <p>A differential GPS data file/printout generated from a speed trial conducted in accordance with the "STA-Joint Industry Project - Recommended Practice for Speed Trials - 2006" or, equivalent (depending on vessel build date) conducted</p>	

			during builder sea trials or, during a separate speed trial will be acceptable.		
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Modification #36 – RR-2 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	SUBMITTED REFERENCE WITH PAGE AND PARAGRAPH NUMBER
RR-2 VESSEL 1	The Bidder's vessel should possess a maximum speed in excess of 15 Knots.	9 PTS	The Bidder should provide a sea trial report, vessel logs or GPS data that identifies the vessels maximum speed.  A differential GPS data file/printout generated from a speed trial conducted in accordance with the	3 PTS = The Bidder confirmed by electronic data that the vessel possesses a maximum speed between 15 and 16 Knots.  6 PTS = The Bidder confirmed by electronic data that the vessel possesses a maximum	



		"STA-Joint Industry Project - Recommended Practice for Speed Trials - 2006" or, equivalent (depending on vessel build date) conducted during builder sea trials or, during a separate speed trial will be acceptable.	speed greater than 16 and less than 17 Knots.  9 PTS = The Bidder confirmed by electronic data that the vessel possesses a maximum speed of 17 knots or more.		
<b>RR-2</b> <b>VESSEL 2</b>	The Bidder's vessel should possess a maximum speed in excess of 15 Knots.	<b>9 PTS</b>  The Bidder should provide a sea trial report, vessel logs or GPS data that identifies the vessels maximum speed.  A differential GPS data file/printout generated from a speed trial conducted in accordance with the "STA-Joint Industry Project - Recommended Practice for Speed Trials - 2006" or, equivalent (depending on vessel build date) conducted during builder sea trials or, during a separate speed trial will be acceptable.	3 PTS = The Bidder confirmed by electronic data that the vessel possesses a maximum speed between 15 and 16 Knots.  6 PTS = The Bidder confirmed by electronic data that the vessel possesses a maximum speed greater than 16 and less than 17 Knots.  9 PTS = The Bidder confirmed by electronic data that the vessel possesses a maximum speed of 17 knots or more.		

Modification #37 – RR-6 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-6  VESSEL 1	The Bidder's vessel should have a second fast rescues craft (FRC), no less than 6.5m LOA with single point launch and recovery davit.	3 PTS	The Bidder should provide a statement of fact supported by arrangement drawings that demonstrates that the vessels have a second fast rescues craft (FRC), no less than 6.5m LOA with single point launch and recovery davit.	0 PTS = The Bidder has not demonstrated that the vessel has a second fast rescues craft (FRC), no less than 6.5m LOA with single point launch and recovery davit.  3 PTS = The Bidder has demonstrated that the vessel has a second fast rescues craft (FRC), no less than 6.5m LOA with single point launch and recovery davit.		

<b>RR-6</b> <b>VESSEL 2</b>	The Bidder's vessel should have a second fast rescues craft (FRC), no less than 6.5m LOA with single point launch and recovery davit.	<b>3 PTS</b>	The Bidder should provide a statement of fact supported by arrangement drawings that demonstrates that the vessels have a second fast rescues craft (FRC), no less than 6.5m LOA with single point launch and recovery davit.	0 PTS = The Bidder has not demonstrated that the vessel has a second fast rescues craft (FRC), no less than 6.5m LOA with single point launch and recovery davit.  3 PTS = The Bidder has demonstrated that the vessel has a second fast rescues craft (FRC), no less than 6.5m LOA with single point launch and recovery davit.	
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Modification #38 – RR-12 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)
RR-12 VESSEL 1	The Bidder's vessel should have a Class environmental (Green or Clean) notation where initiatives or measures have been undertaken on propulsion, emission and waste control systems, HVAC and hotel services, etc.	6 PTS	The Bidder should provide a statement of fact and a class certificate denoting Clean or Green Notation, or a current certification and demonstrated performance in the "Green Marine" program.	0 PTS = 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.  6 PTS = 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.		
<b>RR-12</b> <b>VESSEL 2</b>	The Bidder's vessel should have a Class environmental (Green or Clean) notation where initiatives or measures have been undertaken on propulsion, emission and waste control systems, HVAC and hotel services, etc.	<b>6 PTS</b>	The Bidder should provide a statement of fact and a class certificate denoting Clean or Green Notation, or a current certification and demonstrated performance in the "Green Marine" program.	0 PTS = 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.  6 PTS = 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.		

Modification #39 – RR-14 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)
RR-14 VESSEL 1	The Bidder's vessel should have Oil recovery capacity and possession of a Class "Oil Recovery" notation.	6 PTS	The Bidder should provide a statement of fact and a class certificate denoting Oil Recovery Notation or a statement of compliance and proposed approach in the mobilisation plan that the vessel will obtain a class certificate denoting Oil Recovery Notation through mobilisation.	0 PTS = The Bidder has not demonstrated that the vessel has an Oil recovery capacity and possession of a Class "Oil Recovery" notation.	
				3 PTS – The Bidder has demonstrated that the vessel will have an Oil recovery capacity and possession of a Class "Oil Recovery" notation.	
				6 PTS = The Bidder has demonstrated that the vessel has an Oil recovery capacity and possession of a Class "Oil Recovery" notation.	
RR-14 VESSEL 2	The Bidder's vessel should have Oil recovery capacity and possession of a Class "Oil	6 PTS	The Bidder should provide a statement of fact and a class certificate denoting Oil	0 PTS = The Bidder has not demonstrated that the vessel has an Oil recovery capacity and possession of	

	Recovery" notation.		Recovery Notation or a statement of compliance and proposed approach in the mobilisation plan that the vessel will obtain a class certificate denoting Oil Recovery Notation through mobilisation.	a Class "Oil Recovery" notation.  3 PTS – The Bidder has demonstrated that the vessel will have an Oil recovery capacity and possession of a Class "Oil Recovery" notation.  6 PTS = The Bidder has demonstrated that the vessel has an Oil recovery capacity and possession of a Class "Oil Recovery" notation.		
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Modification #40 – RR-15 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-15 VESSEL 1	The Bidder's vessel should possess an IMO Oil Recovery Training certification for the Master and crew.	6 PTS	The Bidder should provide a statement of fact and a certificate denoting IMO Oil Recovery Training for Master and crew. or a statement of compliance that a certificate denoting IMO Oil Recovery Training for Master and crew will be obtained prior to delivery of the vessel.	0 PTS = The Bidder has not demonstrated that the vessel possesses an IMO Oil Recovery Training certification for the Master and crew.  3 PTS = The Bidder has demonstrated that the vessel will possess an IMO Oil Recovery Training certification for the Master and crew prior to delivery of the vessel.  6 PTS = The Bidder has demonstrated that the vessel possesses an IMO Oil		



<b>RR-15 VESSEL 2</b>	The Bidder's vessel should possess an IMO Oil Recovery Training certification for the Master and crew.	<b>6 PTS</b>	The Bidder should provide a statement of fact and a certificate denoting IMO Oil Recovery Training for Master and crew. or a statement of compliance that a certificate denoting IMO Oil Recovery Training for Master and crew will be obtained prior to delivery of the vessel.	Recovery Training certification for the Master and crew. 0 PTS = The Bidder has not demonstrated that the vessel possesses an IMO Oil Recovery Training certification for the Master and crew. 3 PTS = The Bidder has demonstrated that the vessel will possess an IMO Oil Recovery Training certification for the Master and crew prior to delivery of the vessel. 6 PTS = The Bidder has demonstrated that the vessel possesses an IMO Oil Recovery Training certification for the Master and crew.	
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Modification #41 – RR-17b is added to Attachment 4.1 (Rated Requirements) as follows:

RATED REQUIREMENTS					
			BIDDER'S RESPONSE		
CRITERIA #	POINT RATED REQUIREMENTS	MAX POINTS	ASSESSMENT METHODOLOGY	EVALUATION CRITERIA	DEMONSTRATED EXPERIENCE (BIDDER TO INSERT DATA)
RR-17b VESSEL 1	The Contractor's vessel should be provided with a dedicated space that can be utilized as an "Operations Center" that can accommodate two to three, computer work stations. This could be an existing conference room, ship's office or a space converted for the purpose. There should be sufficient room to install the following equipment in the space;  a) A minimum of one 24U network rack, 42" high x 34" deep x 24" wide; b) A minimum of one printer; and c) Four or more 110 VAC available power circuits.	6 PTS	The Bidder should provide a statement of fact and ship's drawings identifying spaces on the vessel that can accommodate this requirement.	0 PTS – The Bidder has not demonstrated that the vessel has a dedicated space that can be utilized as an Operations center that can accommodate two to three, computer work stations.  6 PTS - The Bidder has demonstrated that the vessel has a dedicated space that can be utilized as an Operations center that can accommodate two to three, computer work stations.	

<p><b>RR-17b</b> <b>VESSEL 2</b></p>	<p>The Contractor's vessels should be provided with a dedicated space that can be utilized as an "Operations Center" that can accommodate two to three, computer work stations. This could be an existing conference room, ship's office or a space converted for the purpose. There should be sufficient room to install the following equipment in the space;</p> <p>a) A minimum of one 24U network rack, 42" high x 34" deep x 24" wide; b) A minimum of one printer; and c) Four or more 110 VAC available power circuits.</p>	<p><b>6 PTS</b></p>	<p>The Bidder should provide a statement of fact and ship's drawings identifying spaces on the vessel that can accommodate this requirement.</p>	<p>0 PTS – The Bidder has not demonstrated that the vessel has a dedicated space that can be utilized as an Operations center that can accommodate two to three, computer work stations.</p> <p>6 PTS - The Bidder has demonstrated that the vessel has a dedicated space that can be utilized as an Operations center that can accommodate two to three, computer work stations.</p>	
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Modification #42 – The Maximum Technical Points is deleted from 398 points to 410 points, as follows:

<b>MAXIMUM TECHNICAL POINTS</b>	<b>410 PTS</b>	
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Modification #43 – Appendix A to Annex A (ETV Baseline Requirements) section 2, item n) only is deleted in its entirety and replaced with the following:

- n) The Contractor's vessels must be fitted with a Fast Rescue Craft (FRC), no less than 6.5m Length Over All (LOA) with a single point launch and recovery davit;

Modification #44 – Appendix A to Annex A (ETV Baseline Requirements) section 2, item u) only is deleted in its entirety and replaced with the following:

- u) In addition to the Contractor's fitted satellite and cellular communications systems on the vessels, the Contractor's vessels must be fitted with the following systems;
- I. Minimum of one Fleet Broadband 500 (FBB500) voice and data system;

- II. Minimum of one Sailor 100GX data system at a bandwidth speed of 768Kbps Downlink and 256 Kbps Uplink;
- III. Minimum of one GSM 3G or 4G or LTE cellular data system;
- IV. 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;
- V. Physical space for a minimum of one, 24U network rack, 42" high x 34" deep x 24" wide;
- VI. Physical space for a minimum of one printer; and
- VII. Four or more 110 VAC available power circuits.

Modification #45 – Appendix A to Annex A (ETV Baseline Requirements) section 3, item c) only is deleted in its entirety and replaced with the following:

- c) The Contractor's vessels should have a second Fast Rescue Craft (FRC), no less than 6.5m Length Overall (LOA) with single point launch and recovery davit;

Modification #46 – Appendix A to Annex A (ETV Baseline Requirements) section 3, item o) is being added, as follows:

- o) The Contractor's vessels should be provided with a dedicated space that can be utilized as an "Operations Center" that can accommodate two to three, computer work stations. This could be an existing conference room, ship's office or a space converted for the purpose. There should be sufficient room to install the following equipment in the space;
  - a) A minimum of one 24U network rack, 42" high x 34" deep x 24" wide;
  - b) A minimum of one printer; and
  - c) Four or more 110 VAC available power circuits.

Modification #47 – 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:

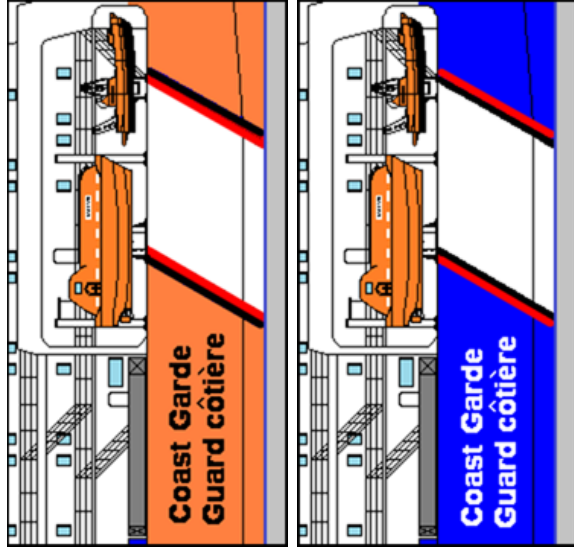
The Mobilisation Plan must be prepared in the Contractor's template and must be accepted by the Technical Authority.

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). 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.

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.

The Mobilisation Plan may include a plan for the contractor to obtain an Oil Recovery Notation for the vessels, if not already in place.

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.

Modification #48 – Appendix D to Annex A (Data Item Deliverable (DID)) DID I-006 (Human Resources Plan) only is deleted in its entirety and replaced with the following:

**DID I-006 Human Resources Plan**

**1. PURPOSE of DID:**

The purpose of this DID is to identify the requirements for Human Resources (HR) Plan.

**2. ATTACHMENT and APPLICABLE REFERENCES:**

Attachments: N/A

References: DID M-001 Project Management Plan

DID M-005 Project Progress Reports

DID I-001 Skills and Knowledge Transfer Plan

### 3. PREPARATION INSTRUCTIONS:

Format:

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

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

Requirements:

The HR Plan must describe, at a minimum:

- a) The Contractor's HR staffing practices;
- b) The qualifications and certifications for the ETV crew; and
- c) The training qualifications for the resource responsible for the delivery of the Skills and Knowledge Transfer component of the contract.

The HR Plan may include a plan for the contractor to obtain an Oil Recovery training certification for the Master and crew prior to vessel delivery, if not already in place.

The HR Plan must provide the Contractor's approach to employee retention and hiring to ensure emergency towing personnel with required experience and certification will be available for the duration of the contract and into the optional extension period.

The Contractor must define the roles and responsibilities of its personnel identified in the HR Plan, including any reporting relationships.

The Contractor must provide a list of key project management personnel and their resumes that will be involved in the ETV project.

Evidence of professional competency and experience of the proposed vessel crew must be produced to CCG prior to delivery (and upon request at any time). This must include all crewmembers having attended an emergency towing course provided through an established in-house training program or, by a marine training institution or external service provider. Demonstrable emergency towing experience may consist of any combination of participation in documented actual incidents, participation in an emergency towing vessel response scheme or



organization, participation in live vessel training exercises using large commercial vessels and simulator training involving any or all of the former.

The Contractor's HR Plan must be kept current and align with the overall Project Management Plan developed for DID M-001 and be kept current for the duration of the Contract and be reported upon in the Project Progress Reports.

Directions:

**Within 1 Month after Contract Award**

The Contractor must provide a Final HR plan as described above.

**4. DELIVERABLES:**

**Within 1 month after Contract Award**

One electronic copy of the HR Plan in PDF and one electronic copy in Word are to be provided to the Technical Authority for review and acceptance.

Modification #49 – Answer to question #82 of solicitation amendment 007 is changed as follows:

Answer to question #82

Please see changes to Addendum 2 to Appendix B to Annex A under modifications #30 of this solicitation amendment 007.

Modification #50 – Answer to question #85 of the solicitation amendment 007 is changed as follows in the French version only.

Réponse à la question n° 85

Le Canada a examiné la demande, par contre la DS demeurera inchangée.

## **Questions and Answers**

### **Question #96**

Is CCG's requirement/intent to operate two independent/separate VSAT/FBB/Cell systems on board?

i.e.:

System 1: Contractors existing VSAT/FBB/Cellular system

+

System 2: Sailor 100GX VSAT + FB500 + Cellular Data

**or**

Is CCG's requirement/intent to have two VSAT/FBB/Cellular systems on board for redundancy?

i.e.:

One (1) VSAT or FBB system goes down, the secondary VSAT/FBB systems come online.

**or**

Is CCG's requirement/intent to have only a single VSAT/FBB/Cellular system on board?

i.e.

One (1) VSAT system, one (1) FBB system, one (1) cellular system

### **Answer to question #96**

These systems are in addition to the fitted satellite and cellular communications systems on board the Contractors vessels. See the attached block diagram.

### **Question #97**

Daily fuel consumption could easily be more expensive than the daily charter rate. Total fuel burn has an enormous impact on the total cost to Canada of this vessel. The lowest priced vessel on a daily rate basis may actually be the most expensive vessel in Total Cost once fuel is factored in. How is the CCG taking fuel consumption into account in the Total Financial Score?

### **Answer to question #97**

Fuel consumption will not be taken into account in the Total Financial Score as fuel will not be paid under the contract but as a direct cost to CCG.

### **Question #98**

RR 9 - Could you please clarify if a LARS system is required to be supplied by proponent for the ROV handling equipment or the proponent is simply required to provide a frame that would fit a Government issued LARS.

Answer to question #98

Canada feels that the Rated Requirement RR-9 clearly describes how points can be achieved. If this is not the case, please specify what is unclear.

Question #99

If such a LARS system is required, Could you please specify the utility requirements (Power, consumers, hydraulics and communications, satellite feed requirements).

Answer to question #99

No, Canada does not want to specify additional requirements.

Question #100

Addendum 2 to Appendix A to Annex A: Is the SAR equipment listed in this appendix Government issued?

Answer to question #100

Canada understands that the contractor's vessels will be delivered with some, all or more SAR equipment than what is listed in Addendum 2 to Appendix A to Annex A. If the vessels have less than what is listed, then as per section 2.4.3 of Annex A Statement of Work, any missing equipment will be provided as GFE.

Question #101

Question on the Vessel Confirmation Assessment - Do all modifications posed to the Vessel in the bid need to be made at the time of the assessment i.e. Vessel painted in Coast Guard colours, all tow certificates attained, a crane fully installed, etc., or can they still be completed after contract award if fully specified how they will be completed in the mobilization plan and priced accordingly?

Answer to question #101

Unless specified directly within the mandatory requirements, Canada will require that the Top-Ranked Responsive bid demonstrate any features, functionalities and capabilities described in its bid in response to Attachment 4.1 during the Vessels Confirmation Assessment.

All requirements identified as to be completed through mobilisation will be verified by Canada prior to inspection and acceptance of the vessels.

For all rated requirements where the Bidder obtained points, Canada will require that the Top Ranked Responsive bid demonstrate such features, functionalities and capabilities during the Vessels Confirmation Assessment.

As specified in Attachment 4.2, Table 1, Column (b), the required mobilisation work is to be included in the proposed pricing.

Question #102

In regards to the Clean or Green certificate - would a third party Green certificate i.e. Green Marine be acceptable for this Rated Requirement if it has tracked KPIs and the bidder is able to demonstrate such?

Answer to question #102

Current certification and demonstrated performance in the "Green Marine" program is acceptable. Please also see modification #38 of this solicitation amendment 008.

Question #103

Are two drives and DP RQMTS neither mandatory nor desirable any longer?

Answer to question #103

Dynamic Positioning requirements remain a desirable requirement as per 3 h) of Appendix A to Annex A, and will be evaluated as per RR-10 and RR-11 of Attachment 4.1.

Question #104

Regarding the training plan, what is the maximum number of people to be trained for each position on each vessel?

Answer to question #104

The requirement is not to train CCG personnel for any specific position on the vessel. Rather, the In class and simulation DIDs, identify the maximum number of CCG personnel that CCG anticipates participating in the Skills and Knowledge Transfer.

Question #105

With reference to MR 9, (1) does the Contractor vessel require at minimum 2 on board VSAT system (i.e. 1 sailor 100GX system + 1 additional system) (i.e. separate

antennas, BUCs, sat modems, etc.)? (2) If response to (1) is yes, does one of the systems need to be a Sailor 100GX? Or will any Ka-band 1m dome system work?

Answer to question #105

No. These systems are in addition to the fitted satellite communications systems on board the Contractors vessels. CCG is recommending the Sailor 100GX, which works with the FBB500 system, to switch between the data streams depending on coverage. It's not two Sailor 100GX but, one Sailor 100GX and one FBB500 dish. The Sailor 100GX should have a fail over to the FBB500.

Question #106

With reference to MR 9, in the technical evaluation are there specific download/upload bit rate requirement for the Sailor 100GX/ka-Band system?

Answer to question #106

The data rates required for the Sailor 100 GX KA-Band System Cobham T-GX-MAR100-1 MIR must be 768 Kbps Downlink/256 Kbps Uplink. Please also see modifications #33 and #44 to this solicitation amendment 008.

Question #107

What will be accepted as GPS output data to determine speed? (i.e. photo of GPS incl. time of top speed, print out, etc.)

Answer to question #107

A differential GPS data file or printout generated from a speed trial conducted in accordance with the "STA-Joint Industry Project - Recommended Practice for Speed Trials - 2006" or, equivalent (depending on vessel build date) conducted during builder sea trials or, during a separate speed trial will be acceptable. Please also see modifications #35 and #36 to this solicitation amendment 008.

Question #108

Do we need a resume for the trainer, or can we list that the trainer is an accredited institution? (If so, is any documentation required?)

Answer to question #108

The Bidder can identify an accredited institution, however to obtain points a résumé of a trainer from that institution is to be provide.

Question #109

Will oil recovery training certification for the Master and crew from a Transport Canada approved program be accepted? Also, can training be completed after contract award if Bidder states how training will be completed and by who in Mobilization / Human Resources Plan?

Answer to question #109

An oil recovery training certification for the Master and crew from a Transport Canada approved program can be accepted. Training can be completed after contract award and must be completed within 6 months after delivery as indicated in the Human Resource Plan. Please refer to modifications #40 and #48 to this solicitation amendment 008.

Question #110

Would the Salvage Tug (ST) notation at time of delivery be acceptable to the Canadian Coast Guard if detailed in the Mobilization Plan?

Answer to question #110

No, the proposed vessels must meet the Salvage Tug (ST) certification at the time of assessment.

Question #111

RR-15 Oil Recovery Notation for the crew – Will points be awarded if bidder can confirm training will be provided after contract award, or do we need to demonstrate that the master and crew have already received the training prior to bid submission?

Answer to question #111

Points will be awarded if Bidder demonstrates in their mobilization and/or Human Resource Plan that training will be completed after contract award and within 6 months after vessel delivery. Please refer to modifications #40 and #48 to this solicitation amendment 008.

Question #112

Could Canada please provide a table similar to that of the Annex A to clarify in details which elements of the vessels will need to bear the standard colors described in Chapter 3 of Addendum 1 to Appendix A to Annex A ? If any elements can stay its original color (e.g. lifting davits, superstructure, etc.) could Canada clarify which ones?

Answer to question #112

See answer to question #67 of solicitation amendment 007.

Question #113

Would Canada accept FRC's LOA 6.7 m, namely FRC such as Seabear MK II.

Answer to question #113

Yes. Please refer to the modifications #32, #37, #43 and #45 to this solicitation amendment 008.

Question #114

RR12 - Would Canada accept, instead of a Clean or Green notation, an International Energy Efficiency Certificate, for which the systems would have been surveyed in accordance with regulation 5.4 of Annex VI of the MARPOL convention?

Answer to question #114

No.

Question #115

Could Canada confirm the location (city) of the classroom training in the 3 regions?  
Can a split of the classroom training in each of the regions be provided (including language for each of the region)?

Answer to question #115

Western region - 4 courses/year in English only to be held in Victoria BC; Central region - 2 courses per year in French, 2 courses per year in English to be held in either Sarnia, ON, Montreal, QC, Québec city, QC or a combination thereof; and in Atlantic region - 1 course per year in French, 3 courses per year in English to be held in either St-John's, NL or Halifax NS.

Question #116

Could Canada specify if simulator training are required in all 3 regions and if so, what is the split and the amount of each of the simulator sessions to be taken in each of the regions?

Answer to question #116

Simulator training is required for personnel from all three regions, however, it does not have to be offered in all three regions. The contractor may make use of a single facility (or more) within Canada and CCG will be responsible for bringing its personnel to the facility/facilities designated by the contractor.

Question #117

The "U" designation has relatively simple requirements to achieve. The problem is this is not a commonly required document in the offshore Oil & Gas space so very few vessels currently have it, though almost all of them would easily qualify for it. We are certain it was not the government's intention to limit this bid to a small number of vessels, the vast majority of which are probably already committed to other work leaving the "real" pool of available vessels for this work to only a small handful of options.

We kindly request that bidders be allowed to obtain and prove this certification at the time of mobilization. This would have zero negative impact on the critical path to delivery but would ensure the most economical solution to Canada.

Answer to question #117

The "Unrestricted" (U) notation is a key requirement and must be demonstrated at the Vessels Confirmation Assessment.

Question #118

RR-14 and RR-15 - Bidders' proposed crews and vessels may not have the referenced training certifications and/or the vessel notation at the time of bid submission, yet these are easily achievable at mobilization. Will the bidders be awarded points if such commitments are made? If not, we respectfully suggest amending the RFP language so that a Statement of Fact or a Statement of Compliance would be acceptable.



Answer to question #118

Bidders will be awarded partial points if they provide a statement of compliance. The evaluation criteria will be amended accordingly. Please also refer to modifications #39 and #40 to this solicitation amendment 008.

Question #119

Will Section 3 "Established Compulsory Pilotage Areas" contained in the Pacific Pilotage Regulations apply to these vessels?

Answer to question #119

Yes.

Question #120

If the answer to the question #119 above is YES, will Section 10 of the Pacific Pilotage Regulations, "Waiver of Compulsory Pilotage" along with the Pacific Pilotage Authorities "Pilotage Waiver Standard of Care" Guidelines apply to all Deck Officers sailing on these vessels?

Answer to question #120

Yes.

Question #121

Will the Master(s) be required to possess a valid Pilotage Certificate or a Pilotage Waiver as defined by regulations outlined in question 120 above to be eligible for consideration under Criteria MR 20?

Answer to question #121

No.

Question #122

If the Master(s) identified under Criteria MR 20 or any Deck officers sailing on these vessels during the length contract does not possess a valid Pilotage Certificate or Pilotage waiver defines in regulations outlined in question 120 above, who will bear the costs of pilotage while the vessels transit within the Compulsory Pilotage waters of British Columbia?

Answer to question #122

As per 7.15 para (a) (i), pilotage costs are borne by Canada. Canada would encourage all bidders to employ Masters and deck officers that could reduce or eliminate pilotage fees.

Question #123

Article 6.2 requires the Bidder to submit financial information by each level of parent company up to and including the ultimate parent. The required financial information in Art. 1 (e) - (f) in the Manual clause A9033T includes information which the bidding entity is not entitled to share freely as our ultimate parent is publicly listed. The bidding entity can however share such requested information with regards to its direct parent company. Can you please confirm that Clause 6.2 is to be understood as only including the financial information of the parent company, who will provide a parental guarantee if such is requested from Canada?

Answer to question #123

The Bidder will be required to provide an agreement by the parent company to sign a parental guarantee with the required information if it provides, when requested only, the information of the parent company.

Question #124

We kindly request a one month extension to respond to complete our fully compliant proposal and ensure we provide PWGSC and CCG with best value.

Answer to question #124

Please refer to modification to closing date in amendment 006.

Question #125

Is Canada looking for innovative solutions and multiple tonnage options?

Answer to question #125

Canada is looking for solutions that clearly meet the requirements described in the ETV RFP.

#### Question #126

Article 7.38 - With respect to the salvage operations conducted by the ETVs, our understanding of the intent of the Resulting Contract as outlined in the Bid Solicitation materials and the Concept of Operations is that:

- (a) the Contractor will perform the salvage operations of distressed vessels as & when directed by Canada/CCG;
- (b) the Towing Conditions and Understanding (attached as Addendum 2 to Appendix B (Concept of Operations) of Annex A of the RFP) will be entered into between Canada/CCG and the distressed vessels; and
- (c) the Contractor will not have independent salvage rights nor enter into a separate salvage agreement (for example, by way of the Lloyd's Open Form) with the distressed vessel owner.

Assuming our understanding is correct, we request that:

- section 7.38(b) of the Resulting Contract be clarified so that it applies to all vessels under salvage pursuant to the Resulting Contract, and not only vessels owned or contracted by Canada as the current drafting states; and
- the last paragraph before the signature block of the Towing Conditions and Understanding be amended to specifically include Canada's ETV contractor (and its employees and servants) in the listing of parties expressly released by the distressed vessel, to the same extent that Canada and its employees and servants are deemed not to be liable.

#### Answer to question #126

Please see answer #78 of solicitation amendment 007.

#### Question n° 127

MR 12 – Bollard Pull capability. The pull capability of a vessel is generally tested and certified at a variety of intervals depending upon the vessel and does not consistently expire at 10 years so this may be unfair to certain Bidders. To this point, many perfectly capable vessels may not have a certification that was performed within the last 10 years and it may not be feasible to have one provided in such short timeframes (by bid closing) causing some perfectly capable vessels to become non-compliant and the Bidder unable to respond to this RFP. Would the Crown consider revising this requirement to within last 15 years, or alternatively to changing the requirement to require that a compliance statement must be made that this criterion would be met by mobilization (similar to MR 5 through MR 9 requirements)?

Answer to question #127

Canada has re-assessed MR-12 and this evaluation criteria will be amended accordingly. Please also refer to modification #34 to this solicitation amendment 008.

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

