



RETURN BIDS TO:

RETOURNER LES SOUMISSIONS À:

Bid Receiving Public Works and Government
Services Canada/Réception des soumissions Travaux
publics et Services gouvernementaux Canada
1713 Bedford Row
Halifax, N.S./Halifax, (N.É.)
Halifax
Nova Scotia
B3J 1T3
Bid Fax: (902) 496-5016

**SOLICITATION AMENDMENT
MODIFICATION DE L'INVITATION**

The referenced document is hereby revised; unless otherwise
indicated, all other terms and conditions of the Solicitation
remain the same.

Ce document est par la présente révisé; sauf indication contraire,
les modalités de l'invitation demeurent les mêmes.

Comments - Commentaires

Vendor/Firm Name and Address
Raison sociale et adresse du
fournisseur/de l'entrepreneur

Issuing Office - Bureau de distribution
Atlantic Region Acquisitions/Région de l'Atlantique
Acquisitions
1713 Bedford Row
Halifax, N.S./Halifax, (N.É.)
Halifax
Nova Scot
B3J 1T3

Title - Sujet Aluminum Atrium MV Fundy Rose	
Solicitation No. - N° de l'invitation T2012-180078/A	Amendment No. - N° modif. 005
Client Reference No. - N° de référence du client T2012-18-0078	Date 2019-05-29
GETS Reference No. - N° de référence de SEAG PW-\$HAL-202-10692	
File No. - N° de dossier HAL-8-81266 (202)	CCC No./N° CCC - FMS No./N° VME
Solicitation Closes - L'invitation prend fin at - à 02:00 PM on - le 2019-06-12	
Time Zone Fuseau horaire Atlantic Daylight Saving Time ADT	
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: Young, Chris	Buyer Id - Id de l'acheteur hal202
Telephone No. - N° de téléphone (902) 476-8829 ()	FAX No. - N° de FAX (902) 496-5016
Destination - of Goods, Services, and Construction: Destination - des biens, services et construction:	

Instructions: See Herein

Instructions: Voir aux présentes

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

Solicitation No. - N° de l'invitation
T2012-180078/A
Client Ref. No. - N° de réf. du client
T2012-18-0078

Amd. No. - N° de la modif.
005
File No. - N° du dossier
HAL-8-81266

Buyer ID - Id de l'acheteur
HAL202
CCC No./N° CCC - FMS No./N° VME

Solicitation amendment 005 is issued to distribute the Bidder's Conference Minutes.

All other terms and conditions remain unchanged

BIDDER'S CONFERENCE MINUTES
Title: T2012-180078/A MV Fundy Rose Atrium Replacement
Location: BFL Ferry Terminal Saint John, NB
Scheduled Start Time: 0830

Convened: **8:30 AM**

Attendees:

<u>Name</u>	<u>Organization/Company</u>	<u>Title</u>
Chris Young	PWGSC	Contracting Authority (CA)
Quentin Crocker	PWGSC	Supply Team Leader
Steve Nowell	Transport Canada	Technical Authority (TA)
Tim Haggart	Allswater	Design Agent
Mike Adams	Bay Ferries Limited	Infrastructure Manager
Ryan Snow	KMS	Supervisor
Warren Parker	KMS	Estimator
Dennis Thorne	Heddle Marine	President

Agenda

1. **Intro** – Opening Remarks / Round Table Introductions
2. **Bid Closing** - 21 May 19 @ 2pm (at time of Conference)
3. **Delivery** - The work period is currently scheduled for 4 Sep – 4 Nov 19.
4. **Site Visit** – Completed night prior. Further site visits may be authorized in consultation with the Technical Authority.
5. **Quality Assurance** - The requirement is reaffirmed for the Contractor to comply with the requirements of an ISO Quality Management System or have a quality system that addresses the requirements contained in that standard.
6. **Tender Deliverables** - Bidders are reminded that in order for bids to be received, the following information must be included with the tender package, and received at PSPC prior to the Solicitation closing date:
 - a. Fully completed and signed Page 1 of the Bid Solicitation document;
 - b. Preliminary Project Schedule (GANTT Chart format) with significant events highlighted;
 - c. Fully completed Annex F, Financial Bid Presentation Sheet;
 - d. Include Mandatory Technical Requirements listed in Annex J.
7. **Safety Program** - The Contractor must work in accordance with Canada Labour Code with respect to safety and security and this must be demonstrated in the Contractor's Safety Program.
8. Review of Solicitation / Contract / SOW

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Item	Discussion	Action
1	<p><u>Statement of Work</u> The Contracting Authority (CA) noted that the Statement of Work (SOW) was posted as a draft document and that minor changes, mostly in part to DNV-GL Class requirements, will be made and issued as soon as practical.</p>	CA
2	<p><u>Solicitation</u> A discussion regarding the Solicitation requirements, including a review of the Contract and SOW was tabled.</p>	N/A
3	<p><u>Solicitation – Items</u></p> <p>Solicitation Bid Submissions – The CA reminded Bidders that all bid submissions must be either delivered hard copy to the Bid Receiving Unit or submitted via ePost as per the solicitation document. <i>Bids will not be accepted via FAX or email.</i></p>	
4	<p>Equivalent Products – The CA highlighted the importance of bidders submitting equivalent products for a number of items identified in the SOW. Any equivalent products that Bidders intend on using must have the Technical Authority’s prior approval and the products must meet all the technical specifications of the material identified in the SOW.</p>	
5	<p>Unscheduled Work – Unscheduled work would be subject to the 1379 – Work Arising or New Work process and the use of the appropriate form.</p>	
6	<p>Optional Work – Within the solicitation and subsequent contract requirement (para 6.3.1), there is an option to have the contractor install furniture on the Atrium at a future date pending the acquisition of the necessary fixtures. The CA clarified that the SOW indicates there is a \$2000.00 (two thousand dollars) material allowance however the actual material allowance is \$10,000.00 (ten thousand dollars) as per the Annex “F” - Financial Bid Presentation Sheet.</p>	
7	<p>Design Agent – The CA pointed out that the Design Agent for this Contract was Allswater (Tim Haggar) however all technical questions must go through the Technical Authority, Steve Nowell.</p>	
8	<p>Questions - The following questions were raised and will be addressed in an Amendment for distribution:</p> <p>Q1. Is there flexibility in the schedule given the long lead time for the glass & testing requirements of the adhesive/aluminum and DNV-GL requirements?</p> <p>A1. T2012-180078 Solicitation Amendment 004 has changed the work period for this project allowing additional time to order materials and fabricate the panels for installation.</p>	

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<p>Q2. Is Worker's Compensation require in NS and NB?</p> <p>A2. If work is being completed in both locations (ie: fabrication in NS and demolition/installation in NB) then yes, it is required in both provinces.</p> <p>Q3. With regard to the Mandatory Requirement (MT1), do the similar installations have to be Atrium style?</p> <p>A3. No, the requirement is to have experience with building similar sized aluminum structures in a marine vessel.</p> <p>Q4. Is there a laydown area available for site trailers, equipment, etc.?</p> <p>A4. There is sufficient space on the property for trailers and the equipment for this project. The area allocated will be coordinated thought the BFL Infrastructure Manager, Mike Adams. There is no power connection available on site for Contractors.</p> <p>Q5. Can the Class associated costs for this contract be an allowance? In the current solicitation there appears that there may be some risk that the cost associated with having DNV-GL frequently on site could pose a significant cost.</p> <p>A5. Transport Canada requests Bidders to submit the DNV-GL related costs based on the following requirements in consultation with DNV-GL:</p> <ul style="list-style-type: none">▪ One visit to witness the glass testing exercise.▪ One or two visits to the workshop facility to witness fabrication procedures for the atrium panels. They will only need to see a representative sample of the process and would not require an ongoing presence for fabrication of all the panels involved. Therefore one visit for the aluminum fabrication and one more at the stage of laying up adhesives and glass.▪ One visit to the vessel at completion of installation in order to verify Atrium installation against approved plans. <p>Q6. In order to access the starboard side of the vessel to conduct this work, what are the costs of moving the vessel?</p> <p>A6. The vessel will not be moved to Starboard side to for this project.</p> <p>Q7. Will the worksite (Atrium area) be off limits to passengers and crew?</p> <p>A7. The site will be off limits to passengers with the appropriate signage/accessibility limitations. The crew will be able to access the area in the performance of their duties.</p>	
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	<p>Q8. What is the width of the jetty for crane access? Is the crane allowed to remain on the jetty during the work period? What is the SWL for the jetty?</p> <p>A8. The pier is 138 inches wide at the narrowest section. The cranes can remain on the jetty during non-working hours. If there is a requirement to move the crane on an infrequent basis (BFL work) then that will be coordinated with the BFL Infrastructure Manager and the TA.</p> <p>WL- The BFL Infrastructure Manager and the TA will provide the necessary information to assess the SWL.</p> <p>Attached is the Ferry Terminal Loading Diagram. Contractors must have an engineer assess whether the crane and loading of the jetty will be sufficient for their proposals. Loading plates may be used provided the engineer incorporated them into their assessment. The engineer's report must be submitted as part of the contractor's proposal for review/approval by the Technical Authority.</p> <p>Q9. Will the vessel be operated in its operational (bow most forward for unloading vehicles) or in its layover position (berthed further astern, approx. 25 feet)?</p> <p>A9. Vessel position is normally dictated by operational requirements and can change accordingly. However, for the most part, Contractors are advised that the ship will be in positioned in the aftmost berthing position – ie: with the bow pulled back from the loading ramp. In this position, access to the ship will be via gangway at the port stern quarter. It is further noteworthy that this gangway will protrude into the jetty area whereas it is installed at 90 degrees from the ships side.</p>	<p>Mike Adams via TA</p> <p>TA</p>
	<p><u>Statement of Work</u></p> <p>The Design Agent presented a change that will be introduced in order to ensure the longevity of the installation. The space between numerous panes will require an additional product to provide sealing between the panes. The Design Agent will update the SOW to reflect the requirement.</p> <p>An additional change may be required due to Class requirement which would require the installation of a small rail or other small modification to secure the window in place in the event that the adhesive fails. Changes will be updated to the SOW as soon as DNV-GL and the Design Agent can collaborate to identify if this is a requirement. To be promulgated.</p>	<p>TA / Design Agent</p> <p>TA / Design Agent</p>

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<p>Q10. Has there been any research completed on the painting of the area of aluminum and applying the adhesive compound onto of a painted surface?</p> <p>A10. No, however as part of the SOW requirements the contractor is responsible to provide the adhesive company some painted and unpainted samples of the aluminum and glass to test their compatibility.</p> <p>Q11. In reference to the SOW Appendix C – Safety Glazing Testing, how many tests are required for this work?</p> <p>A11. Each test piece shall comprise a single pane of glass product and be representative of the normal production of the type of product submitted for test. The test pieces shall have the following dimensions:</p> <ul style="list-style-type: none">- width (876 ± 2) mm;- height (1 938 ± 2) mm. <p>The test shall be carried out on four pieces of identical structure and the same nominal thickness.</p> <p>If the test pieces are of an asymmetric material, their number shall be doubled unless they are intended solely for installation in situations where the risk of impact is from one side only.</p> <p>Remove all masking and protection material from the test pieces and condition for a minimum of 12 hours at (20 ± 5) C.</p> <p>Note: The TA conducted some preliminary work and identified ESL Technology Inc. as one company that would conduct this type of test.</p> <p>Contractors were reminded that the preferred adhesive product listed in the SOW can be replaced however it must meet all the design specifications of the identified product in order to meet the design requirements for this project. Contractors must provide that information the TA and he will confer with the Design Agent to determine their suitability for this application.</p> <p>Seating & Tables: The CA acknowledged an error in the SOW, section 7.4.1 Atrium Outfitting – Tables and Seating. The material allowance identified, \$2000.00 is incorrect and the amount in Annex “F” Financial Bid Presentation Sheet, \$10,000.00, is correct. Contractors will be allotted a \$10,000.00 material allowance if this option is exercised.</p> <p>Q12. Can demolition of the Atrium occur prior to 4 Sep 19?</p> <p>A12. No. The Atrium will be functional for passenger use up to this time.</p>	
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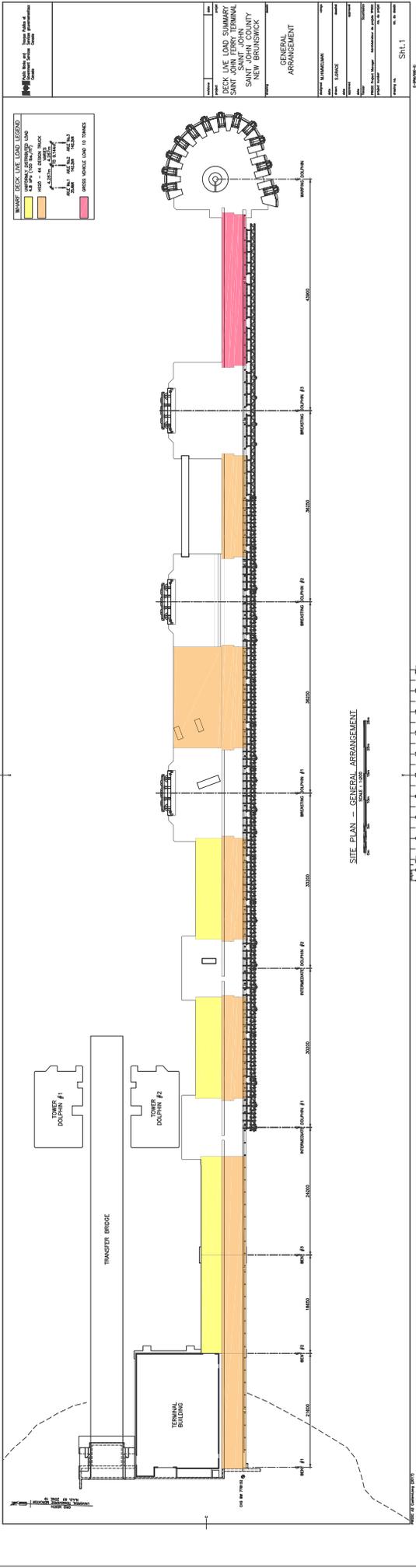
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	<p>Q13. Will the life rafts, both port and starboard, at the after end of the Atrium area be removed for this work?</p> <p>A13. Whereas the ship will be operational during the work period, life rafts cannot be removed from the ship. Nor can they be repositioned elsewhere due to the particular requirements and arrangement of the MES units they are associated with.</p> <p>Q14. What is the availability for the glass manufacturer?</p> <p>A14. The glass manufacturer is closed for a two week holiday period in the Jul/Aug timeframe. This must be taken into consideration when building each contractor's bid submission as per their project schedule.</p> <p>Q15. For the starboard side of the vessel, can overhanging staging remain in place while the vessel is sailing? What side does the vessel dock in Digby?</p> <p>A15. The vessel berths starboard side to when in Digby. Due to the berthing arrangement, an "overhanging" staging arrangement cannot be affixed during sailing periods.</p>	TA
	Adjourned: 10:50 AM.	



WIND FORCE LOAD LEGEND

- DECK LIVE LOAD
- DECK DEAD LOAD
- WIND FORCE LOAD

GENERAL ARRANGEMENT

SITE PLAN - GENERAL ARRANGEMENT