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**LETTER OF INTEREST**  
**LETTRE D'INTÉRÊT**

Comments - Commentaires

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

Issuing Office - Bureau de distribution  
Marine Emergency Response Division/Division des  
Interventions en cas d'urgence maritime  
Centennial Towers 7th Floor - 7W11  
200 Kent Street  
Ottawa  
Ontario  
K1A0S5

<b>Title - Sujet</b> EREP: Aluminum Barges	
<b>Solicitation No. - N° de l'invitation</b> F7047-170070/A	<b>Date</b> 2020-01-31
<b>Client Reference No. - N° de référence du client</b> F7047-170070	<b>GETS Ref. No. - N° de réf. de SEAG</b> PW-\$ERD-010-27605
<b>File No. - N° de dossier</b> 010erd.F7047-170070	<b>CCC No./N° CCC - FMS No./N° VME</b>
<b>Solicitation Closes - L'invitation prend fin</b> <b>at - à 02:00 PM</b> <b>on - le 2020-02-18</b>	
<b>Time Zone</b> <b>Fuseau horaire</b> Eastern Standard Time EST	
<b>F.O.B. - F.A.B.</b> Specified Herein - Précisé dans les présentes <b>Plant-Usine:</b> <input type="checkbox"/> <b>Destination:</b> <input type="checkbox"/> <b>Other-Autre:</b> <input checked="" type="checkbox"/>	
<b>Address Enquiries to: - Adresser toutes questions à:</b> Cormier, Jessica	<b>Buyer Id - Id de l'acheteur</b> 010erd
<b>Telephone No. - N° de téléphone</b> (343) 543-7594 ( )	<b>FAX No. - N° de FAX</b> ( ) -
<b>Destination - of Goods, Services, and Construction:</b> <b>Destination - des biens, services et construction:</b>  Specified Herein Précisé dans les présentes	

Instructions: See Herein

Instructions: Voir aux présentes

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

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## Aluminum Recovered Oil Storage Barges Request for Information (RFI)

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### 1. Purpose:

The Canadian Coast Guard (CCG) requires non-powered Aluminum Recovered Oil Storage Barges of 20 and 40 cubic meter (m<sup>3</sup>) storage capacity for temporary storage and offloading of recovered oil. Fulfillment of this requirement will help to augment CCG's existing response capability in calm and protected waters, as well as support the CCG ER Concept of Operations (ConOps).

The objective of this Request for Information (RFI) is to request that interested companies provide feedback and recommendations regarding the requirement as well as to answer the related questions in Annex B.

The objectives of this RFI are to:

- a) Provide Industry with general information on CCG's ERE Program;
- b) Provide Industry with general information on the potential scope of work, requirements, and provisions of a potential contract or contracts for approximately 29 x 20 m<sup>3</sup> Barges and 19 x 40 m<sup>3</sup> Barges, with the options for the provision of up to an additional 14 x 20 m<sup>3</sup> Barges and 5 x 40 m<sup>3</sup> Barges;
- c) Enable Canada to request information and input from industry regarding the scope of work and procurement strategy (please refer to Annexes A and B of this RFI); and
- d) Enable Canada to progress a potential solicitation for this work.

## **2. Background Information:**

The Environmental Response Equipment Modernization (ERE) Project for the Canadian Coast Guard (CCG) forms part of the Oceans Protection Plan announced in November 2016. Under the ERE Program, CCG is renewing its suite of environmental response (ER) equipment, ensuring a robust and strategic national response capability. The ERE Program is modernizing ER equipment with new technology for strategic ER locations across Canada. Approximately 50-100 unique procurements for different types of equipment, including Integrated Logistics Support (ILS) documentation, may be required. Several of these procurements have been completed or are in progress.

To learn how to find and bid on CCG's ERE procurements, please visit the BuyAndSell.gc.ca website. All notices (RFPs, RFIs, etc.) related to the ERE Project will have titles that begin with "EREP:" in order to be easily identified.

## **3. Potential Work Scope and Constraints:**

A contract, or multiple contracts, for the provision of Aluminum Recovered Oil Storage Barges and associated work may be entered into with a single organization or multiple organizations as a result of a potential future solicitation or potential future solicitations. A description of the intended use of the Aluminum Recovered Oil Storage Barges is provided in Annex A of the RFI. The Work may include some or all of the following:

- Provision of approx. 29 x 20 m<sup>3</sup> Barges and 19 x 40 m<sup>3</sup> Barges, with options for the provision of up to an additional 14 x 20 m<sup>3</sup> Barges and 5 x 40 m<sup>3</sup> Barges;
- Testing of the first article(s) and testing prior to acceptance;
- Provision of training and training materials (safety, operational, and life cycle management);
- Provision of manuals and other Integrated Logistics Support documents;
- Provision of spares based on provided critical and recommended spares lists;
- All Barges to be manufactured and delivered to multiple locations across Canada by **late summer, early fall 2021**.

## **4. Legislation, Trade Agreements, and Government Policies:**

The following list is indicative of some of the legislation, trade agreements, and government policies that could impact any follow-on solicitation for Aluminum Recovered Oil Storage Barges:

- a) North American Free Trade Agreement (NAFTA), World Trade Organization – Agreement on Government Procurement (WTO-AGP), Canada Free Trade Agreement (CFTA), Canada-European Union Comprehensive Economic and Trade Agreement (CETA) and the Comprehensive and Progressive Agreement for Trans-Pacific Partnership (CPTPP) may apply to follow-on solicitations;
- b) Defence Production Act: will not apply to follow-on solicitations;
- c) Industrial and Technological Benefits (ITBs): ITBs will not apply to follow-on solicitations;
- d) Controlled Goods Program (CGP): the CGP may not apply to follow-on solicitations;

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- e) Federal Contractors Program for Employment Equity (FCP-EE): the FCP-EE will apply to follow-on solicitations; and,
  - f) Comprehensive Land Claim Agreements (CLCAs): CLCAs may apply to follow-on solicitations.

## **5. Schedule:**

In providing responses, the following schedule should be utilized as a baseline:

- a) This RFI: February 2020
- b) Potential Solicitation(s): March 2020
- c) Potential Contract Award(s): April – May 2020

## **6. Important Notes to Respondents:**

### **6.1 Submitting the Response:**

Interested respondents may submit their responses to the PSPC Contracting Authority identified in section 8 below. Canada prefers to receive responses by email (no more than 5MB).

### **6.2 Format of the Response:**

Respondents are asked to provide their response to this RFI as a PDF document that is unprotected (no password required). Responses should include a cover page that includes: the RFI Solicitation number, the full legal name of the Respondent, and the date. Responses should also include a point of contact for the Respondent (name, address, telephone number and email). Respondents are requested to use a numbering system in their response that corresponds with the numbering system in Annex B of this RFI.

### **6.3 Treatment of the Response:**

Responses will not be formally evaluated. However, Canada may use the information in planning a potential solicitation for the Work described herein. Canada will review all responses received by the RFI closing date. Canada may, at its discretion, review responses received after the RFI closing date.

A review team composed of representatives of the Government of Canada will review the responses. Canada reserves the right to hire any independent consultant, or use any Government resource which it deems necessary to review any response. Not all members of the review team will necessarily review all responses.

Canada may, at its discretion, contact any Respondent to follow up with additional questions or for clarification of any aspect of a response. Canada may also publish further RFIs related to this initiative.

Responses will not be returned to the Respondents.

#### **6.4 Other Important Notes:**

Changes to this RFI may occur and will be advertised on the BuyAndSell.gc.ca website. Canada asks Respondents to visit BuyAndSell.gc.ca regularly to check for changes, if any.

This RFI is neither a call for tender nor a Request for Proposal (RFP). No agreement or contract will be entered into based on this RFI.

The issuance of this RFI is not to be considered in any way a commitment by the Government of Canada, nor as authority to potential respondents to undertake any work that could be charged to Canada. This RFI is not to be considered as a commitment to issue a subsequent solicitation or award contract(s) for the work described herein.

Respondents are encouraged to identify, in the information they share with Canada, any information that they feel is proprietary, third party, or personal information. Please note that Canada may be obligated by law (e.g. in response to a request under the Access to Information Act) to disclose proprietary or commercially-sensitive information concerning a respondent (for more information: <http://laws-lois.justice.gc.ca/eng/acts/a-1/>).

Respondents are asked to identify if their response, or any part of their response, is subject to the Controlled Goods Regulations.

Participation in this RFI is encouraged, but is not mandatory. There will be no short-listing of potential suppliers for the purposes of undertaking any future work as a result of this RFI. Similarly, participation in this RFI is not a condition or prerequisite for the participation in any potential subsequent solicitation.

Respondents will not be reimbursed for any cost incurred by participating in this RFI.

#### **7. Closing date for the RFI:**

Responses to this RFI are to be submitted to the PWGSC Contracting Authority identified above, on or before 18 February 2020 at 2:00pm EST.

#### **8. PSPC Contracting Authority**

Jessica Cormier  
Supply Team Leader  
Marine Emergency Response Division  
Public Services and Procurement Canada  
270 Albert Street, Suite 703 – 17  
Ottawa, Ontario K1A 0S5  
Tel: 343-543-7594  
[Jessica.Cormier2@pwgsc-tpsgc.gc.ca](mailto:Jessica.Cormier2@pwgsc-tpsgc.gc.ca)

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## **ANNEX A**

### **HIGH LEVEL REQUIREMENTS**

The non-powered aluminum barges will be used for temporary oil storage during various standard oil recovery operations, including but not limited to, side-sweeping, mechanical recovery and lightering. In order to adapt to various sea conditions, the barges may be towed with different methods, including stern towing, side towing and pushing. Depending on the operational requirements, the barges may be berthed alongside rigid structures, docks, other vessels and natural features.

At a minimum, the Aluminum Recovered Oil Storage Barges need to satisfy the following requirements, [R]:

- [R1] The Barges must comply with Transport Canada requirements as per TP 11960E Standards for Construction, Inspection, and Operation of Barges Carrying Oil or Dangerous Chemicals in Bulk. If the Barge is less than 24 m in length, the Contractor must nonetheless provide all documentation that would be required if it were more than 24 m in length.
- [R2] The storage capacity of the 20 m<sup>3</sup> Barge must be divided into at least two (2) tanks.
- [R3] The storage capacity of the 40 m<sup>3</sup> Barge must be divided into at least two (2) tanks.
- [R4] The Barges must have a raked bow and stern.
- [R5] Barges of the same capacity must be stackable 2 units high.

The deck of the Barges need to have the following features:

- [R6] The Barges must include one (1) 250 kg capacity removable hand-operated davit with a 2m reach.
- [R7] The Barges must have removable side rails.
- [R8] The Barges must include six (6) mooring cleats on the forward, middle, and aft gunwale.
- [R9] The Barges must be fitted with a minimum of eight (8) recessed deck tie downs for lashing deck cargo.
- [R10] To determine the depth of liquid in a tank, each tank must be fitted with a sounding opening at the deepest point in the tank with fittings on the deck.
- [R11] The Barges must include four (4) integral hoisting points.
- [R12] The Barges must include one or more manifolds for filling and discharge.
- [R13] The Barges must include one (1) ball check goose neck vents per storage tank.
- [R14] The Barges must be fitted with onboard hose storage that does not require bending or coiling of hoses.

Request for Information No./  
N° de demande d'information  
F7047-170070/A

Amd. No. - N° de la modif.

Buyer ID - Id de l'acheteur  
010erd

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

File No. - N° du dossier

CCC No./N° CCC - FMS No./N° VME

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- [R15] The Barges must be fitted with a watertight compartment in the bow void for the safe and secure stowage of the anchor kit, tow bridle, and safety equipment.
- [R16] The Barges must be fitted with all required safety and navigation equipment as per *SOR/2010-91, Small Vessel Regulations* and *Collision Regulations C.R.C., c.1416*.

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**ANNEX B**  
**REQUESTED INFORMATION**

**Deployment Capabilities**

CCG is seeking to determine the operational and environmental limits of various deployment scenarios for both the 20 m<sup>3</sup> and 40 m<sup>3</sup> Aluminum Recovered Oil Storage barges.

- Q1.** What would be the highest sea state (Beaufort) conditions in which barges of the stated capacities would be able to be safely towed in both empty and fully loaded deployments?
- Q2.** In what kind of scenario would side towing or pushing the barge be preferable to towing from the stern?

**Side Towing Operations**

When performing side towing operations on both empty and filled barges of the stated capacities:

- Q3.** What would be the speed limitations?
- Q4.** Would side towing be feasible in sea state 4? If not, what would be the highest sea state for safely side towing the barges?
- Q5.** What would be the limitations (e.g. size, equipment needed, etc.) on the type of vessels performing side towing of the barge?
- Q6.** What methods would be used to safely secure a barge to a vessel during side tow operations?

**Pushing Operations**

When performing pushing operations on both empty and filled barges of the stated capacities:

- Q7.** What would be the speed limitations?
- Q8.** Would pushing the barges be feasible in sea state 4? If not, what would be the limit of wave/wind conditions for pushing the barges?
- Q9.** What would be the limitations (e.g. size, equipment needed, etc.) on the type of vessels performing pushing of the barges?
- Q10.** What methods would be used to safely secure a barge to a vessel during pushing operations?

**General Feedback**

- Q11.** Please provide any further information you believe Canada should consider in its plans for a potential follow-on solicitation for non-powered Aluminum Recovered Oil Storage Barges.