



RETURN BIDS TO:
RETOURNER LES SOUMISSIONS À:

**Bid Receiving - PWGSC / Réception des
soumissions - TPSGC**

11 Laurier St. / 11, rue Laurier

Place du Portage , Phase III

Core 0B2 / Noyau 0B2

Gatineau

Québec

K1A 0S5

Bid Fax: (819) 997-9776

REQUEST FOR PROPOSAL
DEMANDE DE PROPOSITION

**Proposal To: Public Works and Government
Services Canada**

We hereby offer to sell to Her Majesty the Queen in right of Canada, in accordance with the terms and conditions set out herein, referred to herein or attached hereto, the goods, services, and construction listed herein and on any attached sheets at the price(s) set out therefor.

**Proposition aux: Travaux Publics et Services
Gouvernementaux Canada**

Nous offrons par la présente de vendre à Sa Majesté la Reine du chef du Canada, aux conditions énoncées ou incluses par référence dans la présente et aux annexes ci-jointes, les biens, services et construction énumérés ici sur toute feuille ci-annexée, au(x) prix indiqué(s).

Comments - Commentaires

Vendor/Firm Name and Address

Raison sociale et adresse du

fournisseur/de l'entrepreneur

Issuing Office - Bureau de distribution

Ship Construction, Refit and Related Services/Construction navale, Radoubs et services connexes

11 Laurier St. / 11, rue Laurier

6C2, Place du Portage

Gatineau

Québec

K1A 0S5

Title - Sujet Four Steel Barges for CFB Esquimalt	
Solicitation No. - N° de l'invitation W8472-185718/B	Date 2019-04-08
Client Reference No. - N° de référence du client W8472-185718	
GETS Reference No. - N° de référence de SEAG PW-\$\$MC-042-27272	
File No. - N° de dossier 042mc.W8472-185718	CCC No./N° CCC - FMS No./N° VME
Solicitation Closes - L'invitation prend fin at - à 02:00 PM on - le 2019-05-21	Time Zone Fuseau horaire Eastern Daylight Saving Time EDT
F.O.B. - F.A.B. Plant-Usine: <input type="checkbox"/> Destination: <input checked="" type="checkbox"/> Other-Autre: <input type="checkbox"/>	
Address Enquiries to: - Adresser toutes questions à: Girard, Luc J.	Buyer Id - Id de l'acheteur 032mc
Telephone No. - N° de téléphone (819) 420-5807 ()	FAX No. - N° de FAX () -
Destination - of Goods, Services, and Construction: Destination - des biens, services et construction: DND CFB Esquimalt VICTORIA BC CANADA	

Instructions: See Herein

Instructions: Voir aux présentes

Delivery Required - Livraison exigée See Herein	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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W8472-185718

Amd. No. - N° de la modif.
File No. - N° du dossier
032mc.W8472-185718

Buyer ID - Id de l'acheteur
032mc
CCC No./N° CCC - FMS No./N° VME

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PART 1 - GENERAL INFORMATION

1.1 Introduction

The bid solicitation is divided into seven parts plus attachments and annexes, as follows:

- Part 1 General Information: provides a general description of the requirement;
- Part 2 Bidder Instructions: provides the instructions, clauses and conditions applicable to the bid solicitation;
- Part 3 Bid Preparation Instructions: provides Bidders with instructions on how to prepare their bid;
- Part 4 Evaluation Procedures and Basis of Selection: indicates how the evaluation will be conducted, the evaluation criteria that must be addressed in the bid, and the basis of selection;
- Part 5 Certifications and Additional Information: includes the certifications and additional information to be provided;
- Part 6 Security, Financial and Other Requirements: includes specific requirements that must be addressed by Bidders; and
- Part 7 Resulting Contract Clauses: includes the clauses and conditions that will apply to any resulting contract.

The Annexes include the Statement of Work, the Bidders Questions and Canada Responses, the Basis of Payment, Mandatory Technical Evaluation Criteria, and any other annexes.

1.2 Summary

- 1.2.1** The Department of National Defence (DND) has a requirement to purchase four new steel barges with complete Technical Data Package (TDP), training and the option to buy spare parts, all in accordance with Annex "A", Statement of Work (SOW).

All four barges must be delivered afloat, undamaged and upright alongside Fleet Maintenance Facility – Cape Breton (FMF CB), Esquimalt Harbour within 18 months from the Contract Award date.

- 1.2.2** The requirement is subject to the provisions of the Canadian Free Trade Agreement (CFTA). The sourcing strategy relating to this procurement is limited to suppliers established in Canada.

1.3 Debriefings

Bidders may request a debriefing on the results of the bid solicitation process. Bidders should make the request to the Contracting Authority within 15 working days from receipt of the results of the bid solicitation process. The debriefing may be in writing, by telephone or in person.

1.4 Restriction on Bidding

This is a bid solicitation for construction of ship(s) that are less than 1000 tonnes in lightship displacement. The two shipyards selected by Canada under the National Shipbuilding Strategy for the combat and non-combat vessel work packages are not eligible to bid on it. Accordingly, neither Irving Shipbuilding Inc., Vancouver Shipyards Company Ltd., nor any of their subsidiaries or affiliates nor the person who controls any of them ("subsidiary", "affiliate," "control" and "person" are all as defined in the Canada Business Corporations Act. R.S.C. 1985, c C-44 as amended) is eligible to submit a bid or be awarded a contract for the work of this bid solicitation. By submitting a bid to this bid solicitation, a bidder is certifying that it is in compliance with the above restriction. It is a term of any contract that results from this solicitation that if this certification is untrue, whether made knowingly or unknowingly, Canada shall have the right, pursuant to the default provisions of the resulting contract, to terminate the resulting contract for default.

PART 2 - BIDDER INSTRUCTIONS

2.1 Standard Instructions, Clauses and Conditions

All instructions, clauses and conditions identified in the bid solicitation by number, date and title are set out in the [Standard Acquisition Clauses and Conditions Manual](https://buyandsell.gc.ca/policy-and-guidelines/standard-acquisition-clauses-and-conditions-manual) (<https://buyandsell.gc.ca/policy-and-guidelines/standard-acquisition-clauses-and-conditions-manual>) issued by Public Works and Government Services Canada.

Bidders who submit a bid agree to be bound by the instructions, clauses and conditions of the bid solicitation and accept the clauses and conditions of the resulting contract.

The [2003](#) (2018-05-22) Standard Instructions - Goods or Services - Competitive Requirements, are incorporated by reference into and form part of the bid solicitation.

2.1.1 SACC Manual Clauses

B1000T (2014-06-26), Condition of Material – Bid

2.2 Submission of Bids

Bids must be submitted only to Public Works and Government Services Canada (PWGSC) Bid Receiving Unit by the date, time and place indicated on page 1 of the bid solicitation.

Due to the nature of the bid solicitation, bids transmitted by epost Connect service or by facsimile will not be accepted.

2.3 Enquiries - Bid Solicitation

All enquiries must be submitted in writing to the Contracting Authority no later than 7 calendar days before the bid closing date. Enquiries received after that time may not be answered.

Bidders should reference as accurately as possible the numbered item of the bid solicitation to which the enquiry relates. Care should be taken by Bidders to explain each question in sufficient detail in order to enable Canada to provide an accurate answer. Technical enquiries that are of a proprietary nature must be clearly marked "proprietary" at each relevant item. Items identified as "proprietary" will be treated as such except where Canada determines that the enquiry is not of a proprietary nature. Canada may edit the question(s) or may request that the Bidder do so, so that the proprietary nature of the question(s) is eliminated and the enquiry can be answered to all Bidders. Enquiries not submitted in a form that can be distributed to all Bidders may not be answered by Canada.

2.4 Applicable Laws

Any resulting contract must be interpreted and governed, and the relations between the parties determined, by the laws in force in Ontario.

Bidders may, at their discretion, substitute the applicable laws of a Canadian province or territory of their choice without affecting the validity of their bid, by deleting the name of the Canadian province or territory specified and inserting the name of the Canadian province or territory of their choice. If no change is made, it acknowledges that the applicable laws specified are acceptable to the Bidders.

2.5 Improvement of Requirement During Solicitation Period

Should bidders consider that the specifications or Statement of Work contained in the bid solicitation could be improved technically or technologically, bidders are invited to make suggestions, in writing, to the Contracting Authority named in the bid solicitation. Bidders must clearly outline the suggested improvement as well as the reason for the suggestion. Suggestions that do not restrict the level of competition nor favour a particular bidder will be given consideration provided they are submitted to the Contracting Authority at least 14 days before the bid closing date. Canada will have the right to accept or reject any or all suggestions.

2.6 Reissue of Bid Solicitation

This bid solicitation cancels and supersedes previous bid solicitation number W8472-185718/A dated 2018-06-20 with a closing of 2018-08-14 at 02:00PM EDT. A debriefing or feedback session will be provided upon request to bidders/offerors/suppliers who bid on the previous solicitation.

PART 3 - BID PREPARATION INSTRUCTIONS

3.1 Bid Preparation Instructions

Due to the nature of the bid solicitation, bids transmitted by epost Connect service or by facsimile will not be accepted.

Canada requests that Bidders provide their bid in separately bound sections as follows:

Section I: Technical Bid, four hard copies

Section II: Financial Bid, one hard copy

Section III: Certifications, one hard copy

Prices must appear in the financial bid only. No prices must be indicated in any other section of the bid.

- (a) use 8.5 x 11 inch (216 mm x 279 mm) paper;
- (b) use a numbering system that corresponds to the bid solicitation.

In April 2006, Canada issued a policy directing federal departments and agencies to take the necessary steps to incorporate environmental considerations into the procurement process [Policy on Green Procurement](http://www.tpsgc-pwgsc.gc.ca/ecologisation-greening/achats-procurement/politique-policy-eng.html) (<http://www.tpsgc-pwgsc.gc.ca/ecologisation-greening/achats-procurement/politique-policy-eng.html>). To assist Canada in reaching its objectives, Bidders should:

- 1) use 8.5 x 11 inch (216 mm x 279 mm) paper containing fibre certified as originating from a sustainably-managed forest and containing minimum 30% recycled content; and

- 2) use an environmentally-preferable format including black and white printing instead of colour printing, printing double sided/duplex, using staples or clips instead of cerlox, duotangs or binders.

3.2 Section I: Technical Bid

In their technical bid, Bidders should demonstrate their understanding of the requirements contained in the bid solicitation and explain how they will meet these requirements. Bidders should demonstrate their capability in a thorough, concise and clear manner for carrying out the work.

The technical bid should address clearly and in sufficient depth the points that are subject to the evaluation criteria against which the bid will be evaluated. Simply repeating the statement contained in the bid solicitation is not sufficient. In order to facilitate the evaluation of the bid, Canada requests that Bidders address and present topics in the order of the evaluation criteria under the same headings. To avoid duplication, Bidders may refer to different sections of their bids by identifying the specific paragraph and page number where the subject topic has already been addressed.

Bidders must demonstrate their compliance with all the sections of **Annex "D" Mandatory Technical Evaluation Criteria** by providing substantial information describing completely and in detail how the requirement is met or addressed.

Bidders should provide with their technical bid, a document indicating clearly where the substantial information for each of the sections identified in Annex "D" can be found.

3.3 Section II: Financial Bid

Bidders must submit their financial bid in accordance with the entire article 3.3 Section II Financial Bid and with Part 7, article 7.6 Payment. The total amount of Applicable Taxes must be shown separately.

3.3.1 Firm Prices

Bidders must submit their firm financial bid for each Item listed in accordance with Annex "C" Basis of Payment.

3.3.2 Exchange Rate Fluctuation

The requirement does not offer exchange rate fluctuation risk mitigation. Requests for exchange rate fluctuation risk mitigation will not be considered. All bids including such provision will render the bid non-responsive.

3.4 Section III: Certifications

Bidders must submit the certifications and additional information required under Part 5.

PART 4 - EVALUATION PROCEDURES AND BASIS OF SELECTION

4.1 Evaluation Procedures

- (a) Bids will be assessed in accordance with the entire requirement of the bid solicitation including the "technical" and "financial" evaluation criteria.

(b) An evaluation team composed of representatives of Canada will evaluate the bids.

4.1.1 Technical Evaluation

4.1.1.1. Mandatory Technical Criteria

In order to be compliant, Bidder's proposal must, to the satisfaction of Canada, meet all requirements and provide all information as requested in **PART 3 - BID PREPARATION INSTRUCTIONS, 3.2 Section I - Technical Bid.**

4.1.2 Financial Evaluation

The price of the bid will be evaluated in Canadian dollars, Applicable Taxes excluded, FOB destination, Canadian customs duties and excise taxes included.

The requested unscheduled work rates and optional spare parts prices will be included in the Basis of Payment, however they will not form part of the bid evaluation.

4.1.2.1 Mandatory Financial Criteria

In order to be compliant, Bidder's proposal must, to the satisfaction of Canada, meet all requirements and provide all information as requested in **PART 3 - BID PREPARATION INSTRUCTIONS, 3.3 Section II – Financial Bid.**

4.2 Basis of Selection

4.2.1 Mandatory Technical Criteria

A bid must comply with the requirements of the bid solicitation and meet all mandatory technical and financial evaluation criteria to be declared responsive. The responsive bid with the lowest evaluated price will be recommended for award of a contract

A mandatory requirement is described using the words "shall", "must", "will", "is required" or "is mandatory".

PART 5 – CERTIFICATIONS AND ADDITIONAL INFORMATION

Bidders must provide the required certifications and additional information to be awarded a contract.

The certifications provided by Bidders to Canada are subject to verification by Canada at all times. Unless specified otherwise, Canada will declare a bid non-responsive, or will declare a contractor in default if any certification made by the Bidder is found to be untrue, whether made knowingly or unknowingly, during the bid evaluation period or during the contract period.

The Contracting Authority will have the right to ask for additional information to verify the Bidder's certifications. Failure to comply and to cooperate with any request or requirement imposed by the Contracting Authority will render the bid non-responsive or constitute a default under the Contract.

5.1 Certifications Required with the Bid

Bidders must submit the following duly completed certifications as part of their bid.

5.1.1 Integrity Provisions - Declaration of Convicted Offences

In accordance with the Integrity Provisions of the Standard Instructions, all bidders must provide with their bid, if applicable, the Integrity declaration form available on the [Forms for the Integrity Regime](http://www.tpsgc-pwgsc.gc.ca/ci-if/declaration-eng.html) website (<http://www.tpsgc-pwgsc.gc.ca/ci-if/declaration-eng.html>), to be given further consideration in the procurement process.

5.2 Certifications Precedent to Contract Award and Additional Information

The certifications and additional information listed below should be submitted with the bid but may be submitted afterwards. If any of these required certifications or additional information is not completed and submitted as requested, the Contracting Authority will inform the Bidder of a time frame within which to provide the information. Failure to provide the certifications or the additional information listed below within the time frame specified will render the bid non-responsive.

5.2.1 Integrity Provisions – Required Documentation

In accordance with the section titled Information to be provided when bidding, contracting or entering into a real procurement agreement of the [Ineligibility and Suspension Policy](http://www.tpsgc-pwgsc.gc.ca/ci-if/politique-policy-eng.html) (<http://www.tpsgc-pwgsc.gc.ca/ci-if/politique-policy-eng.html>), the Bidder must provide the required documentation, as applicable, to be given further consideration in the procurement process.

5.2.2 Additional Certifications Precedent to Contract Award

5.2.2.1 Workers Compensation Certification – Letter of Good Standing

The Bidder must have an account in good standing with the applicable provincial or territorial Workers' Compensation Board.

The Bidder must provide, within five calendar days following a request from the Contracting Authority, a certificate or letter from the applicable Workers' Compensation Board confirming the Bidder's good standing account. Failure to comply with the request may result in the bid being declared non-responsive.

5.2.2.2 Welding Certification

Welding must be performed by a welder certified by the Canadian Welding Bureau and in accordance with the requirements of the following Canadian Standards Association:

CSA W47.1, Certification of Companies for Fusion Welding of Steel.

Before contract award and within five calendar days of the written request by the Contracting Authority, the successful Bidder must submit evidence demonstrating its certification to the welding standards.

5.2.2.3 Status and Availability of Resources

The Bidder certifies that, should it be awarded a contract as a result of the bid solicitation, every individual proposed in its bid will be available to perform the Work as required by Canada's representatives and at the time specified in the bid solicitation or agreed to with Canada's representatives. If for reasons beyond its control, the Bidder is unable to provide the services of an individual named in its bid, the Bidder may propose a substitute with similar qualifications and experience. The Bidder must advise the Contracting Authority of the reason for the substitution and provide the name, qualifications and experience of the proposed replacement. For the purposes of this clause, only the following reasons will be considered as beyond the control of the Bidder: death, sickness, maternity and parental leave, retirement, resignation, dismissal for cause or termination of an agreement for default.

If the Bidder has proposed any individual who is not an employee of the Bidder, the Bidder certifies that it has the permission from that individual to propose his/her services in relation to the Work to be performed and to submit his/her résumé to Canada. The Bidder must, upon request from the Contracting Authority, provide a written confirmation, signed by the individual, of the permission given to the Bidder and of his/her availability.

PART 6 - SECURITY, FINANCIAL AND OTHER REQUIREMENTS

6.1 Security Requirements

There is no security requirement applicable to this requirement.

6.2 Financial Capability

SACC Manual clause [A9033T](#) (2012-07-16) Financial Capability

6.3 Insurance Requirements

The Bidder must provide a letter from an insurance broker or an insurance company licensed to operate in Canada stating that the Bidder, if awarded a contract as a result of the bid solicitation, can be insured in accordance with the Insurance Requirements specified in Part 7 – Resulting Contract Clauses, article 7.19 Insurance Requirements.

If the information is not provided in the bid, the Contracting Authority will so inform the Bidder and provide the Bidder with a time frame within which to meet the requirement. Failure to comply with the request of the Contracting Authority and meet the requirement within that time period will render the bid nonresponsive.

PART 7 - RESULTING CONTRACT CLAUSES

The following clauses and conditions apply to and form part of any contract resulting from the bid solicitation.

7.1 Statement of Work

The Contractor must deliver to The Department of National Defence (DND) four new steel barges including with training, Technical Data Packages (TDP) and all deliverables in accordance with Annex "A" Statement of Work (SOW) and Annex "B" Bidders Questions and Canada Responses.

7.1.1 Option to Purchase Spare Parts

The Contractor grants to Canada the irrevocable option to acquire the goods, services or both described at Annex C of the Contract under the same conditions and at the prices and/or rates stated in the Contract. The option may only be exercised by the Contracting Authority and will be evidenced, for administrative purposes only, through a contract amendment.

The Contracting Authority may exercise the option at any time before the expiry of the Contract by sending a written notice to the Contractor.

7.2 Standard Clauses and Conditions

All clauses and conditions identified in the Contract by number, date and title are set out in the [Standard Acquisition Clauses and Conditions Manual](https://buyandsell.gc.ca/policy-and-guidelines/standard-acquisition-clauses-and-conditions-manual) (<https://buyandsell.gc.ca/policy-and-guidelines/standard-acquisition-clauses-and-conditions-manual>) issued by Public Works and Government Services Canada.

7.2.1 General Conditions

[2030](#) (2018-06-21), General Conditions - Higher Complexity - Goods, apply to and form part of the Contract.

7.2.2 Supplemental General Conditions

1028 (2010-08-16), Ship Construction – Firm Price, apply to and form part of the Contract.

7.3 Security Requirements

7.3.1 There are no security requirements applicable to this Contract.

7.4 Term of Contract

7.4.1 Period of the Contract

The period of the Contract is from Contract Award date to 30 months after Contract Award date inclusive.

7.4.2 Delivery Date

All the deliverables must be received no later than 18 months after Contract Award date.

7.4.3 Delivery Point

Delivery of the requirement must be made afloat, alongside Fleet Maintenance Facility – Cape Breton (FMF CB), Esquimalt Harbour, B.C.

7.5 Authorities

7.5.1 Contracting Authority

The Contracting Authority for the Contract is:

Luc Girard
Supply Specialist
Public Works and Government Services Canada
Acquisitions Branch, Small Vessel Construction Sector
Portage III - Floor: 6C2
11, rue Laurier, Gatineau (Québec), K1A 0S5 Canada
Luc.Girard@tpsgc-pwgsc.gc.ca
Téléphone : 819-420-5807
Télécopieur/Facsimile : 819-956-6648

The Contracting Authority is responsible for the management of the Contract and any changes to the Contract must be authorized in writing by the Contracting Authority. The Contractor must not perform work in excess of or outside the scope of the Contract based on verbal or written requests or instructions from anybody other than the Contracting Authority.

7.5.2 Technical Authority *to be provided at contract award*

The Technical Authority for the Contract is:

Name: _____
Title: _____
Organization: _____
Address: _____
Telephone: ____ - ____ - ____
Facsimile: ____ - ____ - ____
E-mail address: _____

The Technical Authority named above is the representative of the department or agency for whom the Work is being carried out under the Contract and is responsible for all matters concerning the technical content of the Work under the Contract. Technical matters may be discussed with the Technical Authority, however the Technical Authority has no authority to authorize changes to the scope of the Work. Changes to the scope of the Work can only be made through a contract amendment issued by the Contracting Authority.

7.5.3 Inspection Authority *to be provided at contract award*

The Inspection Authority for the Contract is:

Name: _____
Title: _____
Organization: _____
Address: _____
Telephone & Fax : ____ - ____ - ____

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Buyer ID - Id de l'acheteur
032mc
CCC No./N° CCC - FMS No./N° VME

E-mail address: _____

The Inspection Authority is the representative of the department or agency for whom the Work is being performed under the Contract and is responsible for inspection of the Work and acceptance of the finished work. The Inspection Authority may be represented on-site by a designated inspector and any other Government of Canada inspector who may from time to time be assigned in support of the designated Inspector.

7.5.4 Contractor's Representative

Contractor's Project Manager to be inserted at contract award

Name: _____

Telephone: ____ - ____ - ____

E-mail address: _____

7.5.5 Contractor Project Manager / Representative

The Contractor shall, by written notice to the Contracting Authority, designate the person or persons who may act on behalf of and with the authority of the Contractor under this Contract. The Contractor's designated person or persons shall have the right to delegate their authority and to act through their duly appointed representative. To be effective, such delegation shall be in writing specifying the nature and extent of the authority given, the name of the representative, with a copy delivered to Canada through the Contracting Authority, it being understood that a person to whom responsibilities have been delegated cannot further delegate such responsibilities.

7.6 Payment

7.6.1 Basis of Payment

In consideration of the Contractor satisfactorily completing all of its obligations under the Contract, the Contractor will be paid the firm prices as specified in Annex C for a cost of \$ TBD .
Customs duties are included and Applicable Taxes are extra.

7.6.2 Limitation of Price

Canada will not pay the Contractor for any design changes, modifications or interpretations of the Work, unless they have been approved, in writing, by the Contracting Authority before their incorporation into the Work.

7.6.3 Payment for Fuels, Oils and Lubricants

The Contractor is responsible for the supply and cost of all fuel, lubricating oil, hydraulic oil and other lubricants sufficient for fully charging all systems as required for operating the machinery and other equipment and for performing all tests and trials.

7.6.4 Field Engineering and Supervisory Services

If Field Service Representatives (FSR) and/or Supervisory Services are required for the Work, the cost of all such services is to be included in the price for the Work.

7.6.5 Milestone Payments

Canada will make milestone payments in accordance with the Schedule of Milestones detailed in the Contract and the payment provisions of the Contract if:

- (a) an accurate and complete claim for payment using PWGSC-TPSGC 1111, Claim for Progress Payment, and any other document required by the Contract have been submitted in accordance with the invoicing instructions provided in the Contract;
- (b) all the certificates appearing on form PWGSC-TPSGC 1111 have been signed by the respective authorized representatives;
- (c) all work associated with the milestone and as applicable any deliverable required has been completed and accepted by Canada.

7.6.5.1 Schedule of Milestones

The schedule of milestones for which payments will be made in accordance with the Contract is as follows and will be applied per barge:

Milestone No.	Description of deliverable(s)	% of contract value per barge	Firm CDN\$ Amount per barge
A	Hull materials delivered to Contractor and sustained construction commenced	30%	\$
B	Provisional Acceptance of completed barge at Contractor's site	40%	\$
C	Barge delivered to final destination, all technical manuals and TDP delivered and accepted by Canada	25%	\$
D	Familiarization and Maintenance training along with all related manuals provided	3%	\$
E	End of 12 month warranty period – Final acceptance	2%	\$
Total per barge		100%	\$
Number of barges			4
Grand Total for all four barges			\$

The milestones A, B, C, D and E shown above must be included and identified in all production schedules.

The payment for **Milestone B** will be payable by Canada upon Provisional Acceptance by Canada at the Contractor's site, minus the holdback for double the total estimated value of any outstanding work items.

The payment for the delivery, **Milestone C** will be payable by Canada upon delivery of the barge, all manuals and Technical Data Package (TDP) and Acceptance by Canada, **minus the holdback for double the total estimated value of any outstanding work items.**

The holdback for outstanding work will be payable by Canada upon completion of the outstanding work and when the work is accepted by Canada.

The payment for completion of the twelve month warranty period, **Milestone E**, will be payable by

Canada upon completion of the warranty period of the barge, minus the total cost of any work undertaken by Canada to repair any defects subject to warranty.

7.7 Invoicing Instructions

1. The Contractor must submit a claim for payment using form PWGSC-TPSGC 1111, Claim for Progress Payment.

Each claim must show:

- (a) all information required on form PWGSC-TPSGC 1111;
- (b) all applicable information detailed under the section entitled "Invoice Submission" of the general conditions;
- (c) the description and value of the milestone claimed as detailed in the Contract;
- (d) Quality assurance documentation when applicable and/or as requested by the Contracting Authority.

2. The Goods and Services Tax or Harmonized Sales Tax (GST/HST), as applicable, must be calculated on the total amount of the claim before the holdback is applied. At the time the holdback is claimed, there will be no GST/HST payable as it was claimed and payable under the previous claims for progress payments.

3. The Contractor must prepare and certify one original and one (1) copy of the claim on form PWGSC-TPSGC 1111, and forward it to the Contracting Authority identified under the section entitled "Authorities" of the Contract for appropriate certification after inspection and acceptance of the Work takes place.

4. The Contracting Authority will then forward the original of the claim to the Technical Authority for certification and onward submission to the Payment Office for the remaining certification and payment action.

5. The Contractor must not submit claims until all work identified in the claim is completed.

7.8 Certifications and Additional Information

7.8.1 Compliance

Unless specified otherwise, the continuous compliance with the certifications provided by the Contractor in its bid or precedent to contract award, and the ongoing cooperation in providing additional information are conditions of the Contract and failure to comply will constitute the Contractor in default. Certifications are subject to verification by Canada during the entire period of the Contract.

7.8.2 Welding

1. The Contractor must ensure that welding is performed by a welder certified by the Canadian Welding Bureau (CWB) in accordance with the CSA requirements of the following standards:

CSA W47.1, Certification of Companies for Fusion Welding of Steel.

2. In addition, welding must be done in accordance with the requirements of the applicable drawings and specifications.

3. Before the commencement of any fabrication work, and upon request from the Inspection Authority, the Contractor must provide approved welding procedures and/or a list of welding personnel he intends to use in the performance of the Work. The list must identify the CWB welding procedure qualifications

attained by each of the personnel listed and must be accompanied by a copy of each person's current CWB welding certification.

7.8.3 Workers Compensation

The Contractor must maintain its account in good standing with the applicable provincial or territorial Workers' Compensation Board for the duration of the Contract.

7.8.4 Trade Qualifications

The Contractor must use qualified, certified (where applicable) and competent tradespeople and supervision to ensure a uniform high level of workmanship. The Contracting Authority may request to view and record details of the certification and/or qualifications held by the Contractor's tradespeople. This request should not be unduly exercised but only to ensure qualified tradespeople are on the job.

7.9 Applicable Laws

The Contract must be interpreted and governed, and the relations between the parties determined, by the laws in force in _____ (*insert the name of the province or territory as specified by the Bidder in its bid, if applicable*).

7.10 Priority of Documents

If there is a discrepancy between the wording of any documents that appear on the list, the wording of the document that first appears on the list has priority over the wording of any document that subsequently appears on the list.

- (a) the Articles of Agreement;
- (b) the supplemental general conditions 1028 (2010-08-16), Ship Construction – Firm Price;
- (c) the general conditions 2030 (2018-06-21), General Conditions - Higher Complexity - Goods;
- (d) Annex A, Statement of Work;
- (e) Annex B, Bidders Questions and Canada's responses;
- (f) Annex C, Basis of Payment;
- (g) the Contractor's bid dated _____, as clarified on _____ " **or** ", as amended on _____ " *and insert date(s) of clarification(s) or amendment(s)*).

7.11 Defence Contract

SACC Manual clause A9006C (2012-07-16) Defence Contract

7.12 Project Kick Off Meeting, Critical Design Review Meeting and Additional Meetings

7.12.1 Project Kick Off Meeting

Within **ten (10) business days** of contract award, the Contractor must convene and coordinate a kick-off meeting in accordance with CDRL-PM-05 and DID-PM-05 at the Contractor's facilities, by videoconference or teleconference or elsewhere, as agreed between the Contractor and Canada. Cost of holding such pre-production meeting must be included in the price of the bid. Please note that the travel and living expenses for Government Personnel will be arranged and paid for by Canada.

7.12.2 Critical Design Review Meeting

The Contractor must convene, coordinate and co-chair a Critical Design Review Meeting for the purpose of reviewing the design deliverables identified as Critical Design Documents IAW CDRL-EN-01 and DID-EN-01.

The intent of the Critical Design Review Meeting is for the Contractor to demonstrate to Canada that all barge design, documentation, and class approvals, are complete and that the design is in compliance with the technical and contractual requirements of the SOW. If compliance is proven by the Contractor then the acceptance of the critical design package by Canada will mark the beginning of the barge construction. Following acceptance, any further changes to the design or the technical documents must be tracked, any affected documents or drawings updated and re-submitted to Canada by the Contractor. This meeting must be identified in the Master Schedule.

7.12.3 Provisional Acceptance Review Meeting

The Contractor must convene and coordinate one or more Acceptance Review Meeting(s) for the purpose of reviewing the design deliverables identified in the Technical Data Package (TDP) IAW CDRL-EN-02 and DID-EN-02 for review of the results of inspections and tests required to verify compliance with the constructed barge(s). This meeting must be identified in the master schedule.

7.12.4 Progress Review Meetings

The Contractor must convene and co-chair with the Contracting Authority (or its delegate) Progress Review Meetings (PRMs) at least monthly or a mutually agreed between Canada and the Contractor in accordance with the SOW. Interim technical meetings may also be scheduled/chaired by the Technical or Inspection Authority on an as required basis, generally via tele-conference.

Progress review meeting shall encompass total project status as of the review date. The Contractor, at a minimum, must report on the following:

1. Progress to date;
2. Variation from planned progress and the corrective action to be taken during the next reporting period;
3. A general explanation of foreseeable problems and proposed solutions, including an assessment of their impact on the contract in terms of schedule, technical performance and risk. The proposed solution should include the effort involved and the consequences to the schedule (Risk Register);
4. Proposed changes to the schedule;
5. Progress on action items, problems or special issues;
6. Deliverables submitted prior to PRM;
7. Milestones (technical and financial);
8. Status of any change notifications and requests;
9. Any changes to the PMP; and
10. Other business as mutually agreed to by CANADA and the Contractor.

7.13 Quality Plan

No later than 10 days after the effective date of the Contract, the Contractor must submit for acceptance by the Department of National Defence (DND) a Quality Plan prepared according to the latest issue (at contract date) of *ISO 10005:2005 "Quality management systems - Guidelines for quality plans"*.

The Quality Plan must describe how the Contractor will conform to the specified quality requirements of the Contract and specify how the required quality activities are to be carried out, including quality

assurance of subcontractors. The Contractor must include a traceability matrix from the elements of the specified quality requirements to the corresponding paragraphs in the Quality Plan.

The documents referenced in the Quality Plan must be made available when requested by Public Works and Government Services Canada or DND.

If the Quality Plan was submitted as part of the bidding process, the Contractor must review and, where appropriate, revise the submitted plan to reflect any changes in requirements or planning which may have occurred as a result of pre-contract negotiations.

Upon acceptance of the Quality Plan by DND, the Contractor must implement the Quality Plan. The Contractor must make appropriate amendments to the Quality Plan throughout the term of the contract to reflect current and planned quality activities. Amendments to the Quality Plan must be acceptable to DND.

7.14 Project Management Plan

1. The Contractor must provide an updated detailed Project Management Plan in MS Project format or equivalent to the Contracting Authority and the Technical Authority **10** days after award of Contract in accordance with the SOW and the following article.
2. This schedule must highlight the specific dates for the events listed below.
 - a. hull materials delivered to Contractor and sustained construction commenced;
 - b. hull and deck completed, but not closed in to allow for full inspection of the structure and welding. The Contractor must supply a hard copy of the material certificates and construction drawings to the Technical/Inspection Authority one week prior to inspection by the Technical/Inspection Authority;
 - c. outfitting/electrical 75% complete but all equipment and components delivered to the Contractor and available for full inspection. The Contractor must supply a hard copy of the list of equipment and electrical supplies to the Technical/Inspection Authority one week prior to inspection by the Technical/Inspection Authority;
 - d. technical manuals delivered to Canada for approval (no less than 14 days prior to the planned delivery date);
 - e. Contractor's tests and trial and final sea trials required by the SOW;
 - f. barge delivered to Canada for approval;
 - g. the start and the end of the 12 month warranty period

Note: Technical Manuals will not be returned once approved.

7.15 Progress Reports

The Contractor must submit monthly reports, in electronic format, on the progress of the Work, to both the Technical Authority and the Contracting Authority.

The progress report must contain:

Part 1: The Contractor must answer the following three questions:

- i. Is the project on schedule?
- ii. Is the project within budget?
- iii. Is the project free of any areas of concern in which the assistance or guidance of Canada may be required?

Each negative response must be supported with an explanation.

Part 2: A narrative report, brief, yet sufficiently detailed to enable the Technical Authority to evaluate the progress of the Work, containing as a minimum:

- i. A description of the progress of each task and of the Work as a whole during the period of the report. Sufficient sketches, diagrams, photographs, etc., must be included, if necessary, to describe the progress accomplished.
- ii. An explanation of any variation from the work plan.

3. The schedule must be updated regularly and available at the Contractor's offices for review by Canada's officials to assess the progress of the work.

7.16 SACC Manual Clauses

B9028C – Access to Facilities and Equipment, (2007-05-25)
B9035C – Progress Meetings, (2008-05-12)
C2604C – Customs Duties, Excise Taxes and Applicable Taxes – Non-resident, (2013-04-25)
D2000C – Marking, (2007-11-30)
D2001C – Labelling, (2007-11-30)
D2025C – Wood Packaging Materials, (2017-08-17)
D5510C – Quality assurance authority (Department of National Defence): Canadian-based contractor (2017-08-17)
D5540C – ISO 9001:2008 Quality Management Systems - Requirements (Quality Assurance Code Q) (2010-08-16)
D5606C – Release documents (Department of National Defence): Canadian-based contractor (2017-11-28)
D6010C – Palletization (2007-11-30)
D9002C – Incomplete Assemblies, (2007-11-30)
H4500C – Lien - Section 427 of the Bank Act, (2010-01-11)

7.17 Procedures for Design Change/Deviations

The Contractor must follow these procedures for any proposed design change/deviation to contract specifications.

The Contractor must complete Part 1 of the Design Change/Deviation form DND 672 and forward one copy to the Technical Authority and one (1) copy to the Contracting Authority.

The Contractor will be authorized to proceed upon receipt of the design change/deviation form signed by the Contracting Authority. A contract amendment will be issued to incorporate the design change/deviation in the Contract.

7.18 Inspection and Acceptance

The Technical Authority is the Inspection Authority. All reports, deliverable items, documents, goods and all services rendered under the Contract are subject to inspection by the Inspection Authority or representative. Should any report, document, good or service not be in accordance with the requirements of the Statement of Work and to the satisfaction of the Inspection Authority, as submitted, the Inspection Authority will have the right to reject it or require its correction at the sole expense of the Contractor before recommending payment.

7.19 Insurance Requirements

1. The Contractor must comply with the insurance requirements specified below. The Contractor must maintain the required insurance coverage for the duration of the Contract. Compliance with the insurance requirements does not release the Contractor from or reduce its liability under the Contract.
2. The Contractor is responsible for deciding if additional insurance coverage is necessary to fulfill its obligation under the Contract and to ensure compliance with any applicable law. Any additional insurance coverage is at the Contractor's expense, and for its own benefit and protection.
3. The Contractor must forward to the Contracting Authority within 10 days after the date of award of the Contract, a Certificate of Insurance evidencing the insurance coverage and confirming that the insurance policy complying with the requirements is in force. Coverage must be placed with an Insurer licensed to carry out business in Canada. The Contractor must, if requested by the Contracting Authority, forward to Canada a certified true copy of all applicable insurance policies.

(A) General Commercial Insurance

1. The Contractor must obtain Commercial General Liability Insurance, and maintain it in force throughout the duration of the Contract, in an amount usual for a contract of this nature, but for not less than \$2,000,000 per accident or occurrence and in the annual aggregate.
2. The Commercial General Liability policy must include the following:
 - (a) Additional Insured: Canada is added as an additional insured, but only with respect to liability arising out of the Contractor's performance of the Contract. The interest of Canada should read as follows: Canada, as represented by Public Works and Government Services Canada.
 - (b) Bodily Injury and Property Damage to third parties arising out of the operations of the Contractor.
 - (c) Products and Completed Operations: Coverage for bodily injury or property damage arising out of goods or products manufactured, sold, handled, or distributed by the Contractor and/or arising out of operations that have been completed by the Contractor.
 - (d) Personal Injury: While not limited to, the coverage must include Violation of Privacy, Libel and Slander, False Arrest, Detention or Imprisonment and Defamation of Character.
 - (e) Cross Liability/Separation of Insureds: Without increasing the limit of liability, the policy must protect all insured parties to the full extent of coverage provided. Further, the policy must apply to each Insured in the same manner and to the same extent as if a separate policy had been issued to each.
 - (f) Blanket Contractual Liability: The policy must, on a blanket basis or by specific reference to the Contract, extend to assumed liabilities with respect to contractual provisions.
 - (g) Employees and, if applicable, Volunteers must be included as Additional Insured.
 - (h) Employers' Liability (or confirmation that all employees are covered by Worker's compensation (WSIB) or similar program).
 - (i) Broad Form Property Damage including Completed Operations: Expands the Property Damage coverage to include certain losses that would otherwise be excluded by the standard care, custody or control exclusion found in a standard policy.
 - (j) Notice of Cancellation: The Insurer will endeavour to provide the Contracting Authority thirty days written notice of policy cancellation.

- (k) If the policy is written on a claims-made basis, coverage must be in place for a period of at least 12 months after the completion or termination of the Contract.
- (l) Owners' or Contractors' Protective Liability: Covers the damages that the Contractor becomes legally obligated to pay arising out of the operations of a subcontractor.
- (m) Non-Owned Automobile Liability - Coverage for suits against the Contractor resulting from the use of hired or non-owned vehicles.
- (n), (o), (p), (q) not used.
- (r) Litigation Rights: Pursuant to subsection 5(d) of the Department of Justice Act, S.C. 1993, c. J-2, s.1, if a suit is instituted for or against Canada which the Insurer would, but for this clause, have the right to pursue or defend on behalf of Canada as an Additional Named Insured under the insurance policy, the Insurer must promptly contact the Attorney General of Canada to agree on the legal strategies by sending a letter, by registered mail or by courier, with an acknowledgement of receipt.

For the province of Quebec, send to:
Director Business Law Directorate,
Quebec Regional Office (Ottawa),
Department of Justice,
284 Wellington Street, Room SAT-6042,
Ottawa, Ontario, K1A 0H8

For other provinces and territories, send to:
Senior General Counsel,
Civil Litigation Section,
Department of Justice
234 Wellington Street, East Tower
Ottawa, Ontario K1A 0H8

A copy of the letter must be sent to the Contracting Authority. Canada reserves the right to co-defend any action brought against Canada. All expenses incurred by Canada to co-defend such actions will be at Canada's expense. If Canada decides to co-defend any action brought against it, and Canada does not agree to a proposed settlement agreed to by the Contractor's insurer and the plaintiff(s) that would result in the settlement or dismissal of the action against Canada, then Canada will be responsible to the Contractor's insurer for any difference between the proposed settlement amount and the amount finally awarded or paid to the plaintiffs (inclusive of costs and interest) on behalf of Canada.

(B)Marine Liability Insurance

1. The Contractor must obtain Protection & Indemnity (P&I) insurance that must include excess collision liability and pollution liability. The insurance must be placed with a member of the International Group of Protection and Indemnity Associations or with a fixed market in an amount of not less than the limits determined by the Marine Liability Act, S.C. 2001, c. 6. Coverage must include crew liability, if it is not covered by Worker's Compensation as detailed in paragraph (2.) below.

2. The Contractor must obtain Worker's Compensation insurance covering all employees engaged in the Work in accordance with the statutory requirements of the Territory or Province or state of nationality, domicile, employment, having jurisdiction over such employees. If the Contractor is assessed any additional levy, extra assessment or super-assessment by a Worker's Compensation Board, as a result of an accident causing injury or death to an employee of the Contractor or subcontractor, or due to unsafe working conditions, then such levy or assessment must be paid by the Contractor at its sole cost.

3. The Protection and Indemnity insurance policy must include the following:

- (a) Additional Insured: Canada is added as an additional insured, but only with respect to liability arising out of the Contractor's performance of the Contract. The interest of Canada as additional insured should read as follows: Canada, represented by Public Works and Government Services Canada.
- (b) Waiver of Subrogation Rights: Contractor's Insurer to waive all rights of subrogation against Canada as represented by Department of National Defence and Public Works and Government Services Canada for any and all loss of or damage to the watercraft however caused.
- (c) Notice of Cancellation: The Insurer will endeavour to provide the Contracting Authority thirty (30) days written notice of cancellation.
- (d) Cross Liability/Separation of Insureds: Without increasing the limit of liability, the policy must protect all insured parties to the full extent of coverage provided. Further, the policy must apply to each Insured in the same manner and to the same extent as if a separate policy had been issued to each.
- (e) Litigation Rights: Pursuant to subsection 5(d) of the Department of Justice Act, S.C. 1993, c. J-2, s.1, if a suit is instituted for or against Canada which the Insurer would, but for this clause, have the right to pursue or defend on behalf of Canada as an Additional Named Insured under the insurance policy, the Insurer must promptly contact the Attorney General of Canada to agree on the legal strategies by sending a letter, by registered mail or by courier, with an acknowledgement of receipt.

For the province of Quebec, send to:
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Quebec Regional Office (Ottawa),
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284 Wellington Street, Room SAT-6042,
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For other provinces and territories, send to:
Senior General Counsel,
Civil Litigation Section,
Department of Justice
234 Wellington Street, East Tower
Ottawa, Ontario K1A 0H8

4. A copy of the letter must be sent to the Contracting Authority. Canada reserves the right to co-defend any action brought against Canada. All expenses incurred by Canada to co-defend such actions will be at Canada's expense. If Canada decides to co-defend any action brought against it, and Canada does not agree to a proposed settlement agreed to by the Contractor's insurer and the plaintiff(s) that would result in the settlement or dismissal of the action against Canada, then Canada will be responsible to the Contractor's insurer for any difference between the proposed settlement amount and the amount finally awarded or paid to the plaintiffs (inclusive of costs and interest) on behalf of Canada.

7.20 Packaging Requirement using Specification D-LM-008-036/SF-000

The Contractor must prepare optional spare parts for delivery in accordance with the latest issue of the Canadian Forces Packaging Specification *D-LM-008-036/SF-000*, DND Minimum Requirements for Manufacturer's Standard Pack.

7.21 Provisional Acceptance Provisional Acceptance, Acceptance and Delivery Schedule

1. Canada's provisional acceptance for delivery of the vessel(s) must occur with the execution of a certificate in accordance with form **PWGSC 1105** upon satisfactory completion of the vessel(s), delivery to destination and all trials. The execution of the certificates must in no way relieve the Contractor of any obligations under the Contract.

2. It is understood and agreed that where the work has been substantially completed and the parties have agreed upon the terms and conditions for the Contractor to make good any deficiencies, the certificate referred to above may be executed with a statement attached concerning the rectification of the deficiencies by the Contractor.

3. Canada's final acceptance must occur upon completion of the 12 month warranty period and settlement of all accounts between the parties in relation to the Contract.

After successful Provisional Acceptance at the Contractor's shipyard, the Contractor shall deliver for Acceptance by Canada:

- a) Two (2) NLT's delivered to the Department of National Defence, CFB Esquimalt, Esquimalt, British Columbia, requested on or before 24 months following completion of Milestone 2 – Critical Design Review.
- b) Two (2) NLT's delivered to the Department of National Defence, CFB Halifax, Halifax, Nova Scotia requested on or before 42 months following completion of Milestone 2 – Critical Design Review.

The vessels must be delivered with no more than 500 hours on the main engines.

The vessels shall not be towed from the shipyard to the delivery points listed above.

7.20.3 Each outstanding Work item on the Acceptance list referred above shall have a price determined in accordance with the following: the higher of twice the cost for the outstanding Work to be completed by the Contractor, or twice the cost for the outstanding Work to be completed as quoted by a third party, and that amount shall be deducted from any payment otherwise due.

7.20.4 It is understood and agreed that where the Work has been substantially completed and the parties have agreed upon the terms and conditions for the Contractor to make good all deficiencies, the certificate may be executed with a statement attached concerning the making good of the deficiencies.

7.20.5 Acceptance of the vessels by the Minister shall occur with a written execution of a certificate in accordance with form PWGSC-TPSGC 1105, with evidence satisfactory to Canada that the Vessels has successfully completed all Tests and Trials and Demonstrations and Certification. The execution of the Certificate shall in no way relieve the Contractor of its obligations under the Contract.

7.21.....SACC Manual clause A1009C (2008-05-12) Work Site Access

7.22 Release documents and acceptance of ships

SACC Manual clause D5651C (2017-08-17) Release documents and acceptance of ships

7.23 Release Documents - Distribution

The Contractor must prepare the release documents in a current electronic format and distribute them as follows:

- a. One (1) copy mailed to consignee marked: "Attention: Receipts Officer";

- b. Two (2) copies with shipment (in a waterproof envelope) to the consignee;
- c. One (1) copy to the Contracting Authority;
- d. One (1) copy to:

*National Defence Headquarters
Mgen George R. Pearkes Building
101 Colonel By Drive
Ottawa, ON K1A 0K2
Attention: D Mar P 2-3-2-2*

- e. One (1) copy to the Quality Assurance Representative;
- f. One (1) copy to the Contractor; and

7.24 Shipping Instructions - Delivery at Destination

Goods must be consigned to the destination specified in the Contract and delivered:

Incoterms 2000 "DDP Delivered Duty Paid" afloat and alongside Fleet Maintenance Facility – Cape Breton (FMF CB), Esquimalt Harbour, B.C.

7.26 Tests and Trials

7.26.1 Launching of the Vessels

The Contractor shall be responsible for the safe and satisfactory launching of the Vessels at a time and in a manner agreed upon between the Contractor and Canada. If at any time prior to Acceptance of the Vessel there is reason to believe the underwater portion of the Vessel has been seriously impaired, the Contractor shall place the Vessel in dry-dock and adequately inspect, repair, clean, and paint the damaged areas at its own expense and to the satisfaction of Canada. On completion of the Work, the Contractor shall be responsible for the safe and satisfactory returning the Vessel afloat, alongside and upright at the Contractor's facility.

7.26.2 Tests, Trials and Demonstrations

(a) All tests, trials and demonstrations must be performed in accordance with Annex "A" SRD and SOW and Annex "F" Inspection/Quality Assurance/Quality Control.

(b) The Contractor shall in all respects be responsible for the conduct of all Tests and Trials and Demonstrations in accordance with the requirements of this Contract.

(c) The Contractor must keep written records of all tests, trials, and demonstrations conducted as required by the QA System.

(d) Canada reserves the right to defer starting or, continuing with any Sea Trials for any reasonable cause including but not limited to adverse weather visibility, equipment failure or degradation, lack of qualified personnel and inadequate safety standards.

(e) The Contractor shall dry-dock the Vessel on successful completion of Acceptance Trials for underwater inspection and final approval by the Inspection Authority and Technical Authority prior to acceptance of each boat. On completion of the Work, the Contractor shall be responsible for the safe and satisfactory returning the boat to afloat, alongside and upright at the Contractor's facility.

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W8472-185718

Amd. No. - N° de la modif.
File No. - N° du dossier
032mc.W8472-185718

Buyer ID - Id de l'acheteur
032mc
CCC No./N° CCC - FMS No./N° VME

ANNEX “A”

STATEMENT OF WORK

(see attached document)

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ANNEX “B”

BIDDERS QUESTIONS AND CANADA RESPONSES

To be completed as required during the bid solicitation and inserted here

ANNEX "C"

BASIS OF PAYMENT

1. Bidders must indicate for each of the following Items, their Firm Unit Bid prices, excluding taxes.

Table 1

Item	Description	Unit Price CAN\$ (a)	Quantity (b)	Total Price (a)x(b)
1	Barge built in accordance with Annex A, SOW and Annex B, Questions & Answers	\$	4	\$
2	Delivery of Barge Incoterms 2000 DDP, afloat and alongside to Fleet Maintenance Facility – Cape Breton (FMF CB), Esquimalt Harbour, B.C.	\$	4	\$
3	Training session in accordance with Annex A, SOW and Annex B, Questions & Answers	\$	1	\$
Grand Total Price (Sum items 1, 2 & 3)				\$

The following Unscheduled Work Rates and Spare Parts List will be included in the Basis of Payment, however they will not form part of the bid evaluation.

2. Unscheduled Work Rates and Optional Spare Parts Price List:

Bidders must provide the following requested rates:

A. The Charge-out Rate specified below includes all classes of labor, engineering and foreperson, and all overheads, supervision and profit. The Charge-out Rate will be used for pricing unscheduled work that results in an increase or decrease in the Work Period, except as noted in the clause entitled "Overtime."

Charge-out Rate - \$. /person/hour.

B. Overtime:

Occasionally, Canada may elect to authorize overtime, for Unscheduled Work only. If this is the case, and the rate is greater than the Charge-out Rate, cost of labor hours will be determined on the following basis;

Time and one-half rate: \$. /person/hour

Double Time Rate: \$. /person/hour

3. The cost of material must be the net laid-down cost of the material to which must be added a mark-up of 10% of the net laid-down cost of the material. For the purposes of pricing, Unscheduled Work and material must be deemed to include subcontracts.

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4. Recommended Spare Parts Price List

All firm prices for the recommended spare parts must be Delivered Duty Paid (DDP) Incoterms 2000 to CFB Esquimalt.

Table 2 – Spare Parts Price List

Item	Spare Part Description	Part Number	Unit Price CAN\$	Recommended Quantity
			\$	

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ANNEX “D”

MANDATORY TECHNICAL EVALUATION CRITERIA

W8472-185718

Annex C
MANDATORY EVALUATION CRITERIA
W8472-185718

MANDATORY CRITERIA

Bidders must meet all of the criteria outlined in the following Mandatory Requirements Checklist presented in Table 1, below. Bidders should complete the checklist and include it with their bid. Bidders should include the page number or section of their bid package where evidence of compliance with the specified criteria is provided under the "Location in Bid" column of the Mandatory Requirements Checklist.

All documentation and information required to substantiate the Bidders claims in the checklist must be provided with the bid package. Failure to substantiate any one (1) element of the Mandatory Requirements Checklist will render the entire bid non-compliant.

Table 1: Mandatory Requirements Checklist

No.	Evaluation Criteria	Criteria Description	Location in Bid
1	Project Manager	<p><input type="checkbox"/> The Bidder must identify, at time of bidding, the individual whom the Bidder, if they are awarded this Contract, intends to use as the Project Manager for this work. The identified individual must meet the following criteria:</p> <p><input type="checkbox"/> Must have a minimum of 10 years' demonstrated experience leading steel fabrication or marine related projects; and</p> <p><input type="checkbox"/> The Bidder must provide a curriculum vitae (CV) that demonstrates the proposed Project Manager has the required experience.</p> <p><u>Notes:</u></p> <p>The Bidder does not need to have the individual identified on-staff staff at time of bidding.</p> <p>The Project Manager and Naval Architect may be the same person provided they meet all requisite criteria.</p>	

No.	Evaluation Criteria	Criteria Description	Location in Bid
2	Naval Architect	<p><input type="checkbox"/> The Bidder must identify, at time of bidding, an individual or company whom the Bidder, if they are awarded this Contract, intends to use as the Naval Architect for this work.</p> <p>If the Bidder identifies an individual, the identified individual must meet the following criteria:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Must have a minimum of 10 years' demonstrated experience as a Naval Architect; <input type="checkbox"/> Must have a minimum of 5 years' demonstrated experience specializing in marine steel structures; and <input type="checkbox"/> The Bidder must provide a CV that demonstrates the proposed individual has the required experience. <p>OR</p> <p>If the Bidder identifies a company, the identified company must meet the following criteria:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Must have a minimum of 10 years demonstrated corporate experience in Naval Architecture. <p><u>Notes:</u></p> <p>The Bidder does not need to have the individual identified on-staff staff at time of bidding.</p> <p>The Project Manager and Naval Architect may be the same person provided they meet all requisite criteria.</p>	
3	Welding Certification	<p><input type="checkbox"/> The Bidder must hold a current CSA W47.1 0 Fusion Welding of Steel Company Certification at time of bidding and for the duration of the contract.</p> <p><input type="checkbox"/> The bidder must provide a copy of their certificate.</p>	

No.	Evaluation Criteria	Criteria Description	Location in Bid
4	Painting and Coating Certification	<p><input type="checkbox"/> The Bidder must identify, at time of bidding, a certified individual or company they will employ to provide services of the National Association of Corrosion Engineers (NACE) - Coating Inspector Program (CIP) Certification Level 2.</p> <p><input type="checkbox"/> The bidder must provide a copy of a certificate, or equivalent, indicating certification by NACE to CIP Level 2.</p> <p><u>Note:</u></p> <p>The Bidder does not need to have the identified individual or company under contract at time of bidding.</p>	
5	Draft Project Management Plan	<p><input type="checkbox"/> The Bidder must provide, at time of bidding, a draft of the Project Management Plan identified in DID-PM-01. As a minimum, at time of bidding, this draft must include:</p> <p><input type="checkbox"/> A schedule for the design, construction, testing and delivery of the four (4) barges that verifies the Bidder will complete all work on this Contract within eighteen (18) months of Contract Award.</p>	
6	Classification Society	<p><input type="checkbox"/> The Bidder must indicate which Classification Society from the Delegated Statutory Inspection Program of Transport Canada it will use to certify the barges.</p>	

No.	Evaluation Criteria	Criteria Description	Location in Bid
7	Steel Construction Experience	<p><input type="checkbox"/> The Bidder must have completed a minimum of two (2) steel construction projects, including the manufacturing of the steel structures, with a minimum value of \$50,000.00 per project, at the Bidder's facility within the last ten (10) years.</p> <p><input type="checkbox"/> For each project identified, the Bidder must provide, as a minimum, the following:</p> <p><input type="checkbox"/> Project name</p> <p><input type="checkbox"/> Project value</p> <p><input type="checkbox"/> Project picture(s) and/or description</p> <p><input type="checkbox"/> Project year of delivery</p>	

ANNEX A

**STATEMENT OF WORK (SOW)
FOR THE PROCUREMENT OF
REPLACEMENT 400 SERIES BARGES
FOR THE ROYAL CANADIAN NAVY (RCN)**

W8472-185718/B

Prepared by Directorate of Naval Platform Systems (DNPS 5-3)

445 Boulevard De La Carrière

Gatineau, QC

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Acronyms and Abbreviations

Acronyms or Abbreviations	Definition
ABS	American Bureau of Shipping
CA	Contract Award (in CDRL and DIDs)
CDR	Critical Design Review (meeting)
CDRL	Contract Deliverable Requirement List
COTS	Commercial Off The Shelf
CTP	Cadre Training Package
DID	Data Item Description
DND	Department of National Defence
DSIP	Delegated Statutory Inspection Authority
FPM	Final Project Meeting
FSR	Field Service Representative
IAW	In Accordance With
ILS	Integrated Logistics Support
ISO	International Organization for Standardization
ITP	Inspection and Test Plan
km	kilometre
LCG	Longitudinal Centre of Gravity
m	metre
mm	millimetre
m ²	square metres
NACE CIP	National Association of Corrosion Engineers. Coating Inspector Program
OEM	Original Equipment Manufacturer
PDF	Portable Document Format
PM	Project Manager
PMP	Project Management Plan
PRM	Project Review Meeting
PSR	Project Status Reports
RCN	Royal Canadian Navy
RFP	Request for Proposal
SOLAS	Safety of Life at Sea
SOW	Statement Of Work
SPT	Special Purpose Tools
TA	Technical Authority
TDP	Technical Data Package
tonne(s)	Metric Tonne(s)

Table 1-1: Acronyms and Abbreviations

1 Scope

1.1 Purpose

- 1.1.1 The Purpose of this SOW is to describe the work associated with designing, constructing and delivering four (4) new barges to Esquimalt, associated Technical Data Package (TDP), training and optional spares list for DND.

1.2 Background

- 1.2.1 The original six (6), 400 Series stevedore barges have been retired. The six (6) barges had wood construction and were cost prohibitive to maintain. Furthermore, the frequent interval of maintenance was difficult to execute; resulting in significant deterioration which rendered the wooden barges unusable and unsafe.
- 1.2.2 The barges were the workhorses of Esquimalt Harbour and were an inherent part of daily operations. The impact of their loss is apparent on a daily basis. Without replacement barges, maintenance functions, tests and trials, and equipment transfer continue to backlog. To meet the day-to-day requirements of the Formation, it is essential to replace the lost capability with barges designed to reduce the long-term maintenance issues experienced with the wooden 400 Series barges.

1.3 Objectives

The fundamental objectives of the barge procurement are to:

- 1.3.1 Acquire four (4) robust, low maintenance, low draft, steel barges for Canadian Forces Base Esquimalt Port Operations and Emergency Services Branch.
- 1.3.2 Acquire spare parts list.
- 1.3.3 Acquire a TDP to be used by Canada to support maintenance and barge operations through its intended life cycle.
- 1.3.4 Acquire necessary training and training materials In Accordance With (IAW) SOW section 6.4-6.7
- 1.3.5 The primary operational uses of the barge includes, but are not limited, to the following:
 - a) Anchor removal and ranging;
 - b) Installation and removal of towed arrays;
 - c) Maintenance equipment transport platform; and
 - d) Ship-side work for test, trials, and other maintenance.

2 Applicable Documents

2.1 Government Documents

- 2.1.1 Where standards are referenced in this document, the whole standard may not apply unless specifically directed. The reference will indicate what tailoring is required by the Technical Authority (TA). If no tailoring is specified, then the Contractor must specify the extent of their compliance to the referenced standard in their proposal.

Document	Name	Comments
C-03-001-024/MS-006	The Production of Stability Books for Canadian Forces Surface Ships	
D-23-003-005/SF-002	Specification for Maintenance Painting of HMC Ships	
D-01-400-002/SF-000	Specification for levels of Engineering Drawings.	
D-23-002-005/SG-001	Standard for Metric Draught Marks	
TP-7301E	Stability, Subdivision, and Load Line Standards	STAB 6 – Standard for Intact Stability of Non-Passenger Ships and Passenger Ships Carrying Not More than 12 Passengers

Table 2-1: Government References

2.2 Non-Government Documents

- 2.2.1 Where standards are referenced in this document, the whole standard may not apply unless specifically directed. The reference will indicate what tailoring is required by the TA. If no tailoring is specified, then the Contractor must specify the extent of his compliance to the referenced standard in his proposal. If any referenced standard or regulation of Table 2-2 has been superseded by a new revision or it has become obsolete and it has been replaced by a new standard or it has not been replaced, then the Contractor must use the latest revision or replaced standard or an equivalent standard respectively.

Standard or Regulation	Title	Comments
SAE-AMS-STD-595A	Colors Used in Government Procurement	
IMO MSC.1/Circ.1281	Explanatory Notes to the International Code on Intact Stability, 2008	Chapter 4 – Guidance for the Application of the 2008 IS Code
NACE WJ-3/SSPC-SP WJ-3	Waterjet Cleaning of Metals—Thorough Cleaning	
NACE WJ-4/SSPC-SP WJ-4	Light Waterjetting	
SP 10/NACE No. 2	Near-White Blast Cleaning	
SSPC-SP 1	Solvent Cleaning	
Classification Society Rules	Rules for building and classing steel barges	American Bureau of Shipping (ABS) Rules or rules of an equivalent recognized Classification Society as identified under the Delegated Statutory Inspection Program (DSIP)

Table 2-2: Non-Government References

2.3 Order of Precedence

- 2.3.1 In the event of conflict between Classification Society Rules and requirements defined in this SOW, the requirements of Classification Society shall take precedence.
- 2.3.2 In the event of a conflict between the contents of this document and the applicable portions of any other referenced technical documents, the Contractor must inform Canada (specifically the TA) of the differences. Canada will inform the Contractor of the requirements to apply and amend the SOW as necessary.

3 Project Deliverables

3.1 General

The Contractor must;

- 3.1.1 Procure a suitable design or design, construct, verify, and deliver four (4) ABS (or equivalent) Class certified barges meeting all requirements identified in this SOW section 5.
- 3.1.2 In addition to the barges themselves, the Contractor must develop and deliver:
- 3.1.3 plans and procedures for;
 - a) Launching,
 - b) Dry-Docking,
 - c) Craning/Hoisting,
 - d) Maintenance,
 - e) Acceptance,
 - f) Inspections,
 - g) Tests and Trials, and
 - h) Safe operation of the barges;
- 3.1.4 Provide a Recommended Spares List for maintenance and operational spares (if any are identified as required); and
- 3.1.5 Provide a maintenance TDP meeting all relevant requirements identified in this SOW.
- 3.1.6 Familiarization and maintenance training must be provided in accordance with the applicable Contract Deliverables Requirements List (CDRLs) and Data Item Description (DIDs).

3.2 Data Reviews and Revisions

- 3.2.1 The Contractor must submit all deliverable data in draft form for Canada's review IAW the applicable CDRL.
- 3.2.2 The Contractor must ensure that submitted documents are complete and in compliance with the requirements of the SOW and the applicable CDRL and DID.
- 3.2.3 Unless otherwise noted, Canada's review will take no more than ten (10) working days from receipt of the data.
- 3.2.4 The provision of comments by Canada on draft deliverables must not be construed as approval of the data deliverable.
- 3.2.5 Unless otherwise noted, the Contractor must address Canada's comments and resubmit the document showing a new revision number, within five (5) working days of reaching agreement on the comments.
- 3.2.6 The Contractor must ensure that final documents consist of the draft document modified to include changes as authorized by Canada.
- 3.2.7 When revisions and amendments have been made to data deliverables required under this SOW, the Contractor must submit the revisions/amendments to Canada.

4 Project Management

4.1 Organization

4.1.1 Project Manager

- 4.1.2 The Contractor must have a named Project Manager responsible to carry out the work required for the barge production program.

4.1.3 Contractor's Point of Contact

- 4.1.4 The Contractor's Project Manager must be the main single point of contact with Canada.

4.2 Project Management Plan

- 4.2.1 The Contractor must prepare and deliver a Project Management Plan (PMP) IAW CDRL Item CDRL-PM-01 and DID-PM-01 to identify how the Contractor intends to fulfill the project management requirements of this SOW.
- 4.2.2 Once accepted by Canada the PMP must be used by the Contractor to manage the activities of this Contract. Throughout the duration of the Contract the Contractor must inform Canada of any changes that affect the execution of the PMP and submit a revised PMP for Canada's acceptance if requested.

4.3 Project Meeting Support

- 4.3.1 The Contractor must convene and co-chair project reviews and meetings as required by this SOW.
- 4.3.2 For all reviews and meetings the Contractor must:
 - a) Arrange the venue, including parking, as appropriate;
 - b) Co-ordinate with Canada as appropriate;
 - c) Provide all administrative facilities and presentation equipment;
 - d) Ensure that necessary and qualified Contractor and subcontractor personnel attend the reviews or meetings;
 - e) Ensure and report that action items and decisions resulting from the various meetings and reviews are implemented where applicable; and
 - f) Maintain, and provide to DND files, records, documents and records of all reviews and meetings
- 4.3.3 Canada will provide the Contractor with the number of attendees representing Canada at each review and meeting not less than ten (10) business days before the respective review or meeting.

4.4 Project Meeting Arrangements, Location and Facilities

- 4.4.1 Unless otherwise stated for individual meetings the Contractor must arrange and prepare for meetings IAW the following requirements.
- 4.4.2 The Contractor must prepare and submit supporting documents required for a meeting at least five (5) business days in advance of each scheduled review or meeting.
- 4.4.3 The Contractor must prepare and submit an agenda IAW CDRL Item CDRL-PM-02 and DID-PM-02 at least five (5) business days in advance of each scheduled review or

meeting. Canada will provide any comments on the agenda within two (2) business days of receipt.

- 4.4.4 In the event of unscheduled meetings the Contractor must submit an agenda one (1) full business day prior to the meeting.
- 4.4.5 Canada and the Contractor must mutually agree to the contents of the agenda.
- 4.4.6 Meetings must generally be conducted either at the Contractors facilities or at a third party location, arranged for by the Contractor, within a 50 km radius of the Contractors facilities.
- 4.4.7 With the mutual consent of Canada and the Contractor, and on a case-by-case basis, meetings may be conducted by teleconference, web-conference or videoconference.
- 4.4.8 The cost associated with all identified meetings must be included in the total price identified in the Contract. The Contractor must cover all costs associated with the location and equipment required to conduct the meetings or review except for travel costs associated with the attendance of representatives from Canada.

4.5 Project Meeting Minutes

- 4.5.1 The Contractor must record, produce, deliver and revise, as required, minutes for all meetings. The Contractor must prepare and distribute, within five (5) working days of the meeting, an electronic copy of the minutes to Canada's attendees IAW CDRL Item CDRL-PM-03 and DID-PM-03. Meeting minutes are accepted once signed by the Contract Authority. Canada will advise the Contractor of any issues within two (2) working days of receiving the minutes at which point the contractor will be responsible for revision and resubmittal within two (2) working days.

4.6 Project Meeting Cancellations

- 4.6.1 Requests to reschedule reviews or meetings will, in general, be made at least five (5) business days in advance of the meeting date to facilitate and travel arrangements changes.

4.7 Project Kick Off Meeting

- 4.7.1 Fifteen (15) business days after Contract Award, the Contractor must convene and co-chair a project Kick Off Meeting, IAW CDRL item CDRL-PM-05 and DID-PM-05 at the contractor's facility, via video or teleconference or elsewhere as agreed to between the Contractor and Canada.
- 4.7.2 The agenda must be delivered five (5) business days prior to the meeting for input from Canada and acceptance. The agenda of items to be reviewed at the meeting must include, without being limited to;
 - a) The PMP (in particular the Master Schedule) IAW CDRL Item CDRL-PM-01 and DID-PM-01;
 - b) Barge technical requirements;
 - c) Non-construction deliverable requirements;
 - d) Critical path activities; and
 - e) Any other contractual or programmatic issues associated with the project as mutually agreed between the Canada and the Contractor.

4.8 Progress Review Meetings

- 4.8.1 The Contractor must convene and co-chair Progress Review Meetings (PRMs) at least monthly or as mutually agreed between Canada and the Contractor.
- 4.8.2 The Contractor must hold a PRM to align with pre-acceptance of the first barge.
- 4.8.3 PRMs must encompass total project status as of the review date.
- 4.8.4 The kick-off meeting may be assumed to be the first PRM.

4.9 Progress Reports

- 4.9.1 The Contractor must monitor progress and deliver Project Status Reports (PSRs) IAW CDRL Item CDRL-PM-04 and DID-PM-04.

4.10 Critical Design Review Meeting

- 4.10.1 The Contractor must convene and co-chair a Critical Design Review Meeting for the purpose of reviewing the design deliverables identified as Critical Design Documents IAW CDRL-EN-01 and DID-EN-01.
- 4.10.2 Review Meetings is for the Contractor to demonstrate to Canada that all barge design, documentation, and class approvals, are complete and that the design is in compliance with the technical and contractual requirements of the SOW. If compliance is proven by the Contractor then the acceptance of the critical design package by Canada will mark the beginning of the barge construction. Following acceptance, any further changes to the design or the technical documents must be tracked any affected documents or drawings updated and re-submitted to Canada by the Contractor.
- 4.10.3 The contractor must identify the Critical Design Review Meeting in the Master Schedule.

4.11 Acceptance Review Meeting

- 4.11.1 The Contractor must convene and co-chair an Acceptance Review Meeting(s) for the purpose of reviewing the design deliverables identified in the Technical Data Package (TDP) IAW CDRL-EN-02 and DID-EN-02 for review of the results of inspections and tests required to verify compliance with the constructed barge(s).
- 4.11.2 The intent of the Acceptance Review Meetings is for the Contractor to demonstrate to Canada that the barge construction and all associated documentation, class approvals, and testing/verification have been completed and are in compliance with the technical and contractual requirements of the SOW. If compliance is proven by the Contractor then Canada will issue provisional acceptance of the barge(s). Following provisional acceptance, the Contractor may proceed with the delivery of the barge(s) as specified.
- 4.11.3 The Contractor may perform an Acceptance Review Meeting and obtain provisional acceptance of each barge following completion of construction if they prefer to deliver the barges individually. If there is more than one (1) Acceptance Review Meeting the Contractor must ensure that all relevant documentation in the TDP is available for review prior to each meeting and any changes or updates between meetings are accurately addressed. If the contractor wishes to combine the Acceptance Review for two (2) or more barges all documentation and test and trials must be complete for all barge being reviewed.
- 4.11.4 The contractor must identify the Acceptance Review Meeting(s) in the Master Project schedule.

- 4.11.5 The final TDP will be accepted only after Canada is satisfied with the final TDP content reflect the delivered barges and any errors, corrections or changes have been addressed.

4.12 Issue Reporting

- 4.12.1 The Contractor must advise Canada by email within three (3) working days of the date the Contractor determines that there is an issue that will result in a schedule alteration or potential contractual change.
- 4.12.2 Upon such notification Canada will advise the Contractor whether an unscheduled meeting or other action is required.

4.13 Action Item List

- 4.13.1 The Contractor must maintain a historical, chronological and up-to-date electronic Action Item List resulting from reviews, meetings, or correspondence between Canada and the Contractor, for the duration of the Contract in a format acceptable to Canada. Microsoft Excel is an acceptable tool for maintaining and distributing the Action Items List.
- 4.13.2 In the Action Items List the Contractor must record, as a minimum: identification number; title and/or description, date opened, action required, priority, organization responsible for taking action, brief statement of results in sufficient detail to clearly identify and track the action taken, date closed, and, status (open/closed).
- 4.13.3 The Contractor must ensure that, once entered, no entry is deleted.
- 4.13.4 The Contractor must include a subset of the up-to-date Action Items List containing all open items as an attachment to any meeting agendas.
- 4.13.5 The Contractor must make a copy or reproduction of the most current Action Items List or any portion thereof available to Canada upon request.

5 Barge Technical Requirement

5.1 General

- 5.1.1 The barges must be designed and constructed In-Class and to Class approved drawings. The barge must satisfy the notation **✕ A1 deck cargo barge** under *American Bureau of Shipping - Rules for Building and Classing Steel Barges* (current version as of Contract Award date) or the equivalent rules of another Classification Society recognized under the Delegated Statutory Inspection Program of Transport Canada.
- 5.1.2 The Barges must:
 - a) optimize acquisition and support costs;
 - b) have at least a 30 year life expectancy on entering service;
 - c) be built IAW the American Bureau of Shipping (ABS) or an equivalent Classification Society;
 - d) meet environmental requirements as outlined in this SOW.
- 5.1.3 Equipment, fittings, and hardware requiring minimal maintenance must be employed throughout the barge.
- 5.1.4 Materials and equipment used to construct the barges must be new and/or new COTS, with industry support readily available in the Province of British Columbia.

5.2 Barge Characteristics

- 5.2.1 The barge must be designed, arranged and constructed such that it;
 - a) is compliant with stability (SOW 5.13) and seakeeping requirements (SOW 5.14);
 - b) allows for towing;
 - c) is capable of being safely handled and manoeuvred by a single small harbour tug;
 - d) is constructed of steel, with wastage allowance, coatings, and sacrificial anodes sufficient to ensure a technical life of 30 years with identified maintenance, and;
 - e) does not require the use of liquid ballast for stability in any loading condition identified in this SOW.
- 5.2.2 The Contractor must ensure that the barge with all of its equipment and components will not include parts, including spare parts that have become obsolete, or are expected to become obsolete within ten (10) years after the last barge has been delivered and accepted by Canada.

5.3 Barge Principal Particulars

- 5.3.1 The barge principal particulars must fall within the following ranges:
 - a) Length between 12 metres and 15 metres;
 - b) Beam between 5.5 metres and 7 metres;
 - c) Unobstructed clear working deck area greater than 75m²;
 - d) Depth between 1.2 metres and 1.5 metres; and
 - e) Draft (unloaded with sacrificial decking in place) to be not more than 0.9 metres.

5.4 Drain Plugs

- 5.4.1 The barge must include sufficient flush mounted drain plugs in the bottom plate to drain all watertight compartments.

- 5.4.2 The drain plug must be all identically treaded screw in type with a minimum 2" diameter. When fully installed the drain plugs must bottom out flush with the bottom plate of the barge.
- 5.4.3 The drain plugs must be identically keyed to be installed and removed with a standard ¾" drive socket wrench.
- 5.4.4 The drain plugs must be fabricated from a metal such as but not limited to, Type 316 Stainless Steel, which will not corrode with prolonged exposure to salt water. The drain plugs material must not result in galvanic corrosion of either the plugs or the barge steel hull when submerged in salt water.

5.5 Docking Plan

- 5.5.1 The Contractor must supply a dry docking plan with each barge maintenance manual that includes a minimum of two (2) docking block patterns to allow the entire bottom of the barge to be painted.
- 5.5.2 All drain plugs must be accessible in any docking block configuration included in the maintenance manual.

5.6 Fenders

- 5.6.1 The barge must be equipped with fenders suitable to prevent damage resulting from slow speed impacts with thin hulled (<10 mm) steel vessels. Final selection of fender impact resistance must be done in consultation with Canada and the selected fender manufacture.
- 5.6.2 The arrangement of the fenders must cover the barge corners. The arrangement of the fenders must allow for access to all cleats, tie-downs and bollards.
- 5.6.3 Each individual fender section must be capable of being removed and replace by no more than two (2) persons (with crane support if required) in two (2) hours without removing the unloaded barge from the water.
- 5.6.4 The selected fenders must provide the requisite impact resistance without relying on being airtight.

5.7 Deck Coverings

- 5.7.1 The barge main deck must be constructed with a raised sacrificial material, such as wood, to land payloads and equipment on without damaging the underlying steel structure and to provide protection for the payload from the barge steel deck.
- 5.7.2 The sacrificial deck material must resist degradation due to water. If wood is selected for the sacrificial material it must be pressure treated to prevent deterioration. If a material other than wood is selected it must be protected or treated to have a demonstrated corrosion resistance (SOW 5.15) in a marine environment equal to or better than pressure treated wood.
- 5.7.3 The sacrificial material must withstand regular wear and tear from repeated landings of six (6) tonne anchors and their chains.
- 5.7.4 The sacrificial material must be easily replaced if the surface is damaged.
- 5.7.5 The sacrificial material must be readily available to operators in the Province of British Columbia.

- 5.7.6 The time required to replace any single damaged section of the sacrificial deck must not exceed two (2) hours by no more than two (2) persons.
- 5.7.7 Sacrificial deck covering material must not be required to contribute to the watertight integrity of the barge.
- 5.7.8 The sacrificial deck covering must have high traction when wet and dry to minimize personnel, equipment and payload slippage.
- 5.7.9 The sacrificial deck covering must have covered openings, or other arrangements, that allow access to all internal compartments without removal of the entire sacrificial deck covering. Having sections of sacrificial deck covering attached only to the tank/internal compartment covers is acceptable.
- 5.7.10 The sacrificial deck covering shall not restrict access to the bollards, cleats, or tie-downs.
- 5.7.11 The sacrificial deck covering and its installation system must allow for the inclusion tie downs distributed evenly across the structural surface of the steel main deck.

5.8 Deck Layout

- 5.8.1 Deck obstructions on the barge must be kept to a minimum. A deck obstruction is considered anything which would prevent the landing of cargo, equipment, or prevent the passage of personnel, safe maneuvering and handling of loads and lines, or appropriate seamanship.
- 5.8.2 There must be sufficient deck equipment to secure the barge safely on any side while limiting impact on usable deck space.
- 5.8.3 The barges must have an upper structural deck that passively sheds water independent of the sacrificial deck covering. Any main deck recesses provided for removable stanchions, stairs, staging, hard points, etc., or recesses to provide access to internal tanks must be designed and constructed to prevent water collection and must passively drain overboard

5.9 Tie-down Requirements

- 5.9.1 The barge must be equipped with tie-down points used for securing loads on the barge against all identified sea-states in Paragraph 5.14.
- 5.9.2 Tie-down arrangements and positions must not result in chafing or wear to either mooring lines or lines used for securing loads on deck.
- 5.9.3 All tie-down points must be able to withstand a safe working load of not less than six (6) tonnes in any plane of application.
- 5.9.4 Tie-down arrangements must be designed and constructed such that they do not collect sea or rain water.
- 5.9.5 Tie-down points must not be secured to the sacrificial deck.
- 5.9.6 Tie-down points must not protrude above the level of the sacrificial deck, when not in use.
- 5.9.7 The barge must have a minimum of nine (9) tie-down points evenly distributed throughout the usable deck space.
- 5.9.8 The barge must have a minimum of twelve (12) tie-down points evenly distributed around the perimeter of the barge.

5.9.9 Perimeter tie-downs must not interfere with bollards or mooring arrangements.

5.9.10 Perimeter tie-downs must not interfere with continuity of the sacrificial deck.

5.10 Mooring, Towing and Securing Requirements

5.10.1 The barge must be capable of being towed from both bow and stern.

5.10.2 The barge must have four (4) total bollards, one each located at the forward port and starboard corners and the aft port and starboard corners suitable for towing IAW seakeeping requirements (SOW 5.14).

5.10.3 The bollards must be located at the maximum practical extents of the platform so as to maximize open working deck.

5.10.4 Each bollard must be capable of withstanding a bollard pull load of fifteen (15) tonnes.

5.10.5 The barge must have a minimum of four (4) cleats distributed evenly on each long side, adjacent to the gunwales, to aid in the securing of loads and making fast to a dock, jetty or other barge.

5.10.6 The barge must have a minimum of two (2) cleats distributed evenly on each short side, adjacent to the gunwales, to aid in the securing of loads and making fast to a dock, jetty or other barge.

5.10.7 Cleats must be designed and installed to prevent chafing and wear on ropes and lines.

5.10.8 Each cleat must be capable of withstanding a lateral pull load of two (2) tonnes.

5.11 Watertight and Waterproof Requirements

5.11.1 The barge hull, structural deck, internal subdivision and compartments must be watertight.

5.11.2 Access to each internal compartment must be provided.

5.11.3 When closed, accesses to internal compartments must be watertight.

5.11.4 Barge hull subdivision must be in accordance with the requirements of the selected Classification Society (SOW 7.8).

5.11.5 Barge hull subdivision must be sufficient to meet stability requirements defined in this SOW (SOW 5.13).

5.12 Structural Requirements

5.12.1 The barge hull and fendering must be constructed with sufficient strength to withstand an impact with a solid jetty of five (5) knots at any angle without permanent damage.

5.12.2 The barge upper deck structure must be able to withstand a six (6) tonne load drop from two (2) metres above the sacrificial deck, with the impact focused on a 0.25m x 0.25m area without structural damage. (Assuming even load distribution, and assuming a stationary barge with no hydrodynamic buoyancy response.)

5.12.3 The barge sacrificial deck covering must be capable to supporting a six (6) tonne load on any 1m x 1m patch of the usable deck area (assuming even load distribution) without permanent damage to the sacrificial material.

- 5.12.4 All welds used in the barge construction must be “double-continuous” welds as defined by the Classification Society.
- 5.12.5 Internal non-watertight structure shall have sufficient cut-outs to allow draining of watertight compartments through the compartment drain plug(s).
- 5.12.6 The Contractor must have a professional engineer review all structural calculations and drawings before they are sent to Classification Society for approval. Prior to submission to Class society the contractor must verify to Canada that this review has been completed at the Project review Meeting or other meeting.

5.13 Stability

- 5.13.1 The barge stability must comply with the criteria of *Transport Canada Standard: STAB 6 – Standard for Intact Stability of Non-Passenger Ships and Passenger Ships Carrying Not More than 12 Passengers of TP-7301 Stability, Subdivision, and Load Line Standards*. If the geometry of the barge does not allow it to meet righting lever curve properties as given in TP-7301 the requirements of *Chapter 4 – Guidance for the Application of the 2008 IS Code of IMO MSC.1/Circ.1281 Explanatory Notes to the International Code on Intact Stability, 2008* must be applied.
- 5.13.2 All stability calculations must be completed for the following load cases;
 - a) Unloaded (Fenders installed)
 - b) Anchor Loaded – Unloaded Barge with a six (6) tonne load centered on the barge longitudinally, 2.0 m off-centre transversely and 1.0 m above the sacrificial deck surface.
 - c) Scaffolding Loaded – Unloaded Barge with one (1) tonne of personnel and equipment, centered longitudinal and transversely on the barge at vertical center of gravity 24.0 m above the sacrificial deck surface and 6.5 tonnes of scaffolding centered longitudinal and transversely on the barge with a vertical center of gravity 13.0 m above the sacrificial deck surface.

Note: All stability calculations must be completed with the sacrificial deck covering fully installed.

- 5.13.3 The Contractor must have a naval architect complete or review all stability calculations before they are sent to Classification Society for approval. Prior to submission to Class society the contractor must verify to Canada that this review has been completed at the Project review Meeting or other meeting.

5.14 Environmental Conditions/Seakeeping Requirements

- 5.14.1 Given the probabilities of occurrence of sea conditions in sheltered waters, the barge must be able to:
 - a) Be towed safely in up to 1.25 metres waves.
 - b) Survive being moored in 2.0 metre waves.

5.15 Corrosion Protection

- 5.15.1 All materials and components of the barge must be marinized with inherent industrial salt-water resistant properties or coated to provide such properties.
- 5.15.2 All materials and coatings used in the construction of the barges must be as environmentally friendly as possible.

- 5.15.3 All coatings must be selected to provide a level of durability such that the interval between necessary maintenance coatings is not less than five (5) years.

5.16 Cathodic Protection

- 5.16.1 Passive cathodic protection with sacrificial anodes must be installed on the barges.
- 5.16.2 The sacrificial anodes must be selected and sized to provide the barge hull with a minimum of two (2) years of protection of continuous immersion in salt water without replacement.
- 5.16.3 The sacrificial anodes must be located not to interfere with any operations.
- 5.16.4 The surficial anodes must be located to not to take any loads or impacts during barge operations.

5.17 Hull Coating Requirements

- 5.17.1 All preparations and each coat of paint must be checked and recorded by a National Association of Corrosion Engineers (NACE) - Coating Inspector Program (CIP) certified Level 2 Inspector.
- 5.17.2 All colour number codes used in this document are SAE-AMS-STD-595A Colors Used in Government Procurement colour standard numbers. Referenced coating codes are listed in D-23-003-005/SF-002 Specification for Maintenance Painting of HMC Ships
- 5.17.3 The barge hull must be cleaned/prepared IAW SSPC-SP-1 and SSPC-SP 10, to achieve a surface profile of 85 - 100 µm below waterline, and 65 - 85 µm above the waterline.
- 5.17.4 The following coatings must be applied to the barge hull;
- a) Two (2) coats of C221 antifouling coating primer at 150 - 175 µm per coat to below the waterline and boat top areas.
 - b) One (1) C221 antifouling tie coat at 75 - 100 µm to below the waterline and the boat top areas.
 - c) Three (3) C221 antifouling coats at 100 - 125 µm in the following areas:
 1. Boot Top: 1st coat black, 2nd coat black and 3rd coat black
 2. Below Waterline: 1st coat black, 2nd coat red and 3rd coat blue
 3. Above Waterline: 1st coat grey, 2nd coat grey and 3rd coat grey
 - d) Primer coats of C428 as specified in D-23-003-005/SF-002 Specification for Maintenance Painting of HMC Ships to the hull above the waterline.
 - e) Two (2) coats of C061 grey to the hull above the waterline.

5.18 Draught Marks Requirements

- 5.18.1 Draught marks must be applied IAW *D-23-002-005/SG-001, Standard for Metric Draught Marks*.
- 5.18.2 The welded draught numbers, bars or letters must be cleaned/prepared IAW SSPC-SP 1.
- 5.18.3 The paint to be used on draughts marks must be compatible with the top coat used for the barge's hull.

- 5.18.4 Draught marks on ship sides above the boot top must be black (17038). Draught marks on barge sides above the boot top must use products under Code C061.
- 5.18.5 Draught marks from boot top down towards the keel must be white (17925). Draught marks from boot top down towards the keel must use approved products including International Micron CSC Shark White or PPG Amercoat Awlgrip Stark White

5.19 Deck Coating Requirements

- 5.19.1 The barge deck must be cleaned/prepared IAW SSPC-SP 1 and SSPC-SP 10, or IAW SSPC-SP WJ-3 and SSPC-SP 1, to achieve a surface profile of 85 - 100 µm.
- 5.19.2 The following coatings must be applied to the barge deck;
 - a) One (1) coat of C419 primer at 100 - 125 µm.
 - b) One (1) stripe coat of C419 primer.
 - c) One (1) coat of C419 primer at 100 - 125 µm.
 - d) Two (2) polyurethane C177 coats at a thickness as per manufacturer's instructions, colour: grey (16076).

5.20 Tank Coating Requirements

- 5.20.1 All tanks must be cleaned/prepared IAW SSPC SP-1 and SSPC SP-10.
- 5.20.2 The following coatings must be applied to the barge tanks;
 - a) One (1) C420 epoxy primer coat at 125 to 150 µm, colour: buff (23613).
 - b) One (1) C420 stripe coat, colour: white (17925).
 - c) One (1) C420 epoxy primer coat at 125 to 150 µm, colour: white (17925)

5.21 Barge Safety Requirements

- 5.21.1 The barge must provide a safe working platform in accordance with applicable national maritime health and safety labour codes MOSH (Maritime Occupation Health and Safety) in effect during implementation.
- 5.21.2 The barge design must have appropriate access to allow for safe tank and compartment entry and venting, in accordance with Canadian and British Columbia workplace health and safety regulations.

6 Integrated Logistics Support (ILS)

6.1 General

The following items must be provided by The Contractor to facilitate DND's development and provision of an ILS program.

6.2 Maintenance Requirements

- 6.2.1 The Contractor must prepare and deliver, for acceptance by the TA, a recommended Maintenance Concept IAW CDRL item CDRL-LOG-02 and DID-LOG-02 and current industrial best practices.
- 6.2.2 The maintenance concept for the barges must assume a five (5) year cycle between major maintenance activities (i.e. dry-docking, inner tank painting, etc.).
- 6.2.3 The maintenance concept must contain a maintenance manual detailing the required maintenance routines, the schedule of maintenance routines and instructions for the completion of each maintenance routine.
- 6.2.4 The maintenance manual must reference any construction standards (i.e. welding, surface preparation, painting standards, etc.) that must be used to effect the required maintenance routines to the same quality as the original construction.
- 6.2.5 Maintenance of the barges must use Repair by Replacement of defective components and assemblies wherever possible.

6.3 Spares

- 6.3.1 The contractor must provide a Recommended Spare Parts List (RPSL). The RSPL must contain the Contractor's recommendation for spares required to maintain the equipment for a 24-month period, and must provide the basis for the spares selection to be made by Canada. This is to be completed in the contractor's format and include at a minimum OEM, price, total price, unit of issue, and quantity for each item listed.

6.4 Familiarization and Maintenance Training

- 6.4.1 The Contractor must develop and deliver familiarization and maintenance training IAW this Section and CDRL item CDRL-LOG-01 and DID-LOG-01 and the current industrial best practice.

6.5 Number Training Sessions and Students

- 6.5.1 The maintenance portion of the training must be based on the Maintenance Concept and Maintenance Manual developed.
- 6.5.2 The Contractor must prepare and produce a Training Plan and Maintenance and Familiarization Training Package. The Contractor must develop and conduct one (1) maintenance and familiarization training session on the barge.
- 6.5.3 The Contractor must plan the training session for ten (10) personnel from Canada.

6.6 Training Material and Content

- 6.6.1 The training material and content must be reviewed and accepted by Canada.

- 6.6.2 The Contractor must provide the barge operator and maintainer training package, in MS Office format, to allow subsequent training of the equipment at DND facility by DND instructors.
- 6.6.3 The Contractor must provide unrestricted rights for Canada to use and have use of all intellectual property associated with the training and maintenance package material provided.

6.7 Language

- 6.7.1 All Contractor supplied training and the training material must be provided in English. The Contractor must provide the unrestricted rights for Canada to translate all material into French.

6.8 Technical Data Package

- 6.8.1 The Contractor must provide the technical data package for each barge IAW CDRL-EN-02 and DID-EN-02.

6.9 Electronic Media Labelling

- 6.9.1 All electronic media must be clearly labelled with the DND project number, project name, and date.
- 6.9.2 If a complete listing of all files contained on a piece of electronic media exceeds the label size for that media, a "readme.txt" file in ASCII format must be provided. The "readme.txt" file must be store on the electronic media and a complete printout of the file provided. The "readme.txt" file must contain a complete listing of all filenames, drawing numbers, and other relevant data for all electronic files contained on the electronic media.
- 6.9.3 A printed copy of the Readme file must accompany each piece of electronic media.

6.10 Engineering Data Access

- 6.10.1 In addition to any other specific documentation or engineering data identified as a deliverable in this SOW the Contractor must provide Canada access to all engineering data during the period of the Contract, upon request.

6.11 Original Equipment Manufacturer (OEM)

- 6.11.1 If applicable, the Contractor must make maximum use of existing OEM technical publications and provide OEM parts identification data.
- 6.11.2 For any such material the Contractor must obtain permission from the OEM to allow Canada to use the data and to have any unilingual data translate into the official languages of Canada.

7 Acceptance Testing

- 7.0.1 The Contractor must produce and deliver an Inspection and Test Plan (ITP) that provides an overall outline of the entire spectrum of inspection, test and trial activities associated with the barge acceptance. The ITP must contain all conditions, precautions, adjustments, expected test results, tolerances, and test equipment required to verify the proper design, fabrication, and verification of the barge. All inspections, test and trials must be witnessed and accepted by Canada, the Contractor and any required third party inspectors.
- 7.0.2 The Contractor must produce an ITP that includes, but is not limited to the criteria in section 5 of the SOW:
- a) Inspections;
 - 1. Painting and coating inspections,
 - 2. Welding inspections (prior to application of coatings);
 - 3. Verification of dimensions and scantlings; and
 - 4. Confirmation of deck arrangements.
 - b) Tests and Trials
 - 1. Inclining experiment and displacement checks (SOW 7.4);
 - 2. Tie-down, cleats and bollards loads tests, (SOW 7.5); and
 - 3. Watertight integrity and water shedding test (SOW 7.6).
- 7.0.3 The ITP must be developed, reported on and delivered IAW CDRL item CDRL-AP-01 and DID-AP-01, and approved by the Project Manager.

7.1 Coordination with the Inspections and Tests Plan

- 7.1.1 The Contractor must identify to Canada, what Field Service Representative (FSR), Paint and Coating Inspector(s) and Class Surveyor(s) are needed and will be used to inspect, assess, attend, witness, ascertain, approve and certify contracted work, so appropriate scheduling and staffing of inspections and testing can be addressed and managed.
- 7.1.2 All inspection and testing must be conducted at the Contractors facilities or within a 50 km radius of the Contractors facilities so that any rectification or repair required post testing can be done at the Contractors facilities. All costs associated with inspection, test and trials, except for travel costs for representatives from Canada, are to be borne by the Contractor.
- 7.1.3 The Contractor must identify to Canada any logistic support that the Contractor, FSR, Paint and Coating Inspector(s), and Class Surveyor(s) need for the inspections and tests to be completed and managed.
- 7.1.4 As a minimum, the Contractor and the Class Surveyor Representative(s) must attend Contract meetings where the ITP will be verified, accepted and confirmed.
- 7.1.5 During all inspections and testing, if third party representatives are required it must be the Contractors responsibility to arrange (including covering any associated costs) for such services. As a minimum these must include the Painting and Coatings Inspector and the Class Surveyor Representative(s).

7.2 Barge Inspection Program

- 7.2.1 During the construction of the barge, the Contractor must make their facilities and the barge(s) under construction available to representatives of Canada for the purpose of Contract verification, on a non-interference basis. The Contractor must make their facilities and barge(s) under construction to the Class Surveyor Representative(s), the Paint and Coating Inspector and any other necessary FSR to conduct their duties as it relates to verification of the barge(s) with the requirements stipulated in this SOW.
- 7.2.2 All inspections associated with verification of contractual requirements for the purposes of acceptance must be attended by Canada. The Contractor must schedule all inspections, tests and trials in the Master Schedule. No less than 15 business days in advance of any inspection, test or trial the Contractor must provide Canada with an updated schedule for the particular inspection, test or trial and the procedures that will be applied for it.
- 7.2.3 Copies of all inspections reports produced by the Contractor or any third party inspectors must be provided to Canada no later than the Acceptance Review Meeting(s)

7.3 Barge Acceptance Testing

- 7.3.1 The purpose of the acceptance testing is to demonstrate that the performance and functional requirements of the barge at each integration step have been satisfactorily met.
- 7.3.2 The Contractor must perform all tests and trials necessary to demonstrate the barge(s) meet all requirements identified in this SOW. All tests and trials associated with an individual barge must be completed before the Contractor calls for the Acceptance Review meeting for the respective barge.

7.4 Inclining Experiment and Displacement Checks

- 7.4.1 The Contractor must conduct an inclining experiment on the first barge.
- 7.4.2 The Contractor must conduct lightship displacement checks on follow on barges to confirm similarity of basic barge displacement and Longitudinal Centre of Gravity (LCG) to the first barge.
- 7.4.3 If a follow-on barge falls within the ranges noted below the inclining experiment does not need to be repeated for that particular barge. Instead, the stability book for that particular follow on barge may be a copy of the first barge;
- 7.4.4 Ranges for repeating the inclining experiment;
 - a) Displacement within two percent ($\pm 2.0\%$) of first barge, or;
 - b) LCG within one half percent ($\pm 0.5\%$) of the first barge.
- 7.4.5 If the displacement check shows that any particular follow-on barge does not fall within either of the ranges noted above, it must be inclined and a separate stability book produced based on the inclining results.
- 7.4.6 Based on the inclining experiment(s), the Contractor must produce a stability book for each barge that complies with *CFTO C-03-001-024/MS-006 The Production of Stability Books for Canadian Forces Surface Ships* and the requirements identified for stability books in Section 6 Acceptance of this SOW.

7.5 Tie-Down, Cleats and Bollards Load Test

- 7.5.1 All tie-downs, cleats and bollards must be load tested to their Safe Working Load (SWL) as per the requirements of this SOW. All Tie-downs must be tested to 1.5 times the rated SWL on the tie-downs, or to a common marine warranty practice, as agreed to by Canada, whichever is higher. All load testing must be done to the satisfaction of Canada and the Class Surveyor(s).
- 7.5.2 All tie-downs, cleats and bollards must be visually inspected before and after testing and must show no visible deformation or damage as a result of the application of the full rated load.
- 7.5.3 All tie-downs, cleats and bollards must undergo all the non-destructive testing required by the Classification Society and to the satisfaction of the Class Surveyor.

7.6 Watertight Integrity and Water Shedding

- 7.6.1 The barges must all be tested for water shedding of their main decks prior to the installation of the sacrificial deck covering. To pass this test, each barge deck must shed all water within 15 minutes of stopping the application of spray.
- 7.6.2 The barges must be tested for watertight integrity such that there is no ingress of water into any watertight compartment over an eight (8) hour period. It is expected that this test will be conducted during the inkling experiment and/or displacement check.

7.7 Repair and Re-testing

- 7.7.1 If any barge fails any inspection, test or trial, the Contractor must rectify the issue, including any underlying causes, and re-test the repaired barge.
- 7.7.2 If it is determined that the test failure was the result of a design or construction issue that could be present in other or all barges, the Contractor must repair/rectify the defect on all affected barges. All associated technical documentation must be updated to reflect the repaired solution, if applicable.

7.8 Certifications by Classification Society

- 7.8.1 The barges must be designed and constructed, in class, to a current (at time of contract award) ABS or equivalent Classification Society's rules. Equivalent in this case is defined as a Classification Society with specific rules for the classing of steel barges and is recognized under the Transport Canada Delegated Statutory Inspection Program.
- 7.8.2 The barges must be designed and built in accordance with Class Society approved drawings, using materials and products tested, inspected and certified by the witnessing Classification Society.
- 7.8.3 The contractor must identify all required Classification Society certifications and approvals necessary to comply with this SOW. All identified class approved drawings and certificates identified must be presented to Canada by the Contractor at the Critical Design Review or Acceptance Review or both as applicable.
- 7.8.4 The Contractor must make the Classification Society responsible for certifying the barge to any relevant Transport Canada regulations applicable to a barge of this type and operation.

- 7.8.5 The Classification Society must be made responsible for certifying that any and all Class Rules and Transport Canada regulations have been duly applied and all necessary certificates have been received to allow the barges to enter into service.
- 7.8.6 Any defects or deviations from Classification Rules that the Classification Society identifies, that have not been pre-approved by Canada must be rectified by the Contractor, at the Contractors expense, before provisional acceptance. If necessary repaired defects must be re-tested prior to receipt of provisional acceptance.

7.9 Provisional Acceptance

- 7.9.1 Following the successful completion of all inspections, test and trials for each barge, and the delivery of the associated TDP for the respective barge, the Contractor must hold an Acceptance Review Meeting to review the deliverable package as a whole with Canada.
- 7.9.2 Upon agreement by Canada that all associated deliverables and other Contractual obligations for the particular barge have been received / completed, all defects have been satisfactorily remedied and the barge has met all requirements in this SOW, Canada will issue provisional acceptance for the barge.

8 Delivery

Following the achievement of provisional acceptance as per SOW section 7 the Contractor may proceed with the delivery of the provisionally accepted barge(s) as per the Contract.

8.1 Acceptance

Once the provisionally accepted barge(s) have been delivered upright, afloat and alongside to CFB Cape Breton, Esquimalt Harbour, and any damage sustained during delivery corrected, Canada will formally accept the barge(s).

8.2 Launching, Craning and Hoisting

The Contractor is responsible for any launching, craning, or hoisting required to place the barges upright, afloat and alongside into Esquimalt Harbour upon final delivery.

9 Contract Deliverable Requirements List (CDRL) and Data Item Description (DID)

9.1 General

9.1.1 Document Changes/Updates

9.1.2 All the approved documents must be prepared, updated and delivered as required by the CDRL. All changes to updated versions of documents must be identified as follows:

- a) On a change page indicating page numbers, paragraph numbers, date of change and reason for change;
- b) Within the hard copy, by use of change bars in the side margins of the printed document; and
- c) Within the soft copy, using a method appropriate to the authoring tools that clearly differentiates old content from new or revised content.

9.1.3 Proposed amendments and the list of effective pages must be forwarded to Canada for acceptance as described in the CDRL.

9.1.4 Deliverable Format and Number of Copies:

9.1.5 The number of documentation copies required for each CDRL is defined within each CDRL.

9.1.6 All soft copies of documentation must be delivered in the original editable native source file format, (e.g. Microsoft Word, Excel, AutoCad, etc.) and in portable document format (PDF). In the following CDRL tables '1 soft copy' means one (1) complete electronic copy comprised of the combination of the native format file and the PDF format file).

9.2 CDRL and DID Summaries

The CDRLs and summaries use the following abbreviations;

A : Acceptance

R : Review

CA : Contract Award

bd : Business day

PRM : Progress Review Meeting

PA : Provisional Approval (Acceptance Meeting) for Barge # 1

CDR : Critical Design Review Meeting

9.2.1 Project Management Summary

CDRL	DID	Deliverable	Review Level	Due	Section in SOW
CDRL-PM-01	DID-PM-01	Project Management Plan	A	CA+10bd	4.2
CDRL-PM-02	DID-PM-02	Meeting Agendas and Supporting Documents	A	Meeting Date -5bd	4.5
CDRL-PM-03	DID-PM-03	Meeting Minutes	A	Meeting Date + 5bd	4.6
CDRL-PM-04	DID-PM-04	Project Status Reports	R	Initial CA +30bd Every 3 rd PRM	4.9

CDRL	DID	Deliverable	Review Level	Due	Section in SOW
				-5bd thereafter	
CDRL-PM-05	DID-PM-05	Project Kick Off Meetings	R	CA+15 bd	4.8

Table 9-1: Project Management Summary

9.2.2 Engineering Summary

CDRL	DID	Deliverable	Review Level	Due	Section in SOW
CDRL-EN-01	DID-EN-01	Critical Design Documents	A	No later than CA+60bd and not less than CDR-10bd	4.11
CDRL-EN-02	DID-EN-02	Technical Design Package	A	PA-20bd	4.12

Table 9-2: Engineering Summary

9.2.3 Acceptance Testing Summary

CDRL	DID	Deliverable	Review Level	Due	Section in SOW
CDRL-AP-01	DID-AP-01	Barge Acceptance Plan and Procedures	R	CA+60bd	7.0

Table 9-3: Acceptance Testing Summary

9.2.4 Integrated Logistics Support Summary

CDRL	DID	Deliverable	Review Level	Due	Section in SOW
CDRL-LOG-01	DID-LOG-01	Cadre Training Package	A	PA-20bd	6.3-6.8
CDRL-LOG-02	DID-LOG-02	Maintenance Concept	A	PA-20bd	6.2

Table 9-4: Integrated Logistics Support Summary

9.3 CRDLs

9.3.1 Project Management CDRL Details

9.3.1.1 CDRL-PM-01

1	Sequence Number	PM-01
2	Title or Description of Data	Project Management Plan
3	Data Item Description of Data	DID-PM-01
4	Reference	SOW 4.2
5	First Submission	CA+10bd
6	Number of Copies	1 soft copy
7	TA Acceptance Requirements	Yes
8	Acceptance Lead Times	
9	Subsequent Submission	As required, if changes needed.
10	Remarks	Deliver via email

Table 9-5: CDRL – PM-01

9.3.1.2 CDRL-PM-02

1	Sequence Number	PM-02
2	Title or Description of Data	Meeting Agendas and Supporting Documents
3	Data Item Description of Data	DID-PM-02
4	Reference	SOW 4.5
5	First Submission	Meeting Date -5 days
6	Number of Copies	1 soft copy
7	TA Acceptance Requirements	Yes
8	Acceptance Lead Times	2 bd
9	Subsequent Submission	N/A
10	Remarks	Deliver via email

Table 9-6: CDRL – PM-02

9.3.1.3 CDRL-PM-03

1	Sequence Number	PM-03
2	Title or Description of Data	Meeting Minutes
3	Data Item Description of Data	DID-PM-03
4	Reference	SOW 4.6
5	First Submission	Meeting date + 5bd
6	Number of Copies	1 soft copy
7	TA Acceptance Requirements	Yes
8	Acceptance Lead Times	2 bd
9	Subsequent Submission	N/A
10	Remarks	Deliver via email

Table 9-7: CDRL – PM-03

9.3.1.4 CDRL-PM-04

1	Sequence Number	PM-04
2	Title or Description of Data	Project Status Reports
3	Data Item Description of Data	DID-PM-04
4	Reference	SOW 4.9
5	First Submission	CA+30bd,
6	Number of Copies	1 soft copy
7	TA Acceptance Requirements	No
8	Acceptance Lead Times	N/A
9	Subsequent Submission	Every 3rd PRM -5bd after 1 st submission
10	Remarks	Deliver via email

Table 9-8: CDRL – PM-04

9.3.1.5 CDRL-PM-05

1	Sequence Number	PM-05
2	Title or Description of Data	Project Kick Off Meeting
3	Data Item Description of Data	DID-PM-05
4	Reference	SOW 4.8
5	First Submission	CA+10bd
6	Number of Copies	N/A
7	TA Acceptance Requirements	No
8	Acceptance Lead Times	N/A
9	Subsequent Submission	N/A
10	Remarks	

Table 9-9: CDRL – PM-05

9.3.2 Engineering CDRL Details

9.3.2.1 CDRL-EN-01

1	Sequence Number	EN-01
2	Title or Description of Data	Critical Design Documents
3	Data Item Description of Data	DID-EN-01
4	Reference	SOW 4.11
5	First Submission	No later than CA+60bd and not less than CDR-10bd
6	Number of Copies	1 soft copy + 1 hard copy (Drawings on 11x17 sized paper, Reports and other documents on 8 ½ x 11 sized paper, bound in a binder(s))
7	TA Acceptance Requirements	No
8	Acceptance Lead Times	N/A
9	Subsequent Submission	EN-02
10	Remarks	Deliver soft copy via email or FTP, hard copy by mail or courier

Table 9-10: CDRL – EN-01

9.3.2.2 CDRL-EN-02

1	Sequence Number	EN-02
2	Title or Description of Data	TDP
3	Data Item Description of Data	2
4	Reference	SOW 4.12
5	First Submission	PA-20bd
6	Number of Copies	1 soft copy + 1 hard copy (Drawings on 11x17 sized paper, Reports and other documents on 8 ½ x 11 sized paper, bound in a binder(s))
7	TA Acceptance Requirements	Yes
8	Acceptance Lead Times	10bd
9	Subsequent Submission	N/A
10	Remarks	Deliver soft copy via email or FTP, hard copy by mail or courier

Table 9-11: CDRL – EN-02

9.3.3 Acceptance CDRL Details

9.3.3.1 CDRL-AP-01

1	Sequence Number	AP-01
2	Title or Description of Data	Barge Acceptance Plan and Procedures
3	Data Item Description of Data	DID-AP-01
4	Reference	SOW 7.0
5	First Submission	CA+60bd
6	Number of Copies	1 soft copy
7	TA Approval Requirements	No
8	Acceptance Lead Times	5bd
9	Subsequent Submission	N/A
10	Remarks	Deliver via email or FTP

Table 9-12: CDRL – AP-01

9.3.4 Integrated Logistics Support CDRL Details

9.3.4.1 CDRL-LOG-01

1	Sequence Number	LOG-01
2	Title or Description of Data	Cadre Training and Training Package
3	Data Item Description of Data	DID-LOG-01
4	Reference	SOW 6.3-6.8
5	First Submission	PA-20bd
6	Number of Copies	First submission: 1 soft copy + 1 hard copy (Drawings on 11x17 sized paper, Reports and other documents on 8 ½ x 11 sized paper, bound in a binder(s))
		Second submission: 10 hard copies (Drawings on 11x17 sized paper, Reports and other documents on 8 ½ x 11 sized paper, bound in a binder(s))
7	TA Acceptance Requirements	Yes
8	Acceptance Lead Times	10bd
9	Subsequent Submission	At time of Cadre Training Session
10	Remarks	First submission: Deliver soft copy via email or FTP, hard copy by mail or courier
		Second submission: Hand deliver hard copies to the cadre training session

Table 9-13: CDRL – LOG-01

9.3.4.2 CDRL-LOG-02

1	Sequence Number	LOG-02
2	Title or Description of Data	Maintenance Concept
3	Data Item Description of Data	DID-LOG-02
4	Reference	SOW 6.2
5	First Submission	PA-20bd
6	Number of Copies	1 soft copy + 1 hard copy (Drawings on 11x17 sized paper, Reports and other documents on 8 ½ x 11 sized paper, bound in a binder(s))
7	TA Acceptance Requirements	Yes
8	Acceptance Lead Times	10bd
9	Subsequent Submission	N/A
10	Remarks	Deliver via email

Table 9-14: CDRL – LOG-02

9.4 Data Item Descriptions

9.4.1 Project Management DIDs

9.4.1.1 DID-PM-01

1. TITLE		2. IDENTIFICATION NUMBER	
Project Management Plan		DID-PM-01	
3. DESCRIPTION / PURPOSE			
The Contractor must develop, implement and maintain a barge Project Management Plan (PMP) in order to fulfill the project management requirements of this SOW.			
4. APPROVAL DATE		5. OFFICE OF PRIMARY INTEREST (OPI)	
		Technical Authority	
6. SPARE			
7. APPLICATION / INTERRELATIONSHIP			
CDRL-PM-01			
SOW Ref: 4.2			
8. ORIGINATOR		9. APPLICABLE FORMS	
10. PREPARATION INSTRUCTIONS			
10.1 The Project Management Plan (PMP) must be prepared in Contractor's format			
10.2 Structure - The PMP must contain, as a minimum, the following sections:			
<div><div>1. Management Organization, Communications and Responsibilities</div><div>2. Work Breakdown Structure (to at least a sub-assembly level of detail for the design and construction (i.e. individual structural members for the deck construction) and including development activities for all non-construction deliverables [i.e. training manual]).</div><div>3. Master Schedule (showing, at a minimum, all planned meetings, inspections, tests, trials, provisional acceptance[s], delivery[ies] and other major milestones)</div><div>4. Quality Assurance Plan</div><div>5. Inspections and Tests Plans</div><div>6. Risk Register and Mitigation Strategy</div><div>7. Cost Management Plan</div></div>			

Table 9-15: DID-PM-01

9.4.1.2 DID-PM-02

1. TITLE		2. IDENTIFICATION NUMBER	
Meeting Agendas and Supporting Documents		DID-PM-02	
3. DESCRIPTION / PURPOSE			
The purpose of the Meeting / Teleconference / Conference Supporting Documentation and Agenda is to provide the proposed subject items for review and discussion.			
4. APPROVAL DATE	5. OFFICE OF PRIMARY INTEREST (OPI)		6. SPARE
	Technical & Contracting Authorities		
7. APPLICATION / INTERRELATIONSHIP			
CDRL-PM-02			
SOW Ref: 4.5			
8. ORIGINATOR		9. APPLICABLE FORMS	
10. PREPARATION INSTRUCTIONS			
10.1 Supporting documentation and agenda must be prepared in the Contractor's format.			
10.2 The Agenda must include the following as a minimum:			
<ol style="list-style-type: none"> 1. Purpose of the meeting; 2. List of expected attendees; 3. Time, date, location and expected duration of the meeting; 4. Facilities and equipment to be provided for attending personnel; 5. List of data items and documents to be reviewed or provided to support the meeting, 6. Copies of all data and documentation to be reviewed, and; 7. A copy of the current Action Item List where appropriate. 			

Table 9-16: DID-PM-02

9.4.1.3 DID-PM-03

1. TITLE		2. IDENTIFICATION NUMBER	
Meeting Minutes		DID-PM-03	
3. DESCRIPTION / PURPOSE			
The purpose of Meeting / Teleconference / Conference Minutes is to document discussions, agreements and action items identified (with the responsible parties and closure dates) reached during subject meetings.			
4. APPROVAL DATE	5. OFFICE OF PRIMARY INTEREST (OPI)		6.SPARE
	Technical Authority		
7. APPLICATION / INTERRELATIONSHIP			
CDRL-PM-03			
SOW Ref: 4.6			
8. ORIGINATOR		9. APPLICABLE FORMS	
10. PREPARATION INSTRUCTIONS - INSTRUCTIONS SUR LA PRESENTATION DES DONNEES			
<p>10.1 Meeting / Teleconference / Conference Minutes must be prepared in the Contractor's format and must include the following information:</p> <ul style="list-style-type: none"> 1. Date and location of meeting; 2. Name, organization, phone number, e-mail address and title of each person that attended the meeting; <p>10.2 Meeting Minutes must include a statement relating to the purpose and/or objective of the meeting; and</p> <p>The original agenda and any revisions to the agenda - this may be accomplished by reference to attachments or enclosures.</p> <p>10.3 Meeting Minutes must include a record of each agenda item and any additional items raised, discussed or reviewed during the meeting, including:</p> <ul style="list-style-type: none"> 1. A brief statement identifying the item or problem and their status; 2. A summary of pertinent information associated with the item; 3. Any decisions or recommendation associated with the item; 4. An action item - identifying the person or organization responsible for taking and/or co-ordinating required action with key dates; and 5. An updated Action Item List with all open and closed items. <p>10.4 Meeting minutes should be distributed, where possible, at the end of the meeting and signed by the responsible parties before leaving. Otherwise the meeting minutes must be delivered as directed in CDRL.</p>			

Table 9-17: DID-PM-03

9.4.1.4 DID-PM-04

1. TITLE		2. IDENTIFICATION NUMBER	
Project Status Reports		DID-PM-04	
3. DESCRIPTION / PURPOSE			
The project status reports provide a chronological update on the project progress in comparison to the project management plan and project schedule.			
4. APPROVAL DATE	5. OFFICE OF PRIMARY INTEREST (OPI)	6. SPARE	
	Technical Authority		
7. APPLICATION / INTERRELATIONSHIP			
CDRL-PM-04			
SOW Ref: 4.9			
8. ORIGINATOR		9. APPLICABLE FORMS	
10. PREPARATION INSTRUCTIONS			
10.1 The Project Status Reports must be prepared in the Contractor's format. The Project Status Report must indicate necessary amendments to the PMP, in particular the schedule, as appropriate.			
The Project Status Reports must include at least the following information, but not limited to:			
10.2			
Part 1 – The Contractor must answer the following three questions:			
<ol style="list-style-type: none"> 1. Is the project on schedule? 2. Is the project within budget? 3. Is the project free of any areas of concern in which the assistance or guidance of Canada may be required? 			
Each negative response must be supported with an explanation.			
Part 2 – The Contractor must include a narrative report, brief, yet sufficiently detailed to enable the Technical Authority to evaluate the progress of the Work, containing as a minimum:			
<ol style="list-style-type: none"> 1. A description of the progress of each task and of the Work as a whole during the period of the report. Sufficient sketches, diagrams, photographs, etc., must be included, if necessary, to describe the progress accomplished; 2. An explanation of any variation from the work plan; 3. Risk management activities. Significant problems or concerns encountered together with recommended course of action; 4. Running summary of observations and problems that have been opened, are in progress or have been resolved; 5. Schedules status, schedule changes and planned activities for the next reporting period; 6. A summary of any issues for meeting requirements / specifications; and 7. Subset of Action Item List containing all open action items. 			
10.3 The schedule must be updated regularly and available at the Contractor's offices for review by Canada's officials to assess the progress of the work.			

Table 9-18: DID-PM-04

9.4.1.5 DID-PM-05

1. TITLE		2. IDENTIFICATION NUMBER	
Project Kickoff Meeting		DID-PM-05	
3. DESCRIPTION / PURPOSE			
The Project Kickoff Meeting is to review the project management plan and the project schedule.			
4. APPROVAL DATE	5. OFFICE OF PRIMARY INTEREST (OPI)		6. SPARE
	Technical Authority		
7. APPLICATION / INTERRELATIONSHIP			
CDRL-PM-05			
SOW Ref: 4.8			
8. ORIGINATOR		9. APPLICABLE FORMS	
10. PREPARATION INSTRUCTIONS			
10.1 The Project kick off meeting must include as a minimum: <ul style="list-style-type: none"> 1. Meeting agenda 2. A line by line review of the SOW (including in particular the Barge Technical Requirements) 3. Overview of the project management plan 4. Critical path activities 			

Table 9-19: DID-PM-05

9.4.2 Engineering DIDs
9.4.2.1 DID-EN-01

1. TITLE		2. IDENTIFICATION NUMBER	
Critical Design Documents		DID-EN-01	
3. DESCRIPTION / PURPOSE.			
The Critical Design Documents must provide all of the review materials required for the Critical Design Review meeting.			
4. APPROVAL DATE	5. OFFICE OF PRIMARY INTEREST (OPI)		6. SPARE
	Technical Authority		
7. APPLICATION / INTERRELATIONSHIP - APPLICATION / INTERDEPENDANCE			
CDRL-EN-01			
SOW Ref: 4.11			
8. ORIGINATOR		9. APPLICABLE FORMS	
10. PREPARATION INSTRUCTIONS			
10.1 The following document(s) must be provided to, but not be limited to, the Critical Design Review meeting:			
<ol style="list-style-type: none"> 1. All data needed to prove that the Contractors solution meets all the technical and logistic requirements of the SOW, to include but not be limited to: <ol style="list-style-type: none"> a) All Classification Society stamped final drawings, diagrams, designs, or plans related to the barge required for fabrication; b) All additional final drawings, diagrams, designs, or plans necessary to demonstrate compliance with the requirements of this SOW. 2. Final Inspections and Tests Plans including all applicable information required to complete AT (DID-AP-01) 3. Identification of all Classification Society Certifications and Approvals required during construction. 4. Final barge and associated equipment General Arrangement and layout drawings 5. Updated build and delivery schedule 			
10.2 Prepare the Critical Design Documents using metric units, unless the source of the original documentation is non-metric, and no changes to that original documentation are to be made.			
Prepare Critical Design Documents in the Contractors format.			
The Critical Design Documents must be presented to the TA prior to the design review meetings for review to check compliance with the SOW.			

Table 9-20: DID-EN-01

9.4.2.2 DID-EN-02

1. TITLE		2. IDENTIFICATION NUMBER	
Technical Data Package (TDP)		DID-EN-02	
3. DESCRIPTION / PURPOSE			
The TDP is intended to provide the necessary data for any third party contractor to operate the barge.			
4. APPROVAL DATE	5. OFFICE OF PRIMARY INTEREST (OPI)		4. APPROVAL DATE
	Technical Authority		
7. APPLICATION / INTERRELATIONSHIP - APPLICATION / INTERDEPENDANCE			
CDRL-EN-02			
DID-AP-01			
SOW Ref: 4.12			
8. ORIGINATOR		9. APPLICABLE FORMS	
10. PREPARATION INSTRUCTIONS			
<p>10.1 The Contractor must supply a complete set of technical drawings, in native format as well as in scalable pdf, for the barge to allow for full identification of all components, as well as the performance of preventative and corrective 1st, 2nd and 3rd line maintenance and conforming to the requirements of D-01-400-002/SF-000, Specification for Levels of Engineering Drawings.</p> <p>In the case of class approved drawings, the scalable pdf and an electronic copy of the Classification Society stamped pdf drawings must be provided.</p>			

10.2 The TDP must include each of the following but is not limited to:

1. Final barge and associated equipment General Arrangement and layout drawings;
2. Final Class approved structural drawings for the barge;
3. Final weight report;
4. As-built inclining experiment and report;
5. Stability analysis with stability book;
6. Docking Plan & Procedure;
7. Launching Procedure;
8. Craning/Hoisting Instruction and Procedures if applicable ;
9. Any additional Class approved drawings;
10. Updated versions of any drawings or reports submitted during CDR that are not otherwise included in this list;
11. Class inspection reports;
12. Final inspections, tests and trials report(s) ;
13. List of the Classification society certifications and approvals;
14. Maintenance documentation and or manuals if applicable;
15. Spare Parts List with OEM part numbers and supply details;
16. Any appropriate As-fitted drawings/designs for the barge; and
17. Outfit and As-fitted Part List (list must include the following but is not limited to:
detail type, size, material, location, manufacturer, OEM part numbers, and weight)

Table 9-21: DID-EN-02

9.4.3 Acceptance DIDs
9.4.3.1 DID-AP-01

1. TITLE		2. IDENTIFICATION NUMBER	
Barge Acceptance Plan and Procedures		DID-AP-01	
3. DESCRIPTION / PURPOSE			
Deliver the plan and procedures for the Acceptance program to be used to verify the compliance of the barge, its equipment, and components in operational conditions in Esquimalt Harbour.			
4. APPROVAL DATE	5. OFFICE OF PRIMARY INTEREST (OPI)		6. SPARE
	Technical Authority		
7. APPLICATION / INTERRELATIONSHIP			
CDRL-AP-01			
SOW Ref: 7.0			
8. ORIGINATOR		9. APPLICABLE FORMS	
10. PREPARATION INSTRUCTIONS			
10.1 Prepared by the Contractor in the Contractor's format.			
10.2 The Barge Acceptance Plan and Procedures must include the following as a minimum:			
<ol style="list-style-type: none"> 1. Details of the plans and procedures for all inspections, tests and trials necessary to verify the barge meets the requirements specified in the SOW and related references, including as a minimum; <ol style="list-style-type: none"> 1) Inspections; <ol style="list-style-type: none"> a. Painting and coating inspections, b. Welding inspections (prior to application of coatings); c. Verification of dimensions and scantlings, and; d. Confirmation of deck arrangements. 2) Tests and Trials <ol style="list-style-type: none"> e. Inclining experiment and displacement checks; f. Tie-down, cleats and bollards loads tests, and; g. Watertight integrity and water shedding test. 2. The list of prerequisite mandatory inspection reports required to verify compliance with Class Society and the requirements of this SOW, in order to proceed with the Acceptance Test and Trials. 3. The detailed list of supplies and systems required to complete the test and trials. 4. The list of the personnel required for the inspection, test or trial (as a minimum representatives from Canada and the Contractor must attend all inspections, tests and trials used to verify Contractual compliance) 5. The environmental and personnel safety requirements related to barge operation during the trial. 6. The approved test plan and recording data sheets to be filled during the inspection, test or trial. 7. The sequential order and type of trials to be conducted on the barges and performances metrics to be obtained. 			

10.3 Contractor must develop and deliver an Acceptance schedule based on the Barge Acceptance Plan and Procedures. The schedule must provide an estimated duration of each of the main activities described into the ITB.

The schedule for all ITB activities must be integrated in the Master Schedule.

All ITB activities must indicated individually for each barge in the Master Schedule.

All ITB activities for each barge must be carried out before delivery of the respective barge(s) to Esquimalt.

Table 9-22: DID-AP-01

9.4.4 Integrated Logistics Support DIDs
9.4.4.1 DID-LOG-01

1. TITLE		2. IDENTIFICATION NUMBER	
Barge Cadre Training and Training Package		DID-LOG-01	
3. DESCRIPTION / PURPOSE			
The barge cadre training agenda and plan will be for a cadre training session, provided at Esquimalt, BC, to provide DND personnel with familiarization and maintenance training related to the operation of the barge.			
4. APPROVAL DATE	5. OFFICE OF PRIMARY INTEREST (OPI)		6. SPARE
	Technical Authority		
7. APPLICATION / INTERRELATIONSHIP			
CDRL-LOG-01, DID-LOG-02, SOW Ref: 6.3-6.8			
8. ORIGINATOR		9. APPLICABLE FORMS	
10. PREPARATION INSTRUCTIONS			
<p>10.1 The Contractor shall provide a barge familiarization and maintenance training package, in electronic format, to allow subsequent training of the equipment at DND facility.</p> <p>One (1) hard copy of the training package must be provided to each student at the cadre training</p>			
<p>10.2 Initial Cadre training sessions will be held in Esquimalt, British Columbia.</p> <p>A maximum of ten (10) students will attend the training session.</p> <p>The barge familiarization and maintenance training will include, as a minimum:</p> <ol style="list-style-type: none"> 1. Familiarization with the overall barge, towing arrangements, mooring arrangements, tie-down points, etc. and the limits associated with each of these; 2. An overview of the maintenance manual developed for the barge; 3. Description of the preventative maintenance requirements, in particular those required on shorter duration (daily, 40 hours, etc.) if applicable; 4. Welding and painting procedures required for repairs damage to all parts of the barge; 5. Demonstrations the repair procedures for replacing a portion of the sacrificial deck covering; 6. Demonstrations of accessing the barges compartments without removing the sacrificial deck covering; 7. Demonstrations of the repair procedures for replacing a damaged section of fender; and 8. Any other processes and/or procedures that the Contractor identifies as helpful to Canada for the ongoing maintenance and operation of the barge. 			

10.3 The Contractor will provide a cadre training package which must include but is not limited to the following;

1. Outline
2. Training materials
3. Workbook/Manual/Text etc.
4. Appropriate training aids

The Contractor must provide Canada the right to reproduce, translate and use all provided training material. This includes the right to have third parties use this material on behalf of Canada.

Table 9-23: DID-LOG-01

9.4.4.2 DID-LOG-02

1. TITLE		2. IDENTIFICATION NUMBER									
Barge Maintenance Concept		DID-LOG-02									
3. DESCRIPTION / PURPOSE											
<p>The Barge Maintenance Concept must provide a complete set of maintenance plans that identify the required maintenance tasks and identify the logistics support resources needed to perform the tasks.</p>											
4. APPROVAL DATE	5. OFFICE OF PRIMARY INTEREST (OPI)	6. SPARE									
	Technical Authority										
7. APPLICATION / INTERRELATIONSHIP											
CDRL-LOG-02, DID-LOG-01, SOW Ref: 6.2											
8. ORIGINATOR		9. APPLICABLE FORMS									
10. PREPARATION INSTRUCTIONS											
10.1	Must be prepared in the Contractor's format.										
10.2	The submission must identify the required maintenance for each component including overhaul requirements. The data shall be consolidated into one (1) document.										
10.3	The data shall be grouped into tables listing routine, calendar based and operating hour based tasks. An example breakout is shown below. Each interval within a category will be a column in its respective table.										
	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding: 5px;">Scheduled Task</td> <td style="padding: 5px;">Interval</td> </tr> <tr> <td style="padding: 5px;">Routine Crew Tasks</td> <td style="padding: 5px;">Daily or Weekly</td> </tr> <tr> <td style="padding: 5px;">Monthly Maintenance Tasks</td> <td style="padding: 5px;">e.g. 1, 3, 4, 6, 12, 18, 24, 36, 48 or 60 months</td> </tr> <tr> <td style="padding: 5px;">Usage-Based Maintenance Tasks</td> <td style="padding: 5px;">e.g. 100, 200, 250, 400, 500, 800, 1000, 2000, 3000, 4000, 5000 or 6000 hours</td> </tr> </table>			Scheduled Task	Interval	Routine Crew Tasks	Daily or Weekly	Monthly Maintenance Tasks	e.g. 1, 3, 4, 6, 12, 18, 24, 36, 48 or 60 months	Usage-Based Maintenance Tasks	e.g. 100, 200, 250, 400, 500, 800, 1000, 2000, 3000, 4000, 5000 or 6000 hours
Scheduled Task	Interval										
Routine Crew Tasks	Daily or Weekly										
Monthly Maintenance Tasks	e.g. 1, 3, 4, 6, 12, 18, 24, 36, 48 or 60 months										
Usage-Based Maintenance Tasks	e.g. 100, 200, 250, 400, 500, 800, 1000, 2000, 3000, 4000, 5000 or 6000 hours										
10.4	<p>The Barge Maintenance Concept shall include a section presenting maintenance task data sheets that contain the following information for each maintenance task:</p> <ol style="list-style-type: none"> 1. Maintenance identification number; 2. Asset (equipment); 3. Description (brief, of maintenance item); 4. Steps/Process (including safety considerations, special tools required, applicable standards); 5. Frequency (number, i.e. 1, 500); 6. Frequency units (i.e. Hours, Months, Year); 7. Parts Required; 8. Estimated LOE (Length of Effort). 										

Table 9-24: DID-LOG -02