



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

INVITATION TO TENDER

APPEL D'OFFRES

**Tender 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.

**Soumission 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 et 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

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

Title - Sujet Rescue Boat for the Fundy Rose	
Solicitation No. - N° de l'invitation T2012-190122/A	Date 2020-02-05
Client Reference No. - N° de référence du client T2012-19-0122	GETS Ref. No. - N° de réf. de SEAG PW-\$HAL-202-10907
File No. - N° de dossier HAL-9-83210 (202)	CCC No./N° CCC - FMS No./N° VME
Solicitation Closes - L'invitation prend fin at - à 02:00 PM on - le 2020-02-27	
Time Zone Fuseau horaire Atlantic Standard Time AST	
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: DEPARTMENT OF TRANSPORT HERITAGE CRT 95 FOUNDRY ST P.O.BOX 42 MONCTON NEW BRUNSWICK E1C8K6 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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Amd. No. - N° de la modif.
File No. - N° du dossier
HAL-9-83210

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

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PART 1 - GENERAL INFORMATION

1.1 Security Requirements

There are no Security Requirements associated with this requirement.

1.2 Statement of Requirement

Transport Canada requires the supply and delivery of a new Fast Rescue Craft (FRC) that will be fitted on board MV Fundy Rose. MV Fundy Rose provides service between Digby, Nova Scotia and Saint John New Brunswick. The new FRC must be compatible with the existing davit infrastructure. Refer to Annex "A" Statement of Requirement for full details.

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 Trade Agreements

The requirement is subject to the provisions of the Canadian Free Trade Agreement (CFTA).

1.5 epost Connect service

This bid solicitation allows bidders to use the epost Connect service provided by Canada Post Corporation to transmit their bid electronically. Bidders must refer to Part 2 entitled Bidder Instructions, and Part 3 entitled Bid Preparation Instructions, of the bid solicitation, for further information.

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>) 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 (2019-03-04) Standard Instructions - Goods or Services - Competitive Requirements, are incorporated by reference into and form part of the bid solicitation.

The 2003 standard instructions is amended as follows:

- Section 5, entitled Submission of bids, is amended as follows:
 - subsection 1 is deleted entirely and replaced with the following: "Canada requires that each bid, at solicitation closing date and time or upon request from the Contracting Authority, for example in the case of epost Connect service, be signed by the Bidder or by an authorized representative of the Bidder. If a bid is submitted by a joint venture, it must be in accordance with the section entitled Joint venture."

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- subsection 2.d is deleted entirely and replaced with the following: "send its bid only to the specified Bid Receiving Unit of Public Works and Government Services Canada (PWGSC) identified in the bid solicitation, or to the address specified in the bid solicitation, as applicable;"
 - subsection 2.e is deleted entirely and replaced with the following: "ensure that the Bidder's name, return address and procurement business number, bid solicitation number, and solicitation closing date and time are clearly visible on the bid; and,"
- Section 6, entitled Late bids, is deleted entirely and replaced with the following: "PWGSC will return bids delivered after the stipulated solicitation closing date and time, unless they qualify as a delayed bid as described in the section entitled Delayed bids. For bids submitted using means other than the Canada Post Corporation's epost Connect service, the bid will be returned. For bids submitted using Canada Post Corporation's epost Connect service, conversations initiated by the Bid Receiving Unit via the epost Connect service that contain access, records and information pertaining to a late bid will be deleted."
 - Section 07, entitled Delayed bids, is amended as follows:
 - Subsection 1 is amended to add the following piece of evidence: "d. a CPC epost Connect service date and time record indicated in the epost Connect conversation activity."
 - Section 08, entitled Transmission by facsimile or by epost Connect, is amended as follows:
 - subsection 2. is deleted entirely and replaced with the following:
 - 2. epost Connect
 - a. Unless specified otherwise in the bid solicitation, bids may be submitted by using the epost Connect service provided by Canada Post Corporation.
 - i. The only acceptable email address to use with epost Connect for responses to bid solicitations issued by PWGSC regional offices is identified in the bid solicitation:

TPSGC.RARceptionSoumissionsNE-ARBidReceivingNS.PWGSC@tpsgc-pwgsc.gc.ca
 - b. To submit a bid using epost Connect service, the Bidder must either:
 - i. send directly its bid only to the specified PWGSC Bid Receiving Unit, using its own licensing agreement for epost Connect provided by Canada Post Corporation; or
 - ii. send as early as possible, and in any case, at least six business days prior to the solicitation closing date and time, (in order to ensure a response), an email that includes the bid solicitation number to the specified PWGSC Bid Receiving Unit requesting to open an epost Connect conversation. Requests to open an epost Connect conversation received after that time may not be answered.
 - c. If the Bidder sends an email requesting epost Connect service to the specified Bid Receiving Unit in the bid solicitation, an officer of the Bid Receiving Unit will then initiate an epost Connect conversation. The epost Connect conversation will create an email notification from Canada Post Corporation prompting the Bidder to access and action the message within the conversation. The Bidder will then be able to transmit its bid afterward at any time prior to the solicitation closing date and time.

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- d. If the Bidder is using its own licensing agreement to send its bid, the Bidder must keep the epost Connect conversation open until at least 30 business days after the solicitation closing date and time.
 - e. The bid solicitation number should be identified in the epost Connect message field of all electronic transfers.
 - f. It should be noted that the use of epost Connect service requires a Canadian mailing address. Should a bidder not have a Canadian mailing address, they may use the Bid Receiving Unit address specified in the solicitation in order to register for the epost Connect service.
 - g. For bids transmitted by epost Connect service, Canada will not be responsible for any failure attributable to the transmission or receipt of the bid including, but not limited to, the following:
 - i. receipt of a garbled, corrupted or incomplete bid;
 - ii. availability or condition of the epost Connect service;
 - iii. incompatibility between the sending and receiving equipment;
 - iv. delay in transmission or receipt of the bid;
 - v. failure of the Bidder to properly identify the bid;
 - vi. illegibility of the bid;
 - vii. security of bid data; or,
 - viii. inability to create an electronic conversation through the epost Connect service.
 - h. The Bid Receiving Unit will send an acknowledgement of the receipt of bid document(s) via the epost Connect conversation, regardless of whether the conversation was initiated by the supplier using its own license or the Bid Receiving Unit. This acknowledgement will confirm only the receipt of bid document(s) and will not confirm if the attachments may be opened nor if the content is readable.
 - i. Bidders must ensure that they are using the correct email address for the Bid Receiving Unit when initiating a conversation in epost Connect or communicating with the Bid Receiving Unit and should not rely on the accuracy of copying and pasting the email address into the epost Connect system.
 - j. A bid transmitted by epost Connect service constitutes the formal bid of the Bidder and must be submitted in accordance with section 05.

2.2 Submission of Bids

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

Address:
Bid Receiving Unit, Nova Scotia
1713 Bedford Row
Halifax, NS B3J 1T3

e-post connect :

TPSGC.RARceptionSoumissionsNE-ARBidReceivingNS.PWGSC@tpsgc-pwgsc.gc.ca

Note: Bids will not be accepted if emailed directly to this email address. This email address is to be used to open an epost Connect conversation, as detailed in Standard Instructions 2003, or to send bids through an epost Connect message if the bidder is using its own licensing agreement for epost Connect.

Due to the nature of the bid solicitation, bids transmitted by facsimile to PWGSC will not be accepted.

2.3 Enquiries - Bid Solicitation

All enquiries must be submitted in writing to the Contracting Authority no later than 5 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 Nova Scotia.

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.

PART 3 - BID PREPARATION INSTRUCTIONS

3.1 Bid Preparation Instructions

If the Bidder chooses to submit its bid electronically, Canada requests that the Bidder submits its bid in accordance with section 08 of the 2003 standard instructions. The epost Connect system has a limit of 1GB per single message posted and a limit of 20GB per conversation.

The bid must be gathered per section and separated as follows:

Section I: Technical Bid
Section II: Financial Bid
Section III: Certifications

If the Bidder chooses to submit its bid in hard copies, Canada requests that the Bidder submits its bid in separately bound sections as follows:

Section I: Technical Bid (2 hard copies and 2 soft copies on CD)
Section II: Financial Bid (1 hard copies)
Section III: Certifications (1 hard copies)

If there is a discrepancy between the wording of the soft copy on electronic media and the hard copy, the wording of the hard copy will have priority over the wording of the soft copy.

If the Bidder is simultaneously providing copies of its bid using multiple acceptable delivery methods, and if there is a discrepancy between the wording of any of these copies and the electronic copy provided through epost Connect service, the wording of the electronic copy provided through epost Connect service will have priority over the wording of the other copies.

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

Canada requests that bidders follow the format instructions described below in the preparation of hard copy of their 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 (<https://www.tbs-sct.gc.ca/pol/doc-eng.aspx?id=32573>). 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.

Section I: Technical Bid

In their technical bid, Bidders should explain and demonstrate how they propose to meet the requirements and how they will carry out the Work.

Section II: Financial Bid

Bidders must submit their financial bid in accordance with the Basis of Payment – Annex B. The total amount of Applicable Taxes must be shown separately.

3.1.1 Electronic Payment of Invoices – Bid

If you are willing to accept payment of invoices by Electronic Payment Instruments, complete Annex “D” Electronic Payment Instruments, to identify which ones are accepted.

If Annex “D” Electronic Payment Instruments is not completed, it will be considered as if Electronic Payment Instruments are not being accepted for payment of invoices.

Acceptance of Electronic Payment Instruments will not be considered as an evaluation criterion.

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

Bids must meet all Mandatory Criteria MT1 – MT7 as stated in Annex “E” Contractor Selection Method – Selection Criteria.

The Bidder's proposal must meet all mandatory requirements in order to be evaluated. The bidder is to provide proof that each mandatory requirement is met. Failure to do this will result in no further evaluation being conducted. Bidders must complete the checklist provided in Annex “E” and include it in the bid submission package.

4.1.1.2 Point Rated Technical Criteria

All bids will be point-rated as per Technical Merit criteria TM1 – TM6 as detailed in Annex “E” Contractor Selection Method – Selection Criteria.

4.1.2 Financial Evaluation

SACC Manual Clause A0220T (2014-06-26), Evaluation of Price-Bid

4.2 Basis of Selection

4.2.1 Highest Combined Rating of Technical Merit and Price

A0027T (2012-07-16) Basis of Selection - Highest Combined Rating of Technical Merit and Price

1. To be declared responsive, a bid must:
 - a. comply with all the requirements of the bid solicitation; and
 - b. meet all mandatory criteria; and
 - c. obtain the required minimum of 20 points overall for the technical evaluation criteria which are subject to point rating.

The rating is performed on a scale of 42 points.
2. Bids not meeting (a) or (b) or (c) will be declared non-responsive.
3. The selection will be based on the highest responsive combined rating of technical merit and price. The ratio will be 60 % for the technical merit and 40 % for the price.
4. To establish the technical merit score, the overall technical score for each responsive bid will be determined as follows: total number of points obtained / maximum number of points available multiplied by the ratio of 60%.

5. To establish the pricing score, each responsive bid will be prorated against the lowest evaluated price and the ratio of 40%
6. For each responsive bid, the technical merit score and the pricing score will be added to determine its combined rating.
7. Neither the responsive bid obtaining the highest technical score nor the one with the lowest evaluated price will necessarily be accepted. The responsive bid with the highest combined rating of technical merit and price will be recommended for award of a contract.

The table below illustrates an example where all three bids are responsive and the selection of the contractor is determined by a 60/40 ratio of technical merit and price, respectively. The total available points equals 135 and the lowest evaluated price is \$45,000 (45).

Basis of Selection - Highest Combined Rating Technical Merit (60%) and Price (40%)				
		Bidder 1	Bidder 2	Bidder 3
Overall Technical Score		115/135	89/135	92/135
Bid Evaluated Price		\$55,000.00	\$50,000.00	\$45,000.00
Calculations	Technical Merit Score	$115/135 \times 60 = 51.11$	$89/135 \times 60 = 39.56$	$92/135 \times 60 = 40.89$
	Pricing Score	$45/55 \times 40 = 32.73$	$45/50 \times 40 = 36$	$45/45 \times 40 = 40.00$
Combined Rating		83.84	75.56	80.89
Overall Rating		1st	3rd	2nd

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 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 provided 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 property 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.

PART 6 - RESULTING CONTRACT CLAUSES

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

6.1 Security Requirements

6.1.1 There is no security requirement applicable to the Contract.

6.2 Statement of Requirement

Transport Canada requires the supply and delivery of a new Fast Rescue Craft (FRC) that will be fitted on board MV Fundy Rose. MV Fundy Rose provides service between Digby, Nova Scotia and Saint John New Brunswick. The new FRC must be compatible with the existing davit infrastructure. Refer to Annex "A" Statement of Requirement for full details.

6.3 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.

6.3.1 General Conditions

[2010A](#) (2018-06-21), General Conditions - Goods (Medium Complexity), apply to and form part of the Contract.

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File No. - N° du dossier
HAL-9-83210

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

6.4 Term of Contract

6.4.1 Delivery Date

All the deliverables are to be delivered DDP to MV Fundy Rose, C/O Bay Ferries, 170 Digby Road, Saint John, New Brunswick, E2M 0B2 and **MUST be received on or before August 15, 2020.**

6.4.2 Shipping

Goods must be consigned to the destination specified in the Contract and delivered:
Delivered Duty Paid (DDP) to MV Fundy Rose, C/O Bay Ferries, 170 Digby Road, Saint John, New Brunswick, E2M 0B2. Incoterms 2010 for shipments from a commercial contractor. The contractor is responsible for all delivery charges, administration, costs and risks of transport and customs clearance, including payment of customs duties and applicable taxes to the destination.

6.5 Authorities

6.5.1 Contracting Authority

The Contracting Authority for the Contract is:

Name: Chris Young
Title: Supply Team Leader
Public Works and Government Services Canada
Acquisitions Branch
Atlantic Region
Address: 1713 Bedford Row
Halifax, Nova Scotia
B3J 1T3

Telephone: 902-476-8829

E-mail address: Christopher.Young@pwgsc.gc.ca

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.

6.5.2 Technical Authority (*will be provided at contract award*)

The Technical Authority for the Contract is:

Name:
Title: Technical Advisor
Organization: Transport Canada Marine Programs
Address: 45 Alderney Drive
Dartmouth, NS B2Y 4K2

Telephone:

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.

6.5.3 Contractor's Representative (*to be completed by bidder*)

Name: _____
Title: _____
Organization: _____
Address: _____

Telephone: _____
Facsimile: _____
E-mail address: _____

6.6 Payment

6.6.1 Basis of Payment

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

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.

6.6.2 Limitation of Price

SACC Manual clause C6000C (2017-08-17) Limitation of Price

6.6.3 Single Payment

Canada will pay the Contractor upon completion and delivery of the Work in accordance with the payment provisions of the Contract if:

- a. an accurate and complete invoice and any other documents required by the Contract have been submitted in accordance with the invoicing instructions provided in the Contract;
- b. all such documents have been verified by Canada;
- c. the Work delivered has been accepted by Canada.

SACC Manual clause H1000C (2008-05-12), Single Payment

6.6.4 Electronic Payment of Invoices – Contract

The Contractor accepts to be paid using any of the following Electronic Payment Instrument(s):

- a. Visa Acquisition Card;
- b. MasterCard Acquisition Card;

- c. Direct Deposit (Domestic and International);
- d. Electronic Data Interchange (EDI);
- e. Wire Transfer (International Only);
- f. Large Value Transfer System (LVTS) (Over \$25M)

6.7 Invoicing Instructions

The Contractor must submit invoices in accordance with the section entitled "Invoice Submission" of the general conditions. Invoices cannot be submitted until all work identified in the invoice is completed.

Invoices must be distributed as follows:

TRANSPORT CANADA
PROGRAMS
HERITAGE COURT
95 FOUNDRY ST P.O.BOX 42
MONCTON NB E1C 8K6

Att.: Sandra Belliveau

The original invoice must be sent for verification to:

Acquisitions Marine
1713 Bedford Row
Halifax, NS
B3J 3C9
Att.: Chris Young

6.8 Certifications and Additional Information

6.8.1 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.

6.9 Applicable Laws

The Contract must be interpreted and governed, and the relations between the parties determined, by the laws in force in Nova Scotia.

6.10 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 general conditions 2010A (2018-06-21), General Conditions - Medium Complexity - Goods ;
- (c) Annex "A", Statement of Requirement;
- (d) Annex "B", Basis of Payment;
- (e) the Contractor's bid dated _____

6.11 SACC Manual Clauses

A0290C (2008-05-12) Hazardous Waste – Vessels
D3015C (2014-09-25) Dangerous Goods/Hazardous Products – Labelling and Packaging Compliance
B1501C (2018-06-21) Electrical Equipment
A9068C (2010-01-11) Government Site Regulations
A1009C (2008-05-12) Work Site Access

6.12 Insurance

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. It does not release the Contractor from or reduce its liability under the Contract.

6.13 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.

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HAL-9-83210

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

ANNEX "A"

STATEMENT OF REQUIREMENT

The Statement of Requirement, including applicable annexes, drawings or supporting documentation, is attached as a separate document titled:

EN_T2012-190122_Fundy_Rose_Fast_Rescue_Craft_SOR

ANNEX "B"

BASIS OF PAYMENT

The bidder must submit firm prices in Canadian dollars, customs duties included and applicable taxes extra. Delivery is Delivered Duty Paid (DDP) Incoterms 2010. The contractor is responsible for all delivery charges, administration, costs and risks of transport and customs clearance, including payment of customs duties and taxes to the destination.

1. Contract Price

a)	Supply and deliver Fast Rescue Craft (FRC) , as specified in Annex "A" and associated documents and drawings for a FIRM PRICE of:	\$ _____
b)	Delivery DDP (Incoterms 2010) to: MV Fundy Rose C/O Bay Ferries 170 Digby Road Saint John, New Brunswick E2M 0B2	\$ _____
c)	Field Service Representative Costs – FSR on site for the installation, commissioning and servicing, and onsite training.	\$ _____
d)	HST (15%) of Lines a + b + c :	\$ _____
e)	Total Firm Price HST Included: For a FIRM PRICE of :	\$ _____

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ANNEX "D" to PART 3 OF THE BID SOLICITATION

ELECTRONIC PAYMENT INSTRUMENTS

As indicated in Part 3, clause 3.1.1, the Bidder must identify which electronic payment instruments they are willing to accept for payment of invoices.

The Bidder accepts any of the following Electronic Payment Instrument(s):

- VISA Acquisition Card;
- MasterCard Acquisition Card;
- Direct Deposit (Domestic and International);
- Electronic Data Interchange (EDI);
- Wire Transfer (International Only);

ANNEX “E”

CONTRACTOR SELECTION METHOD-SELECTION CRITERIA

The contractor selection method is based on Mandatory Technical Criteria and Technical Merit Criteria.

MANDATORY TECHNICAL CRITERIA

The bid must meet the mandatory technical criteria specified below. The bidder must provide the necessary documentation to demonstrate compliance with this requirement.

Bids that fail to meet the mandatory technical criteria will be declared non-responsive. Each mandatory technical criterion should be addressed separately. Bidders must complete the following checklist and include it in the bid submission package.

MANDATORY TECHNICAL CRITERIA (MT)

NO	<u>DESCRIPTION OF CRITERION - Fast Rescue Craft (FRC)</u>	MET	NOT MET	CROSS REF.TO PROPOSAL
MT1	Bidders must demonstrate completeness and quality of the written proposal. Demonstration of how the requirements are to be met. Describe in writing how each requirements will be met in a thorough, concise and clear manner. Includes a table as parts “Requirement Reference Section” which defines the various individual requirements, along with cross references to documents and the page # where supporting information can be found.			
MT2	Bidders must demonstrate that the FRC is approved and meets all the requirements of section 7. Submit documentation from DNV GL that they will provide design assessment and approval according to DNV GL and the requirements of section 7 will be met.			
MT3	Bidders must demonstrate that they can provide an Atlantic province Field Service Representative (FSR) in order to provide support to vessel on designated route. Contractor to provide identification and qualifications of the FSR together with contact information.			
MT4	The bidder must identify a minimum of six (6) FRC boat procurements in the last 10 years by the equipment manufacturer. Reference list must include the current installations of the vendor equipment which was installed /maintained in Canada by the manufacturer in the past 10 years. This must be in the form of objective evidence-for example, as reference letters from clients.			

MT5	<p>Bidders must provide a cost estimate for each of the following activities:</p> <p>a) Onboard testing / Commissioning of FRC at St. John, NB terminal by FSR.</p> <p>b) Quotation for training and operational trials.</p> <p>ALL QUOTES ARE TO BE INCLUDED IN FINANCIAL BID SUBMISSION ONLY</p>			
MT6	<p>Bidders are to confirm that the FRC will fit and will be able to be lifted by existing davit with 6 persons onboard and fitted/furnished equipment.</p>			
MT7	<p>Boat must be minimum 6 metre nominal length.</p>			

TECHNICAL MERIT CRITERIA (TM)

TM1 – FSR SUPPORT

DESCRIPTION OF CRITERIA	SCORE	INDICATORS
<p>Declaration of the location of the FSR's in Atlantic Canada and their availability to be on site.</p> <p>Total (12 points)</p> <p>(0-3 points) Declaration that acceptable FSR resources are available in Atlantic Canada and can be on site within 48 hours.</p> <p>(4-8 points)) Declaration that acceptable FSR resources are available in Atlantic Canada and can be on site within 36 hours.</p> <p>(9-12 points)) Declaration that acceptable FSR resources are available in Atlantic Canada and can be on site within 24 hours.</p> <p>Atlantic Canada: NB, NS, PEI, NL.</p>		

TM2 - FRC BOAT SUPPORTABILITY FROM OEM

DESCRIPTION OF CRITERIA	SCORE	INDICATORS
<p>Years of service guarantee.</p> <p>Total (6 points)</p> <p>(0-4 points) Ten(10) years parts and service support guarantee.</p> <p>(5-6 points) Fifteen (15) years parts and service support guarantee or more.</p>		

TM3 - FRC boat and engine warranty.

DESCRIPTION OF CRITERIA	SCORE	INDICATORS
Years of full warranty Total (4 points) (0-2 points)Warranty period of 12-24 months. (3-4 points) Warranty period in excess of 24 months		

TM4-FRC & engine accessories included in addition of the LSA code equipment requirements.

DESCRIPTION OF CRITERIA	SCORE	INDICATORS
FRC boat and/or engine supplier/manufacturer provides an accessories package with equipment delivery. Total (6 points) (0-2 points) Proposal includes an accessory kit with equipment as required for carrying out fresh water flushing of the engine raw water cooling system. (3-4 points) Proposal includes (accessory kit for flushing) and accessory kit which additionally included an engine OR boat onboard spare parts/tool package. (5-6 points) Proposal includes (accessory kit for flushing) and accessory kit which additionally includes an onboard spare parts/tool package for both the FRC AND the engine.		

TM5-Training

DESCRIPTION OF CRITERIA	SCORE	INDICATORS
Bidder has identified in a clear and detailed manner the training recommended to be carried out onboard and which is to be supplied by OEM FSR. Total (8 points) (0-2 points) The contractor's identification of training meets the minimum requirements. (3-5 points) The contractor's identification of training meets many or all of the requirements. (6-8 points) The contractor's identification of training meets all of the requirements. Additionally, the OEM training provided authorizes the trainees to perform required annual maintenance.		

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TM6-Corporate track record.

DESCRIPTION OF CRITERIA	SCORE	INDICATORS
Bidder demonstrate their background and experience in FRC Boat installations on comparable vessels. Total (6 points) (0-2 points) Ten (10) years of experience or 2 to 4 examples. (3-4 points) Ten (10) to fifteen (15) years of experience or 5 to 7 examples. (5-6 points) More than fifteen (15) years' experience or 8 examples		

M.V. "Fundy Rose" Procurement Specifications for "FRC" Fast Rescue Craft

For

Transport Canada
45 Alderney Drive P.O. Box 1013
Dartmouth, NS B2Y 2N6



Prepared By:

<i>Maurice Sabourin</i>

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1. GENERAL

- 1.1 The Fundy Rose, owned by transport Canada (TC) and operated by Bay Ferries Limited (BFL), provides service between Saint John, New Brunswick and Digby, Nova Scotia. The ship operates year round. The vessel is 'in-class' and delegated to DNV GL.
- 1.2 The Fundy Rose is certified to carry 800 passengers. According to Canadian marine classification, this vessel is classed by Det Norske Veritas (RO) under the Delegated Statutory inspection Program (DSIP) by Transport Canada.
- 1.3 This means that the vessel and all the modifications and equipment described in this specification will have to meet 2004 Edition of the SOLAS rules and regulations and the Supplement TP15211. All work, repairs, inspections and renewals and equipment specified herein will have to meet SOLAS and DNV GL standards and the installations shall be to the satisfaction of the technical authority/owner's representative and where applicable to the DNV GL surveyors. Unless otherwise specifically stated, the technical authority/Owner's Representative is the Senior Technical Advisor or delegate.
- 1.4 The vessel is currently fitted with a single FRC (FAST RESCUE CRAFT) located on the port side of the vessel and is launched from a D-i Davit International. This FRC boat is coming to its end of life and will be replaced with an FRC that is presently in production and that will be able to use the present Davit system which is a fast rescue boat handling system D-NPS.FR.17

Supplier:

d-I Davit international gmbh
Sandstrasse 20
27232 Sulingen
Germany

- 1.5 It is the intention of the owners to purchase an FRC boat that be able to perform the same tasks as the present boat and also be able to be launched using the existing Davit.

2. PRINCIPAL PARTICULARS - MV FUNDY ROSE

Official /IMO Number	838881/92039161999
Year built	1999
Class of voyage	Home tr. class iii
Length Overall app	Approx.123.8 m
Length Between Perp.	117.0 m
Length,W.L	122.7 m
Breadth(moulded)	18.9 m
Depth, Main deck (moulded)	7.25m
Depth,Upper Deck (Moulded)	12.25m
Draft,Design (Moulded)	4.90m
Draft Scantl. (Moulded)	5.10m
Service Speed	23.8 kts

3. LIFESAVING EQUIPMENT INFORMATION (EXISTING)

Passengers	774
Crew	26
Complement	800
FRC boat	Fassmer
Type:	FRIR 6.1
Permissible capacity:	6 persons
Dimensions:	6.10 X 2.46 X 0.96 m
Empty weight :	12,3 kn
Weight , fully equipped and boarded:	17,0 kn
Rescue boat	Fassmer RR 4.2
Dimensions	4.3 X 1.75 X 0.82 m
Empty weight in equipped condition	6.15 kn
Weight, fully equipped and boarded	10.65 kn

4. PURPOSE

- 4.1 The purpose of this Procurement Specification is to solicit an organization (manufacturer and/or supplier) specializing in approved type FRC boats to supply the required unit aboard the Fundy Rose. The Supplier will provide the new FRC boat and associated equipment/components as per LSA Code and also supply the Original Equipment Manufacturer (OEM) Field Service Representative (FSR) for installation supervision and final testing of the unit, in presence of a DNV GL Surveyor.
- 4.2 The successful manufacturer/supplier is responsible for the supply and delivery of the new FRC boat to Saint John, New Brunswick including any and all transportation, duties and taxes. The vessel will be docked at its respective home wharf, in Saint John, New Brunswick during installation phase.
- 4.3 The successful manufacturer/supplier is responsible to ensure that all of the supplied equipment is approved by a Class Society acting as a Recognized Organization (RO) for Transport Canada Marine Safety and Security (TCMSS) and accepted by DNV GL. All supplied components should meet the Life Saving Equipment Regulations, the LSA Code and the requirements of sections 7 and 8 of this procurement specification.

5. BID SUBMISSION PACKAGE

- 5.1 The manufacturer/supplier must supply a reference list identifying the proposed FRC boat in current service. The manufacturer/supplier must identify a minimum of six (6) similar procurements in the last ten (10) years. Reference list must also include the current installations of the vendor OEM equipment which has been installed / maintained in Canada by the manufacturer in the last ten (10) years. The latter may be of earlier generation equipment.
- 5.2 The bidder must include within the bid submission package a completed reference document entitled "Requirements Reference Section". Bidders are to use Annex "E", included in the solicitation document, and indicate the page and paragraph number within

their bid submission package where the requirements stated within this specification are met using columns "Cross Ref to Proposal" or "Indicators".

5.3 The bidder must supply one copy of each of the following:

- 5.3.1 Regulatory Compliance documentation with reference to Section 7 of this specification.
- 5.3.2 Data listed in Section 8 of this specification.
- 5.3.3 Published maintenance schedule for the equipment comprising the proposed FRC boat, components and equipment.
- 5.3.4 Published sales, technical specifications and detailed launching instructions for the proposed equipment.
- 5.3.5 OEM Field Service rates at the time of this solicitation (budgetary purposes only). Note the cost of transportation and travel is excluded.
- 5.3.6 Quotation for anticipated annual service costs including each of boat, engine and single point release hoisting hook hoisting arrangements.

6. GENERAL REQUIREMENTS AND STANDARDS

Regulatory, Classification and Standard Requirements

6.1 The new FRC Boat is required to be 'Type Approved' by one of the Recognized Organizations (RO) approved by Transport Canada Marine Safety and Security within the Delegated Statutory Inspection Program (DSIP) and accepted by DNV GL.

6.2 The vessel Fundy Rose is 'in-Class' with DNV GL and delegated under Transport Canada Marine Safety and Security's (TCMSS) Delegated Statutory Inspection Program (DSIP). The new supplied FRC boat must meet the requirements of DNV GL and TCMSS.

6.3 The requirements of the following standards must be complied with for the FRC boat. Current editions of documents at the time of solicitation are to be used.

- 6.3.1 IMO International Convention for the Safety of Life at Sea (SOLAS).
- 6.3.2 IMO Life Saving Appliances (LSA) Code, including the latest Recommendations of the Code. In particular Resolution MSC.81(70): International Marine Organization Resolution MSC.81(70) entitled Revised Recommendation on Testing of Life-Saving Appliances and appendices, as amended.
- 6.3.3 Rules and Regulations for the Classification of Ships (DNV GL).
- 6.3.4 Canada Shipping Act, 2001 (CSA 2001):
 - a. Life Saving Equipment Regulations
 - b. Marine Machinery Regulations
 - c. Vessel Pollution and Dangerous Chemicals Regulations

- 6.3.5 Transport Canada Publications:
 - a. TP14475 - Canadian Life Saving Appliance Standard
 - b. TP14612 - Approval Procedures for Life Saving Equipment and Structural Fire Protection Products
- 6.3.6 DNV GL Requirements
- 6.3.7 All components supplied shall be adequate to meet the following service conditions:
 - a. Outside air temperature of minus (-) 15 C to plus (+) 35 C;
 - b. Wind velocity of 50 knots; and
 - c. Water temperature of minus (-) 2C to plus (+) 30 C.

7. DESCRIPTION OF REQUIREMENTS

7.1 MAIN EQUIPMENT AND ITEMS TO BE SUPPLIED

The manufacturer/supplier will need to supply the new FRC boat (Open Deck installation) that will be purchased via this procurement specification. Main equipment to be installed as follows:

- 7.1.1 One (1) SOLAS and Transport Canada (TC) approved 6 person Fast Rescue Craft (FRC), can be Fast Rigid Inflatable Rescue Boat (FRIR) 6.1 style or Glass Reinforced Plastic (GRP) Boat or equivalent, capable of being launched from a D-I Davit international Davit with the SERIAL # 1292 with no modification to either the davit or FRC. Boat must be minimum 6 metre nominal length.

Davit Specifications:

System type:	D-NPS.fr.17
S.W.L :per arm:	17.00 kn
Winch Type:	06.17.01
S.W.L on winch drum:	19,82 kn
Hoisting /lowering speed:	50 m/min
Wave compensating speed:	150 m/min

- 7.1.2 One (1) SOLAS approved gasoline outboard engine, suitable for installation with supplied FRC boat capable of towing a 150 Man automatically self-righting liferaft by Survitec SAS. If 2-stroke engine is offered, it has to be of oil injection type – (use of mixed gas/oil is not acceptable).
- 7.1.3 Engines to be electric start with supplied batteries of heavy-duty, marine type either Gel or AGM-type
- 7.1.4 Engine is to be supplied with an enclosed propeller guard.
- 7.1.5 Manufacturer/supplier is responsible to supply any plans required to be approved by DNV GL for the supply including organizing and payment of DNV GL services. Electronic copies of approved drawings including any approval documentation shall be provided to TC.

7.2 REQUIREMENTS OF NEW FRC BOAT AND ACCESSORIES

- 7.2.1 Proposed FRC boat shall be capable of launching and retrieval fully equipped and manned against unfavorable conditions of trim of up to 10° and a list of up to 20°.
- 7.2.2 Proposed FRC boat must currently be in marine service, be of current production and must have Original Equipment Manufacturer (OEM) representation in Canada. The manufacturer's appointed service organization must be capable of providing qualified field service representatives (FSRs), thorough component documentation support, with the capability to provide technical support as well as repairs. The service organization must be capable of delivering these services and parts to Digby, Nova Scotia as well as all major shipyards located in the Atlantic Provinces (NS, NB, PEI and NL) within 48 hours of notification.
- 7.2.3 The new FRC boat must be supplied with all required lowering, hoisting, towing and emergency lines and components for safe deployment, retrieval and rescue operations.
- 7.2.4 The new FRC boat must be equipped with towing point(s) adequate for handling loaded life rafts (150 persons) after boarding via Marine Evacuation System (MES).
- 7.2.5 The new rescue boat must be equipped with an operators console and steering position on the longitudinal centreline of the boat complete with engine controls and any instrumentation as provided by the engine manufacturer. The console is to include a saddle type seat ("Jockey Seat") for the operator.
- 7.2.6 The FRC boat shall be supplied with equipment as required to be fixed to FRC boats. This includes, but is not limited to:
- a. Radar reflector
 - b. Rescue Quoits (2-off)
 - c. Boarding ladder
 - d. Boat hook
 - e. Positioning light
 - f. Towing line (50m)
- 7.2.7 The FRC boat must meet the requirements of the standards set out in section 7 of this document. Additionally, the FRC boat is required to be 'type approved' by one of the (Statutory Inspection Program (DSIP) in accordance with section 7 and accepted by DNV GL for installation on the MV Fundy Rose.

8. EXPERIENCE

- 8.1 The manufacturer/supplier's professional experience, expertise and qualifications are the key to a successful outcome. As such, the manufacturer/supplier must have previous experience in the supply of similar FRC boats on board vessels of comparable size and complexity as the Fundy Rose. The manufacturer/supplier shall also have to verify the availability of qualified personnel/resources in Eastern Canada/Nova Scotia to provide warranty, maintenance and repair services for the future.

9. SUPPLIED DRAWINGS AND INFORMATION

- 9.1 The following documentation will be supplied to the bidders:
- a. Vessel General Arrangement (GA)
 - b. Existing Davit

10. RESPONSIBILITIES OF MANUFACTURER/SUPPLIER AND TC

- 10.1 The manufacturer/supplier is to ensure that all components of the supplied unit and associated components are approved by a Class Society acting as a Recognized Organization (RO) for TCMSS and accepted by DNV GL. Additionally, the FRC boat should meet the LSA Code and be certified for use in Canada as per TP14612 and TP14475, as well as meeting the Life Saving Equipment Regulations.
- 10.2 The manufacturer/supplier is to supply to TC a copy of the Class Compliance Certificate from DNV GL for the FRC boat. The manufacturer/supplier is to supply to TC a copy of the Factory Acceptance Test Certificate (or type approved) for the equipment.
- 10.3 The manufacturing facility shall meet the quality assurance requirements of DNV GL and the IMO LSA Code. Manufacturers of the principle components are to be certified to quality standard of ISO 9001 or greater or equivalent.
- 10.4 The new Fast Rescue Craft is to be delivered to the following:

170 Digby Ferry Road
Saint John, New Brunswick
E2M 0B2

11. IMPOSED CONSTRAINTS

- 11.1 Decisions concerning the revision or definition of key search criteria, as well as contractual obligations and requirements, are excluded from the manufacturer/supplier's services. Manufacturer/supplier personnel must limit themselves to provide comments and recommendations only to the Technical Authority on these issues.
- 11.2 All drawings, reports, data, documents or materials, provided to the manufacturer/supplier by the Government of Canada remain the property of Canada and will be used solely in support of this requirement. The manufacturer/supplier is required to safeguard the preceding information and materials from unauthorized use and must not release them to any third party, person or agency without the express written permission of the Technical Authority. Such information and material must be returned to the Technical Authority upon completion of the services or when requested by the Technical Authority.
- 11.3 All correspondence, either initiated by the manufacturer/supplier personnel or by any section of TC, must be submitted to the Technical Authority. Correspondence is defined as records of conversations or decisions as well as any written correspondence in any format.
- 11.4 The Technical Authority or other authorized departmental government representative must have access at all times to the work that is being performed.

- 11.5 The manufacturer/supplier must ensure that their personnel do not use Government of Canada or TC designations, logos or insignia on any business cards, cubicle/office signs or written/electronic correspondence that in any manner lead others to perceive contracted personnel as being an employee of Government of Canada.

12. QUALITY ASSURANCE AND PROOF OF PERFORMANCE

- 12.1 The new FRC boat must be tested in accordance with the requirements of section 7. The manufacturer/supplier is responsible for providing Factory acceptance test (FAT) test documentation that specifically identifies the serial number of the FRC provided.
- 12.2 Delivery of the FRC boat to the destination indicated in section 10 will be the responsibility of the supplier.
- 12.3 The manufacturer/supplier shall provide a set of detailed installation instructions providing a tests and trials agenda including expected results for verification of all components.

13. CERTIFICATIONS

- 13.1 The manufacturer/supplier shall obtain and provide to TC and DNV GL all required technical Certifications as specified in the applicable rules and codes. These shall include but not be limited to the following:
- 13.1.1 Equipment and Component inspection certificates including all test reports supporting the certifications.
 - 13.1.2 Material test certificates including all test reports supporting the certifications and Type Approval certificates
- 13.2 Two (2) typewritten copies of all above-noted test data must be provided to the Technical Authority (TA) prior to acceptance.

14. DELIVERABLES

- 14.1 The deliverables must be in the form of services provided to the Technical Authority in accordance with the assessment and the products generated thereof.
- 14.2 A meeting will be arranged at the manufacturer/supplier's place of work, or via teleconference with the Technical Authority to discuss the project and deliverables. The manufacturer/supplier will need to supply to the Client with the following:

Prior to ordering the FRC Boat:

- 14.2.1 Conceptual arrangement drawing of FRC boat:
 - 14.2.2 Deployment and retrieval procedure utilized with this type of FRC boat (ex. minimum personnel to deploy, etc.); and
 - 14.2.3 Technical documentation of proposed equipment.
- 14.3 The supply of one (1) FRC boat, gasoline outboard engine and associated equipment as required by this specification. The successful manufacturer/supplier is responsible for the supply and delivery of the new lifesaving equipment to Saint John, New Brunswick, including any and all transportation, duties and taxes.

- 14.4 Three (3) copies each of operational manuals (in English and French) in a bound paper format, explaining the details of the operation of the FRC boat as well as maintenance and parts listing. In addition, one electronic PDF copy each of the manual is to be supplied (in French and English). This includes copies of Type Examination Certificates for FAT, and installation drawings and instructions.
- 14.5 Unless otherwise specified by the Technical Authority, three hard copies and one soft copy of the deliverables must be provided to the Technical Authority. Soft copy deliverables must be provided electronically. In addition, deliverables must be provided according to the following format: MS Word and/or PDF. Other formats may be accepted if approved by the Technical Authority.
- 14.6 The manufacturer/supplier should be aware that the deliverables provided may form part of a subsequent specification or information package provided to another entity. As such, the contractor is advised that this information may be provided to and relied upon by other parties.
- 14.7 The manufacturer/supplier will provide a list of manufacturers recommended spares for a fifteen (15) year lifespan as published in the manufacturer's maintenance manual. The list must include part numbers, lead-time to order, retail prices at time of bid submission, complete with a list of Canadian distributors and service centres.

15. PROJECT SCHEDULE

- 15.1 The Contractor must make the complete delivery on or before August 15, 2020.

16. WARRANTY

- 16.1 The supplier must provide a minimum of one (1) year warranty from the date of completion of contract.
- 16.2 Supplier must indicate if warranty requires Field Service Representative installation and commissioning.