



**RETURN BIDS TO:  
RETOURNER LES SOUMISSIONS À:**

Bid Receiving/Réception des soumissions

Email - courriel: [DFOtenders-soumissionsMPO@dfompo.gc.ca](mailto:DFOtenders-soumissionsMPO@dfompo.gc.ca) & [Stephane.Julien2@dfo-mpo.gc.ca](mailto:Stephane.Julien2@dfo-mpo.gc.ca)

**REQUEST FOR PROPOSAL  
DEMANDE DE PROPOSITION**

Proposal to: Fisheries and Oceans 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 and services listed herein and on any attached sheets at the price(s) set out therefor.

Proposition aux : Pêches et Océans 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 appendices ci-jointes, les biens et les services énumérés ici sur toute feuille ci-annexée, au(x) prix indiqué(s).

Comments: - Commentaries :

THIS DOCUMENT CONTAINS A SECURITY REQUIREMENT

<b>Title – Sujet</b> Placing, Lifting/Removal, Maintaining and the Servicing of Buoys in the Îles-de-la-madeleine.		<b>Date</b> March 11, 2020
<b>Solicitation No. – N° de l’invitation</b> FP802-200023		
<b>Client Reference No. - No. de référence du client</b> FP802-200023		
<b>Solicitation Closes – L’invitation prend fin</b> <b>At / à :</b> 2:00 PM, Eastern Daylight Time (EDT) <b>On / le :</b> April 22, 2020		
<b>F.O.B. – F.A.B</b> Destination	<b>GST – TPS</b> See herein — Voir ci-inclus	<b>Duty – Droits</b> See herein — Voir ci-inclus
<b>Destination of Goods and Services – Destinations des biens et services</b> See herein — Voir ci-inclus		
<b>Instructions</b> See herein — Voir ci-inclus		
<b>Address Inquiries to – Adresser toute demande de renseignements à</b> Stephane Julien <b>Email – courriel:</b> <a href="mailto:Stephane.Julien2@dfo-mpo.gc.ca">Stephane.Julien2@dfo-mpo.gc.ca</a>		

<b>Delivery Required – Livraison exigée</b> See herein — Voir ci-inclus	<b>Delivery Offered – Livraison proposée</b>
<b>Vendor Name, Address and Representative – Nom du vendeur, adresse et représentant du fournisseur/de l’entrepreneur:</b>	
<b>Telephone No. – No. de téléphone</b>	<b>Facsimile No. – No. de télécopieur</b>
<b>Name and title of person authorized to sign on behalf of Vendor (type or print) – Nom et titre de la personne autorisée à signer au nom du fournisseur (taper ou écrire en caractères d’imprimerie)</b>	
<b>Signature</b>	<b>Date</b>



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**May 2018 Medium Complexity Bid Solicitation and Resulting Contract Template (MC)**

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## **PART 1 - GENERAL INFORMATION**

### **1.1 Security Requirements**

There are no security clearances requirements , but there are security requirements indicated in Section 6.1 for this requirement.

### **1.2 Statement of Work**

The Work to be performed is detailed under the Statement of Work at Annex "A".

### **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; Canada-Chile Free Trade Agreement; Comprehensive and Progressive Agreement for Trans-Pacific Partnership; Canada-Colombia Free Trade Agreement; Canada-European Union Comprehensive Economic and Trade Agreement (CETA); Canada-Honduras Free Trade Agreement; Canada-Korea Free Trade Agreement; North American Free Trade Agreement; Canada Panama Free Trade Agreement; Canada-Peru Free Trade Agreement; Canada-Ukraine Free trade agreement and the World Trade Organization Agreement on Government Procurement (WTO-AGP).



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## 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 \(SACC\)](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.

Revision to Departmental Name: As this solicitation is issued by Fisheries and Oceans Canada (DFO), any reference to Public Works and Government Services Canada or PWGSC or its Minister contained in any term, condition or clause of this solicitation, including any individual SACC clauses incorporated by reference, will be interpreted as reference to DFO or its Minister.

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.

Subsection 5.4 of [2003](#), Standard Instructions - Goods or Services - Competitive Requirements, is amended as follows:

Delete: 60 days  
Insert: 120 days

### 2.2 Submission of Bids

Bids must be submitted only to Fisheries and Oceans Canada (DFO) 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 facsimile to DFO will not be accepted.

### 2.3 Former Public Servant

Contracts awarded to former public servants (FPS) in receipt of a pension or of a lump sum payment must bear the closest public scrutiny, and reflect fairness in the spending of public funds. In order to comply with Treasury Board policies and directives on contracts awarded to FPSs, bidders must provide the information required below before contract award. If the answer to the questions and, as applicable the information required have not been received by the time the evaluation of bids is completed, Canada will inform the Bidder of a time frame within which to provide the information. Failure to comply with Canada's request and meet the requirement within the prescribed time frame will render the bid non-responsive.

#### Definitions

For the purposes of this clause, "former public servant" is any former member of a department as defined in the *Financial Administration Act*, R.S., 1985, c. F-11, a former member of the Canadian Armed Forces or a former member of the Royal Canadian Mounted Police. A former public servant may be:

- a. an individual;
- b. an individual who has incorporated;



- 
- c. a partnership made of former public servants; or
  - d. a sole proprietorship or entity where the affected individual has a controlling or major interest in the entity.

"lump sum payment period" means the period measured in weeks of salary, for which payment has been made to facilitate the transition to retirement or to other employment as a result of the implementation of various programs to reduce the size of the Public Service. The lump sum payment period does not include the period of severance pay, which is measured in a like manner.

"pension" means a pension or annual allowance paid under the *Public Service Superannuation Act* (PSSA), R.S., 1985, c. P-36, and any increases paid pursuant to the *Supplementary Retirement Benefits Act*, R.S., 1985, c. S-24 as it affects the PSSA. It does not include pensions payable pursuant to the *Canadian Forces Superannuation Act*, R.S., 1985, c. C-17, the *Defence Services Pension Continuation Act*, 1970, c. D-3, the *Royal Canadian Mounted Police Pension Continuation Act*, 1970, c. R-10, and the *Royal Canadian Mounted Police Superannuation Act*, R.S., 1985, c. R-11, the *Members of Parliament Retiring Allowances Act*, R.S. 1985, c. M-5, and that portion of pension payable to the *Canada Pension Plan Act*, R.S., 1985, c. C-8.

#### Former Public Servant in Receipt of a Pension

As per the above definitions, is the Bidder a FPS in receipt of a pension? **Yes ( ) No ( )**

If so, the Bidder must provide the following information, for all FPSs in receipt of a pension, as applicable:

- a. name of former public servant;
- b. date of termination of employment or retirement from the Public Service.

By providing this information, Bidders agree that the successful Bidder's status, with respect to being a former public servant in receipt of a pension, will be reported on departmental websites as part of the published proactive disclosure reports in accordance with Contracting Policy Notice: 2012-2 and the Guidelines on the Proactive Disclosure of Contracts.

#### Work Force Adjustment Directive

Is the Bidder a FPS who received a lump sum payment pursuant to the terms of the Work Force Adjustment Directive? **Yes ( ) No ( )**

If so, the Bidder must provide the following information:

- a. name of former public servant;
- b. conditions of the lump sum payment incentive;
- c. date of termination of employment;
- d. amount of lump sum payment;
- e. rate of pay on which lump sum payment is based;
- f. period of lump sum payment including start date, end date and number of weeks;



- 
- g. number and amount (professional fees) of other contracts subject to the restrictions of a work force adjustment program.

For all contracts awarded during the lump sum payment period, the total amount of fees that may be paid to a FPS who received a lump sum payment is \$5,000, including Applicable Taxes.

#### **2.4 Enquiries - Bid Solicitation**

All enquiries must be submitted in writing to the Contracting Authority no later than ten (10) 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.

#### **2.5 Applicable Laws**

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

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**

Canada requests that bidders provide their bid in separately bound/saved sections as follows:

**Section I: Technical Bid** (1) one soft copy in PDF format by email

**Section II: Financial Bid** (1) one soft copy in PDF format by email

**Section III: Certifications** (1) one soft copy in PDF format by email

**Section IV : Additional information** (1) one soft copy in PDF format by email

The maximum size per email (including attachments) is limited to 10MB. If the limit is exceeded, your email might not be received by DFO. It is suggested that you compress the email size or send multiple emails to ensure delivery. Bidders are responsible to send their proposal and to allow enough time for DFO to receive the proposal by the closing period indicated in the RFP.

For bids transmitted by email, DFO will not be responsible for any failure attributable to the transmission or receipt of the email bid. DFO will send a confirmation email to the Bidders when the submission is received.

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

#### **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).

#### **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**

Proposals will be evaluated in accordance with the mandatory evaluation criteria as detailed herein. Bidders' Proposals must clearly demonstrate that they meet all Mandatory Requirements for the proposal to be considered for further evaluation. Proposals not meeting the mandatory criteria will be excluded from further consideration.

The Crown reserves the right to validate all information provided in the bid.

**The Bidder must include the following table in their proposal, indicating that their proposal meets the mandatory criteria, and providing the proposal page number or section that contains information to verify that the criteria has been met.**

**The Bidder must provide in their bid the evidence that he or she meets each criterion mandatory mentioned below.**

The following mandatory criteria will be assessed:

No.	Mandatory Requirement	Criteria Met (✓)	Proposal Cross-reference Page
<b>M1</b>	The Bidder <b>MUST</b> complete and submit at or before Bid Close date, ANNEXE B - BASIS OF PAYMENT Table 1 to Table 10.		
<b>M2</b>	The Bidder <b>MUST</b> provide by or before Bid Close date, a copy of Transport Canada's Hull Construction Compliance Certificate for the vessels to be used in this contract.		
<b>M3</b>	The Bidder <b>MUST</b> submit by or before Bid Close date, a copy of the Certificate of Compliance with the Lifting Equipment Regulations for the lifting devices that will be used in this contract.		
<b>M4</b>	The Bidder <b>MUST</b> provide with his tender, the characteristics of the vessel or vessels used which demonstrate a minimum lifting capacity of 3,000 Kg.		



#### 4.1.1.2 Rated Requirements

The assessed technical requirements are shown in Table 2 (Rated Requirements).

The maximum points for each requirement is indicated.

An overall result of 70% must be obtained for the bid to be considered acceptable.

Bidders will be evaluated on how their proposal meets the stated requirements for each item.

No.	Description	Ref.	Criteria	Point/Item	Max. points	Result
<b>R1</b>	<p><b>Work experience in the maritime field</b></p> <p>The Bidder should submit <b>two work projects</b> that were carried out in the last 10 years. In addition to the description of the projects, the Bidder must provide the characteristics of the vessel(s) used.</p> <p>The projects must be similar to buoy tending work in that they include the use of lifting devices and the use of positioning equipment in the marine environment.</p>		<p>Evaluation: number of points per project. Max 5 pts/project. The maximum that a project can obtain is 5 points.</p> <ol style="list-style-type: none"> <li>1) If the project is about buoy tending, the installation of a beacon (or other marking/signalling) to guide navigation to a port or channel: <b>5 pts</b></li> <li>2) If the project includes the use of a crane or hoist for the transfer of loads (equipment, cargo or other): <b>3 pts</b></li> <li>3) If the project is about towing, thrust manoeuvre action, hauling, or taking aboard mooring lines on a ship or a floating object: <b>2 pts</b></li> <li>4) If the project is about dredging: <b>1 pt</b></li> </ol>	5 pts / projet	10	
<b>R2</b>	<p>The Bidder should provide a description of the seagoing personnel for the vessels the Bidder intends to use in this contract. Indicate the number of years of experience of the crew members holding a certificate in accordance with Transport Canada regulations for seagoing personnel.</p>		<p>For assessment purposes, a maximum number of four crew members will be evaluated: Number of years of <b>combined</b> experience for the crew:</p> <ul style="list-style-type: none"> <li>• 348 months and more: 20 pts</li> <li>• between 228 months and less than 348 months: 15 pts</li> <li>• between 108 months and less than 228 months: 10 pts</li> <li>• between 60 months and less than 108 months: 8 pts</li> <li>• more than 24 months and less than 60 months: 5 pts.</li> </ul>	20 pts.	20	



No.	Description	Ref.	Criteria	Point/Item	Max. points	Result
<b>R3</b>	If there is more than one vessel which will be used for this contract, please identify the main vessel that the Bidder intends to use. Indicate the loading capacity of the deck of this vessel.	6.1.10 App E	Indicate the number of lighted buoys that can be loaded on the deck per voyage. The required surface area is 36 m <sup>2</sup> per buoy. <ul style="list-style-type: none"> <li>• 1 buoy: 7 pts</li> <li>• 2 buoys: 8 pts</li> <li>• 3 buoys: 9 pts</li> <li>• 4 buoys and +: 10 pts</li> </ul>	10 pts	10 pts	
<b>R4</b>	The proposal should demonstrate the clearance of the crane for the vessel identified in 2a.	6.1.10 App E	a) Less than 3 m: 4 pts b) 3 to 4 m: 7 pts. c) 5 to 6 m: 8 pts d) Greater than 6 m: 10 pts	10 pts	10 pts	
Le soumissionnaire doit obtenir un minimum de 30 points (70%) pour être considéré					<b>50</b>	

#### 4.1.2 Financial Evaluation

SACC Manual Clause [A0222T](#) (2014-06-26), Evaluation of Price - Canadian / Foreign Bidders

#### 4.2 Basis of Selection

##### 4.2.1 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 70% specified for the technical evaluation, and
2. Bids not meeting (choose "(a) or (b) or (c)" OR "(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).

<b>Basis of Selection - Highest Combined Rating Technical Merit (60%) and Price (40%)</b>				
		<b>Bidder 1</b>	<b>Bidder 2</b>	<b>Bidder 3</b>
<b>Overall Technical Score</b>		115/135	89/135	92/135
<b>Bid Evaluated Price</b>		\$55,000.00	\$50,000.00	\$45,000.00
<b>Calculations</b>	<b>Technical Merit Score</b>	$115/135 \times 60 = 51.11$	$89/135 \times 60 = 39.56$	$92/135 \times 60 = 40.89$
	<b>Pricing Score</b>	$45/55 \times 40 = 32.73$	$45/50 \times 40 = 36.00$	$45/45 \times 40 = 40.00$
<b>Combined Rating</b>		83.84	75.56	80.89
<b>Overall Rating</b>		<b>1st</b>	<b>3rd</b>	<b>2nd</b>



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## 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 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 Federal Contractors Program for Employment Equity - Bid Certification

By submitting a bid, the Bidder certifies that the Bidder, and any of the Bidder's members if the Bidder is a Joint Venture, is not named on the Federal Contractors Program (FCP) for employment equity "[FCP Limited Eligibility to Bid](#)" list available at the bottom of the page of the [Employment and Social Development Canada \(ESDC\) - Labour's](#) website (<https://www.canada.ca/en/employment-social-development/programs/employment-equity/federal-contractor-program.html#>).

Canada will have the right to declare a bid non-responsive if the Bidder, or any member of the Bidder if the Bidder is a Joint Venture, appears on the "[FCP Limited Eligibility to Bid](#)" list at the time of contract award.



**5.2.3 Insurance**

The Contractor must forward to the Contracting Authority within ten (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.

**5.3 Additional Certifications Precedent to Contract Award**

**5.3.1 Contractor's Representative**

The Contractor's Representative for the Contract is:

Name: \_\_\_\_\_  
 Title: \_\_\_\_\_  
 Address: \_\_\_\_\_  
 Telephone: \_\_\_\_\_  
 Facsimile: \_\_\_\_\_  
 E-mail: \_\_\_\_\_

**5.3.2 Supplementary Contractor Information**

Pursuant to paragraph 221 (1)(d) of the Income Tax Act, payments made by departments and agencies under applicable services contracts (including contracts involving a mix of goods and services) must be reported on a T4-A supplementary slip.

To enable the Department of Fisheries and Oceans to comply with this requirement, the Contractor hereby agrees to provide the following information which it certifies to be correct, complete, and fully discloses the identification of this Contractor:

**a)** The legal name of the entity or individual, as applicable (the name associated with the Social Insurance Number (SIN) or Business Number (BN), as well as the address and the postal code:

\_\_\_\_\_

**b)** The status of the contractor (individual, unincorporated business, corporation or partnership:

\_\_\_\_\_

**c)** For individuals and unincorporated businesses, the contractor's SIN and, if applicable, the BN, or if applicable, the Goods and Services Tax (GST)/Harmonized Sales Tax (HST) number:

\_\_\_\_\_

**d)** For corporations, the BN, or if this is not available, the GST/HST number. If there is no BN or GST/HST number, the T2 Corporation Tax number must be shown:

\_\_\_\_\_

**The following certification signed by the contractor or an authorized officer:**

"I certify that I have examined the information provided above and that it is correct and complete"

\_\_\_\_\_  
Print Name of Signatory

\_\_\_\_\_  
Signature



## 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 The supplier and all individuals assigned to work on the contract or arrangement MUST NOT have access to PROTECTED or CLASSIFIED information/assets.
- 6.1.2 The supplier and all individuals assigned to work on the contract or arrangement MUST NOT have unescorted access to restricted access areas of Fisheries and Oceans Canada facilities, or Canadian Coast Guard vessels.
- 6.1.3 The supplier and all individuals assigned to work on the contract or arrangement MUST NOT remove any PROTECTED or CLASSIFIED information/assets from DFO site(s).
- 6.1.4 Subcontracts or arrangements with a third party are not to be awarded without the prior written permission of the Contracting Authority (i.e. a new SRCL must be submitted and processed following the same procedure as for the initial contract).

### 6.2 Statement of Work

The Contractor must perform the work detailed under Annex "A" Statement of Work.

### 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

**2010B** (2018-06-21), General Conditions - Professional Services (Medium Complexity) apply to and form part of the Contract.

**6.3.2 Subsection 10** of **2010B** (2018-06-21), General Conditions - Professional Services (Medium Complexity) – Invoice submission, is amended as follows:

**Delete:** **2010B 10** (2013-03-21) Invoice submission

**Insert: Invoice submission**

1. Invoices must be submitted in the Contractor's name to [DFO.invoicing-facturation.MPO@canada.ca](mailto:DFO.invoicing-facturation.MPO@canada.ca). The Contractor must submit invoices for each delivery or shipment; invoices must only apply to the Contract. Each invoice must indicate whether it covers partial or final delivery.
2. Invoices must show:
  - a. Contractor's Name and remittance physical address;
  - b. Contractor's CRA Business Number or Procurement Business Number (PBN);
  - c. Invoice Date;
  - d. Invoice Number;
  - e. Invoice Amount (broken down into item and tax amounts);



- f. Invoice Currency (if not in Canadian dollars);
  - g. DFO Reference Number (PO Number or other valid reference number);
  - h. DFO Contact Name (DFO employee who initiated the order or to whom the goods were sent. **Note:** Invoice will be return to the Contractor if that information is not provided);
  - i. Description of the goods or services supplied (provide details of expenditures (such as item, quantity, unit of issue, fixed time labour rates and level of effort, subcontracts, as applicable) in accordance with the Basis of Payment, exclusive of Applicable Taxes;
  - j. deduction for holdback, if applicable;
  - k. the extension of the totals, if applicable; and
  - l. if applicable, the method of shipment together with date, case numbers and part or reference numbers, shipment charges and any other additional charges.
3. Applicable Taxes must be specified on all invoices as a separate item along with corresponding registration numbers from the tax authorities. All items that are zero-rated, exempt or to which Applicable Taxes do not apply, must be identified as such on all invoices.
  4. By submitting an invoice, the Contractor certifies that the invoice is consistent with the Work delivered and is in accordance with the Contract.

## **6.4 Term of Contract**

### **6.4.1 Period of the Contract**

The period of the Contract is from date of Contract award to December 31, 2020 inclusive

### **6.4.2 Option to Extend the Contract**

The Contractor grants to Canada the irrevocable option to extend the term of the Contract by up to two (2) additional one (1) year periods, under the same conditions. The Contractor agrees that, during the extended period of the Contract, it will be paid in accordance with the applicable provisions as set out in the Basis of Payment.

## **6.5 Authorities**

### **6.5.1 Contracting Authority**

The Contracting Authority for the Contract is:

Name: Stephane Julien  
Title: Senior Contracting Officer  
Fisheries and Oceans Canada  
Directorate: Materiel and Procurement Services  
Address: 200 Kent Street, (9E0254)  
Ottawa, ON K1A 0E6  
Telephone: 343-548-5181  
E-mail address: [stephane.julien2@dfo-mpo.gc.ca](mailto:stephane.julien2@dfo-mpo.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 Project Authority**

The Project Authority for the Contract is: *(to be provided at the time of contract award)*

Name: \_\_\_\_\_  
Title: \_\_\_\_\_  
Organization: \_\_\_\_\_  
Address: \_\_\_\_\_

Telephone: \_\_\_\_\_  
Facsimile: \_\_\_\_\_  
E-mail address: \_\_\_\_\_

The Project Authority 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 Project Authority, however the Project 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 provided at the time of contract award)***

Name: \_\_\_\_\_  
Title: \_\_\_\_\_  
Organization: \_\_\_\_\_  
Address: \_\_\_\_\_

Telephone: \_\_\_\_\_  
Facsimile: \_\_\_\_\_  
E-mail address: \_\_\_\_\_

**6.6 Proactive Disclosure of Contracts with Former Public Servants**

By providing information on its status, with respect to being a former public servant in receipt of a [Public Service Superannuation Act](#) (PSSA) pension, the Contractor has agreed that this information will be reported on departmental websites as part of the published proactive disclosure reports, in accordance with [Contracting Policy Notice: 2012-2](#) of the Treasury Board Secretariat of Canada.

**6.7 Payment**

**6.7.1 Basis of Payment**

6.7.1.1 In consideration of the Contractor satisfactorily completing all of its obligations under the Contract, the Contractor will be paid a firm price of \$ \$ **(To be inserted at contract award)**. Customs duties are included and Applicable Taxes are extra.

6.7.1.2 All prices and amounts of money in the Contract are exclusive of the Goods and Services Tax (GST) or Harmonized Sales Tax (HST), whichever is applicable, unless otherwise indicated. GST or HST, to the extent applicable, will be incorporated into all invoices and progress claims for goods supplied or work performed and will be paid by Her Majesty.



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The Contractor agrees to remit to Canada Revenue Agency any GST or HST paid or due.

6.7.1.3 Any payment by Her Majesty under this contract is subject to there being an appropriation for the fiscal year in which the payment is to be made.

#### **6.7.2 Limitation of price**

6.7.2.1 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.

#### **6.7.3 Method of Payment – Monthly Payments**

Canada will pay the Contractor on a monthly basis for work performed during the month covered by the invoice 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 performed has been accepted by Canada.

#### **6.7.4 Electronic Payment of Invoices – Contract**

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

- a. MasterCard Acquisition Card;
- b. Direct Deposit (Domestic and International);
- c. Wire Transfer (international only)

#### **6.8 Invoicing Instructions**

6.8.1 The Contractor must submit invoices in accordance with subsection 6.3.2 entitled “Invoice Submission” above. Invoices cannot be submitted until all work identified in the invoice is completed.

Each invoice must be supported by:

- a. a copy of time sheets to support the time claimed;
- b. a copy of the release document and any other documents as specified in the Contract;
- c. a copy of the required reports (if applicable)

6.8.2 Payments will be made provided that the invoice(s) are emailed to DFO Accounts Payable at [DFO.invoicing-facturation.MPO@canada.ca](mailto:DFO.invoicing-facturation.MPO@canada.ca) & provides the required information as stated in subsection 6.8.1 above.



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## **6.9 Certifications and Additional Information**

### **6.9.1 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.

### **6.10 Applicable Laws**

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

### **6.11 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 2010B (2018-06-21) - Professional Services (Medium Complexity );
- (c) Annex A, Statement of Work;
- (d) Annex B, Basis of Payment;
- (e) Annex C, Security Requirements Check List;
- (f) the Contractor's bid dated \_\_\_\_\_ (*insert date of bid*) (*If the bid was clarified or amended, insert at the time of contract award: “, as clarified on \_\_\_\_\_” or “, as amended on \_\_\_\_\_” and insert date(s) of clarification(s) or amendment(s)*).

### **6.12 Insurance – Specific Requirements G1001C (2013-11-06)**

The Contractor must comply with the insurance requirements specified in Annex D. 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.

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.

The Contractor must forward to the Contracting Authority within ten (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. For Canadian-based Contractors, coverage must be placed with an Insurer licensed to carry out business in Canada, however, for Foreign-based Contractors; coverage must be placed with an Insurer with an A.M. Best Rating no less than “A-”. The Contractor must, if requested by the Contracting Authority, forward to Canada a certified true copy of all applicable insurance policies.

### **6.13 SACC Manual Clauses**

A9141C (2008-05-12) Vessel Condition



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## ANNEX «A » -STATEMENT OF WORK

### SPECIFICATIONS FOR PLACEMENT, REMOVAL AND TROUBLESHOOTING SERVICES MAGDALEN ISLANDS BUOYS

#### 1.0 OBJECTIVE

The Canadian Coast Guard (CCG) Central and Arctic Region requires buoy tending services, including maintenance, placement, removal, and troubleshooting services for buoys.

#### 2.0 BACKGROUND

This document covers the needs identified by CCG for placement, removal and at-sea troubleshooting of 60 buoys: 49 summer buoys (synthetic material) and 11 winter spars (steel) in the Magdalen Islands.

#### 3.0 STANDARDS AND REFERENCES

##### Standards

The following standards apply to the vessel(s), their crews and sea-going personnel.

- a) When regulations require it, a valid certificate of compliance with Transport Canada's *Hull Construction Regulations*
- b) Valid certificate of compliance with the *Tackle Regulations*
- c) Valid certificate of compliance with the *Marine Personnel Regulations*
- d) *Canada Labour Code*
- e) *Maritime Occupational Health and Safety Regulations*
- f) Fleet Safety and Security Manual (DFO/5737)

##### Criteria

The following documents are an integral part of these specifications. They define in more precise terms certain requirements.

- a) Appendix A: Procedure for Handling Floating Aids
- b) Appendix B: Service Levels for the Contractor for Placement, Removal and Troubleshooting of Buoys in the Magdalen Islands
- c) Appendix C: Positioning Procedure for Floating Aids and Example of a Sketch Showing Different Offset Values
- d) Appendix D: DGPS Terms of Use

##### Reference

- a) Appendix E: Buoy Data Card
- b) Appendix F: "Buoy Service Report" Form
- c) Appendix F.1: Instructions for "Buoy Service Report" Form
- d) Appendix G: Statistics on Floating Aid Failures in the Magdalen Islands
- e) Appendix H: Buoy Information



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#### 4.0 CONTRACTOR'S OBLIGATIONS

**The Contractor must obtain and maintain all permits, licenses and certifications of approval required for the work to be performed under any applicable federal, provincial or municipal legislation. The Contractor is responsible for any changes imposed by such legislation or regulation. Upon request, the Contractor must provide a copy of any such permit, license or certification to Fisheries and Oceans Canada.**

#### 5.0 SCOPE

- a) The Contractor shall provide buoy tending services as defined in this document.
- b) The Contractor shall perform the work in the areas defined in the contract.
- c) The Contractor shall present operational plans and reports and contact the relevant CCG authorities to notify them of any service downtime and when service has been re-established.
- d) The Contractor shall, if the CCG representative requests it, perform buoy tending services for the five buoys identified as optional in the contract.

#### 6.0 OPERATING AREAS

##### **Magdalen Islands**

The Contractor shall provide buoy tending services in the following areas:

- a) L'étang-du-Nord
- b) Grande Entrée harbour channel
- c) Cap-aux-Meules
- d) Havre-aux-Maisons
- e) Cap-Vert
- f) Havre-Aubert
- g) Île d'Entrée passage
- h) Pointe de l'Est
- i) Pointe Old-Harry
- j) Off Île de la Grande Entrée
- k) Alright Reef
- l) La Perle

#### 7.0 OPERATIONAL REQUIREMENTS

##### **Vessel and crewing**

The Contractor shall provide the crew, vessel or group of vessels, lifting machinery and other equipment required for the placement, removal and troubleshooting of the buoys identified in Appendix E, Buoy Data Card.



Within ten (10) days of accepting the offer, the Contractor shall provide the name and certificates issued by Transport Canada for the vessel(s) to be used, as well as the information below. Should a new vessel be added or used temporarily, the Contractor shall provide the certificates requested before this vessel is put in service.

- a) vessel name
- b) vessel registration number
- c) list of equipment
- d) type(s) of vessel(s) used
- e) capacity of buoy and mooring lifting machinery
- f) certificates of compliance for lifting machinery in accordance with the *Tackle Regulations*
- g) a photograph of the vessel(s)

The vessel and its crew shall comply with the requirements of the *Canada Shipping Act, 2001*.

Lifting machinery shall comply with the *Tackle Regulations*. It shall be operated within its limits and in accordance with the manufacturer's guidelines.

The Contractor shall provide equipment qualified to perform buoyage work as defined in this document and in accordance with the *Marine Personnel Regulations*.

The Contractor shall comply with the *Maritime Occupational Health and Safety Regulations* at all times. The Contractor shall obtain a letter from the Commission des normes, de l'équité, de la santé et de la sécurité du travail stating that the work methods it plans to use in the performance of this contract are acceptable.

The Contractor shall present a health and safety program for the applicable activities under this contract. The program shall remain in effect for the entire duration of the contract and meet the following requirements:

- a) identify the risks specific to each category of tasks to be performed as required and the corresponding preventive measures
- b) indicate who is responsible for enforcing preventive measures
- c) determine the procedures for the use of equipment on board the vessel
- d) include the procedure to follow in the event of an accident

The vessel shall have the manoeuvrability to safely maintain its position while in proximity to hazards in a variety of sea, current, tide and weather conditions.

The vessel shall have sufficient dynamic stability to safely perform the buoyage work, taking into account considerations such as deck loading, load transfer to the top of the masts, and heeling caused by an operation that is not necessarily along the vessel's centreline.

For work on a three (3) metre buoy, the minimum vertical clearance of the crane shall be eight (8) metres, and obstruction on the deck has been estimated at 36 metres squared, which is the space required for handling (placement/removal) and the mooring system.

### **Levels of service**

In accordance with the service levels defined in Appendix B, for buoy placement and removal activities, the Contractor shall be able to provide the following types of service:



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buoy placement  
buoy removal  
buoy replacement  
checking buoy positions  
buoy repositioning

In accordance with the levels of service defined in Appendix B, for buoy troubleshooting activities, the Contractor shall be able to provide the following types of service:

buoy replacement

checking and/or repositioning a buoy

checking or replacing a lantern (for light buoys)

checking or replacing a chain or anchor

recovering a buoy in the Contractor's work zone

any other tasks relating to buoys in the water

For the specific dates for placement and removal, the Contractor shall refer to the instructions provided by CCG in the buoy placement and removal program.

For troubleshooting activities, the Contractor shall be able to intervene within the time set out in the levels of service or within a time deemed reasonable by CCG (weather conditions) following a report of a buoy failure. The response time for a notice to shipping (NOTSHIP) shall be two days for all buoys under this contract, including the optional buoys.

If the Contractor is unable to comply with the established times, it shall notify a CCG representative and provide information on the time when it can service the equipment.

The Contractor shall be reachable 24 hours a day, 7 days a week.

CCG issues notices to shipping (NOTSHIP) to inform mariners of hazards to navigation, defective aids to navigation, and other information important to navigation. These notices are posted on the CCG website.

The Contractor shall continuously monitor the notice to shipping page for its operation zone and respond to service interruptions communicated through NOTSHIP without any additional instruction from CCG.

Notwithstanding the foregoing, the Contractor may receive a notice of a problem from any of the following entities before a notice to shipping is issued: the CCG operations centre, a CCG base, a CCG radio station, or a CCG representative.

The Contractor shall have a means of communication on its vessels while it carries out activities that could be considered part of the requirements.

The Contractor shall not open buoy manholes, since it has been shown that the buoy's hull can contain combustible gases that could endanger the lives of workers.

### **Pre-season activities**



Ten business days before the planned date of delivery, the Contractor shall make arrangements with the contractor in charge of buoy maintenance to deliver the equipment (buoys, chains, shackles, sinkers, lights, etc.) to the Cap-aux-Meules wharf.

The Contractor shall take the necessary action to identify the equipment and accessories it suspects are non-compliant. The nominal diameters for the chains and lifting rings are given in tables 1 and 2. Non-compliant equipment shall be identified as followed:

- a) Chains  
Fluorescent orange paint on both ends and on the links with the smallest diameters.
- b) Anchors, sinkers, and counterweights  
Fluorescent orange X on the surface or the location with the weakness.
- c) Rings  
Fluorescent orange paint on the smallest diameter.
- d) Other accessories shall be kept in barrels marked with fluorescent orange paint for verification and repair or disposal, as required.
- e) When in doubt, buoy tending equipment shall be set aside and identified as defective.

**Table 1: Standard minimum diameters for chains**

Initial dimension		Minimum diameter	
inch	cm	inch	cm
1/2	1.27	13/32	1.04
5/8	1.59	1/2	1.27
3/4	1.9	5/8	1.59
7/8	2.22	23/32	1.83
1	2.54	13/16	2.06
1 1/8	2.86	7/8	2.22
1 1/2	3.81	1 7/32	3.10

The Contractor shall visually inspect mooring rings for cracks. If necessary, hit the side of the ring with a mallet to check its soundness. Cracked rings will not respond in the same way as intact rings. The sounds and vibrations produced are different. If in doubt, measure the ring against the data in table 2:

**Table 2: Minimum standards for lifting rings**

Nominal sinker mass		Minimum diameter of lifting ring	
lbs	kg	in	cm
300	136	7/32	.56
500	227	9/32	.71
1000	453	13/32	1.04
2000	907	17/32	1.35
3000	1360	5/8	1.59
4000	1814	3/4	1.90
5000	2268	27/32	2.13
6000	2721	29/32	2.31
6500	2948	15/16	2.39
8000	3629	1 1/16	2.69



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The Contractor shall contact the CCG representative about any issues with repair or maintenance of the buoys delivered to it by the contractor responsible for buoy maintenance, if applicable.

If necessary, the Contractor shall make arrangements with the Cap-aux-Meules wharf authorities for temporary storage of buoys and equipment during placement, removal and troubleshooting.

Prior to proceeding with buoy mooring or removal, the Contractor shall submit to the CCG representative for approval a schedule indicating the anticipated dates, by sector, for mooring and removal of said aids to navigation. This plan shall be submitted no later than 15 days prior to the scheduled start date of operations.

## **8.0 BUOY TYPE**

### **Year-round buoys**

A year-round buoy is operational and considered to be “in service” year round; therefore, it is not commissioned. In some areas, the Contractor shall check year-round buoys for correct position and for the condition of numbers and tape, which may require replacement. Buoys found to be off position shall be immediately placed on position by the Contractor. The Contractor shall clean the buoys and replace damaged lettering and/or retro-reflective material as required.

Planned maintenance shall be performed as needed and based on ice, water and current conditions.

### **Seasonal buoys**

As applicable, the Contractor shall replace the summer buoys with winter spars or remove them completely, including the mooring assembly of chain and anchor.

The Contractor shall verify buoy position for any buoy replaced with a winter spar. Buoys found to be off position shall be immediately placed on position.

For a lighted buoy replaced with a winter buoy or vice-versa, the buoy is removed for the winter or installed at opening of the navigation season.

If a buoy is equipped with a lantern, the Contractor shall check that it is operating properly and then remove it from the buoy. The Contractor shall clean the lantern with soapy water and check visually for any damage. The Contractor shall tag the lantern with the buoy number and transfer it to the contractor responsible for maintenance.

All buoy lanterns are self-contained units that include a solar panel, battery and light. Lanterns shall be placed on the appropriate buoys during the commissioning process. Lanterns must be tagged and identified by a buoy number when given to the Contractor.

The Contractor shall ensure that solar panels and lantern lenses are free from dirt or other debris.

The Contractor shall ensure that after being placed on the buoy, the lantern is operating and displaying the proper flash characteristic.

## **9.0 REQUIREMENTS FOR PREPARING REPORT**



The service report is the document most frequently used for this contract; refer to Appendix F “Buoy Service Report” and see Appendix F.1 “Buoy Service Report Instructions.”

Before placing the buoys, the Contractor shall refer to the inspection report documentation provided by the contractor responsible for maintenance to ensure that the buoy tending material used (buoys, chains, shackles, etc.) has been inspected and maintained and is operating properly. Any discrepancy in the equipment provided must be reported to the contractor responsible for maintenance within 48 hours of its receipt. The Contractor shall also provide a discrepancy report to CCG.

The Contractor shall complete the form “Buoy Service Report” (Appendix F) for each intervention on the buoys, as defined in this document.

After placing the buoys in the water, the Contractor is responsible for keeping an inventory of certain equipment (chains, shackles, lanterns, etc.) that may be kept on board the vessel to expedite and facilitate the most common troubleshooting activities. As needed, the required equipment on the Contractor’s inventory list can be replaced by contacting the contractor responsible for maintaining buoys and equipment. The Contractor shall submit an inventory report to the CCG representative twice per year, indicating the replaced or discarded components.

Prior to placing or removing buoys, the Contractor shall submit the order in which he or she plans to place or remove the buoys to the CCG representative for approval. This plan must be submitted two weeks prior to the scheduled start of the operation and shall also establish the planned dates for placing or removing the aids to navigation, by sector.

## **10.0 CANADIAN COAST GUARD RESPONSIBILITIES**

### **Inspection**

- a) CCG reserves the right to inspect the condition and correct positioning of buoys. The Contractor shall provide marine transportation to CCG personnel for inspections.
- b) Inspections will be scheduled once per year. The inspection date will be scheduled by mutual agreement with the Contractor, but no later than 30 days after commissioning.
- c) Up to 33 % of buoys at a site (area) may be inspected, except where the error rate is high. In that case, CCG may increase the number of buoys to be inspected at no extra cost to CCG.

### **Inventory and documents provided by the Coast Guard**

- a) CCG will provide an inventory of the buoys and equipment required for service needs via the representative in charge of buoy and equipment maintenance. An inventory list will be provided to the Contractor, who shall then be responsible for updating it.
- b) CCG will provide the Buoy Data Cards and subsequent updates to the Contractor.
- c) The required service levels are defined in Appendix B (Service Levels).
- d) CCG will provide a copy of safety notices that will come into effect for the buoy tending work as soon as possible.
- e) The form “Buoy Service Report” can be found in Appendices F and F.1.



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- f) From its entry into force and throughout the duration of this contract, the CCG representative will be able to provide the Contractor with the information and instructions needed to perform the work. The following information will be provided to the Contractor before the start of operations:
- i. Establishment program;
  - ii. Removal program.



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## 11. WORK SPECIFICATIONS

### Buoy placement

Before loading begins, the Contractor shall ensure that all buoy tending equipment is compliant with established standards and is properly identified as compliant with a tag. The tag attached by the contractor responsible for maintenance must contain the following information:

- a) Compliance of chains and anchorage
  - i. Name of inspector
  - ii. Length and diameter of the chain
  - iii. Month and year of inspection
  - iv. Weight of the anchorage
  
- b) Compliance of shackles and other accessories
  - i. New shackle pin
  - ii. Other accessories shall be tagged on the bridle.

Prior to the annual placement of buoys, the Contractor shall contact CCG to verify the information on the "Buoy Data Card" (Appendix E).

Loading/unloading shall be performed in accordance with recognized safety standards.

For placement, the buoy and its equipment shall be prepared in accordance with the information provided on the "Buoy Data Card" (Appendix E).

During the preparation and prior to placement in the water, the Contractor shall ensure the lantern is functioning properly.

The characteristics of the lantern (period off and on) must meet the specifications on the "Buoy Data Card" (Appendix E).

The positioning will be determined using the methods prescribed in the service levels detailed in Appendix B and Appendix C (Procedure for positioning floating aids).

When a winter spar is being replaced with a summer lighted buoy, the buoy anchorage system shall be systematically and completely replaced.

When buoys are being placed, the Contractor shall complete the form "Buoy Service Report" (refer to appendices F and F.1) for each buoy placed in the water. This Buoy Service Report shall be duly signed by the Contractor and sent to the CCG representative within seven (7) days of the buoy placement.

The Contractor shall inform the CCG representative at the end of each buoy tending day, by telephone or through the Les Escoumins MCTS, of each buoy placement.

Any damage or abnormal situation arising during placement shall be reported to the CCG representative on the form "Buoy Service Report" (appendices F and F.1).

### Buoy removal

For buoy removal operations, the Contractor shall provide lifting equipment that, in addition to lifting the anchorage system, can compensate for the suction of anchors buried in the seabed and for the weight of any water remaining in the buoy or ice in its structures.

All shackles removed from an anchorage system following an intervention shall be systematically replaced. These replaced shackles shall be returned to the contractor in charge of maintaining the buoys and equipment, if applicable.



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When buoys are being removed, the Contractor shall complete the form “Buoy Service Report” (refer to Appendices F and F.1) for each buoy removed. This Buoy Service Report shall be duly signed by the Contractor and sent to the CCG representative within 7 days of the buoy removal.

The Contractor shall inform the CCG representative, by telephone or through the Les Escoumins MCTS, that each of the buoys has been removed at the end of the buoy tending day. Any damage or abnormal situations encountered during buoy removal shall be reported to the CCG representative on the form “Buoy Service Report” (appendices F and F.1).

### **Troubleshooting**

If a buoy requires intervention (failure, off position, etc.), the Contractor must immediately contact the Les Escoumins MCTS centre (418-233-2308) and remedy the problem as soon as possible. Once the problem has been resolved, the Contractor shall again immediately inform the Les Escoumins MCTS centre at the same number. This procedure makes it possible to issue and cancel a notice to shipping.

To facilitate troubleshooting and ensure the necessary equipment is on board to repair the damaged buoy(s), the Contractor must obtain as much information as possible about the nature of the damage.

The Contractor shall ensure that the necessary equipment and replacement parts are on board to perform the troubleshooting. If these parts are kept on board, interior storage spaces must be provided (solar sensors, lanterns, shackles, etc.). The Contractor shall inform the contractor responsible for maintaining aids to navigation so as to obtain the replacement parts needed to maintain this inventory.

During a troubleshooting intervention, the Contractor shall ensure that all buoy equipment is functioning properly and that the buoy positioning is accurate (full verification). The Contractor is required to complete the “Buoy Service Report” form.

After the troubleshooting intervention, the Contractor shall return defective equipment removed from the buoys to the contractor in charge of maintaining buoys and equipment within 15 days of the end of operations.

If an aid's light or daytime colour characteristics are obscured by bird guano or other debris, the Contractor shall clean the buoy and replace damaged lettering and/or retro-reflective material as required.

If a buoy is reported or found to be low in the water or leaning, the Contractor shall visually inspect the buoy for a possible leak and for the presence of marine growth. If it appears that water is entering the hull of the buoy, the Contractor shall replace the buoy and return it to CCG. If marine growth is causing the fault, the Contractor shall clean the buoys and equipment as soon as possible.

Under this contract, if a buoy needs to be replaced due to significant damage to the structure or due to its loss following the failure of its anchorage system, and the Contractor cannot retrieve it, the Contractor shall immediately inform the CCG representative so that arrangements can be made with the contractor responsible for maintenance, if applicable, to have a replacement buoy and equipment delivered to the Contractor at the loading dock. The Contractor is also required to complete the “Buoy Service Report” form.

When a buoy is repositioned, the location and fixing data of the “as found position” shall be recorded and saved (on a separate Buoy Service Report) as well as the fixing data and position to which it was relocated.



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For information on the different types of failures that may occur, consult the following document:  
Statistics on Floating Aid Failures in the Magdalen Islands (Appendix G).



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## Appendix A:

### Procedure for Handling Floating Aids

These are the recommendations for the use of lifting, handling, and mooring rings and shackles for different types of buoys:

- *Lifting and handling rings are designed to hold a safe load equivalent to the weight of the buoy and the chain.*
- *Mooring rings are designed to vertically hold a safe load equivalent to the weight of the chain and the anchor.*
- *Shackles are designed to work with and hold safe loads longitudinally and not laterally.*

All handling outside these recommendations is prohibited because it could threaten the safety of crew performing it and/or cause equipment breakage.



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## APPENDIX B:

### Service Levels for the Contractor for Placement, Removal and Troubleshooting of Buoys in the Magdalen Islands

1. The Contractor shall ensure that it is available at all times to be contacted by the CCG representative for Aids to Navigation.
2. The Contractor shall arrange to be available at all times (seven days a week) to perform buoy mooring, troubleshooting and/or removal tasks.
3. The Contractor shall use DGPS as the primary method for buoy positioning. See Appendix C on buoy positioning procedure below.
4. Prior to proceeding with buoy mooring or removal, the Contractor shall provide for approval to the CCG representative for Aids to Navigation a schedule indicating the anticipated dates, by sector, for mooring and removal of said aids to navigation. This plan shall be submitted no later than two weeks prior to the scheduled start date of operations. This plan shall target provision of the best possible service to users (boaters, fishing vessel owners/operators, marina owners/operators, etc.).
5. If the Contractor is unable to perform the work of buoy installation or removal within the indicated time frame, it shall, at least 15 days prior to the prescribed mooring or removal dates, arrange with the CCG representative for Aids to Navigation an alternate time frame for performing the work.
6. The Contractor shall ensure that weather conditions corresponding to the time frames chosen for buoy installation or removal will not contribute to damaging the buoys or equipment. If such conditions are likely to occur during operations in the spring or fall, the Contractor shall be responsible for arranging with the CCG representative for Aids to Navigation a more appropriate time frame for proceeding with operations.
7. The Contractor shall replace selected summer buoys with winter spars during summer buoy removal operations.
8. Following the installation of winter spars, the Contractor will not be required to make provision for troubleshooting operations during the winter months. During the spring, the Contractor will not be required to make provision for troubleshooting or checking the position of these spars.
9. The Contractor shall keep the CCG representative for Aids to Navigation informed on a daily basis, during business hours, of the status of buoy tending activities. The CCG representative will indicate to the Contractor the most appropriate method of conveying this information (by telephone or email).
10. During its buoy tending or troubleshooting activities, the Contractor shall be responsible for keeping Les Escoumins Marine Communication and Traffic Services (MCTS) (channel 16 for VHF communications or 418-233-2308) informed daily as to the status of said buoy tending or troubleshooting activities. An MCTS officer will issue notice to shipping as required.



11. All Contractor activities with respect to buoy troubleshooting should typically be completed within 2 days. If the Contractor is unable to complete troubleshooting activities within 24 hours for such reasons as weather conditions, for example, it shall notify the CCG representative for Aids to Navigation in advance, during CCG business hours, of the anticipated time period it requires to complete troubleshooting of the aid to navigation in question.
12. Troubleshooting activities include the following:
  - a) buoy replacement
  - b) checking and/or repositioning a buoy
  - c) checking and/or replacing a lantern (for light buoys)
  - d) checking and/or replacing a chain and/or anchor
  - e) recovering a buoy within the Contractor's work area, including any buoys reported grounded
  - f) any other tasks relating to buoys in the water



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**Appendix C: Positioning Procedure for Floating Aids and Example of Sketch of Different Offset Values**

**Buoy positioning**

Positioning of aids shall always be done by the most accurate method and be corroborated by another method if necessary. The Contractor shall use its judgment in selecting the most appropriate method for each case.

**Buoys**

a) **Authorized document**

Buoys shall be positioned using the position in the most recent buoy data sheets. The positions marked on charts shall not be used, unless it is established that they are the same as those on the data sheets.

The buoy data sheets are records with details on buoys, their mooring system, features, position, and positioning data. The data on these sheets are authoritative references, and this information is used for other official publications (e.g. List of Lights, Notices to Mariners). CCG is responsible for keeping a data sheet (or SIPA data sheet) on each buoy and forwarding it to the Contractor.

b) **Considerations for position verification**

To verify buoy positions from a vessel, the buoy must be adjacent to the observer or far enough away to ensure its safety and that of the vessel. The distance and direction of the observer with respect to the buoy must be determined as accurately as possible. The Contractor shall produce a sketch of different offset values for the vessel's antenna, buoy drop points, and observation points (see example of sketch). The sketch shall be used as a reference for the configuration parameters that the Contractor enters in its DGPS equipment.

The most recent large-scale chart indicating the benchmarks shall be used to establish the position. Water depth as well as the time and date shall be indicated on the buoy service report for each intervention.

**Primary positioning method**

The following method shall be used:

1. Differential Global Positioning System (DGPS), provided that the following conditions are met:
  - a) Vessels using DGPS shall be sufficiently crewed, and the crew shall have received the appropriate training. In addition to the requirements laid out in Appendix D, the DGPS equipment shall provide positioning accurate to within 5 metres (95% of the time/2DRMS) for HDOP values above zero and no more than 2 ( $0 < \text{HDOP} \leq 2$ ). The Contractor shall therefore possess professional maritime navigation equipment.
  - b) The DGPS equipment shall be pre-approved by CCG. Accordingly, the Contractor shall submit the model of equipment it intends to use for buoy tending to obtain the required approval.

See Appendix D for general rules on the use of DGPS as an approved method.



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## Secondary positioning methods

The methods below have less accurate results and shall be used only when the primary positioning method described above is not accessible. They may be used to report obvious positioning errors:

1. Global Positioning System (GPS).
2. Two or more horizontal sextant angles between suitably located objects on land. The general rules governing this method of point determination shall be observed for the choice of objects. It is best to use two sextants to simultaneously read angles. When possible, the angles shall continue around the entire horizon for 360° accuracy.
3. Two stationary objects aligned and a horizontal angle adjacent to this alignment using a third object on land. These objects may be natural or artificial. The distance between the two objects in alignment must be significant, and the angle of crossing must be between 30° and 150° and as close to 90° as possible.
4. Two fixed alignments, either natural or artificial. The angle of crossing must be between 30° and 150° and as close to 90° as possible.
5. True bearings of at least three objects on land, marked on the chart, clearly visible and conveniently located; the angles must be between 30° and 150° and as close to 90° as possible and be drawn with a station pointer as marks on the bearing lines drawn on the chart.
6. Radar distance between three or more objects marked on a chart, identifiable, and conveniently located on land.
7. Survey of a visible alignment (applies to clearly defined natural or dredged channels).
8. Bearings and radar distance.
9. Visible alignment and radar distance.

## Subsequent position verification

Once the buoy positioning method has been chosen and the relevant positioning data recorded on the buoy data sheet, this method and these data shall be used, insofar as possible, for all verifications of the position of this buoy. If a different method must be used due to circumstances (e.g. visibility), the reason and details on the method used shall be recorded on the buoy service report.

- i. Approval of alternate methods

Any verification method other than those described above shall be approved by the CCG representative.

- ii. Accuracy of position verification

The on-position radius of a buoy is used to define unacceptable movement of an aid. A position survey outside the on-position radius shall mean that the buoy is outside its stated position, and action shall be taken to reposition it inside the radius. The on-position radius is calculated taking into account the range of movement allowed by the mooring system and positioning error (DGPS).

## Buoy service report



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This form is an on-site working document used to record relevant details of verification and maintenance work. This is the most important buoy document because it can serve as evidence that the buoy was checked and serviced should legal proceedings concerning a buoy occur. If a buoy is reinstalled following verification, the position in which it was found and that in which it was reinstalled shall be noted and kept.

The buoy service report is a working document for the people in charge of buoy maintenance and position verification. The Contractor shall fill out all parts that apply to the maintenance performed. The CCG will inform the Contractor of any information that is non-essential.

On each visit, whether for maintenance or not, the Contractor shall fill out a buoy service report or the SIPA floating aid service report. Administration and use of this buoy service report or SIPA floating aid service report shall comply with the following:

Two systems are in place: the traditional written system and the SIPA electronic system. Both systems may be used, but CCG prefers to use the electronic format. However, CCG will allow the Contractor to use the handwritten reports if that is the Contractor's preference or if the Contractor is not comfortable with personal computers.

*The principal and secondary position verification methods must be recorded, along with a complete description of the relevant location data. Entries like "left damaged" shall be explained in detail in the "Remarks" section. The depth at the buoy location and the time of placement shall also be recorded.*

*If a buoy is moved due to a change in the configuration of a channel, a note stating "buoy moved to \_\_\_\_\_" shall be recorded in the "Remarks" section and a Notice to Shipping shall be issued. If the change is permanent, a draft Notice to Mariners shall be prepared.*

*Once filled out, the form shall be signed (by hand or electronic signature) to confirm the maintenance performed and the data used to determine the buoy position.*

#### **Buoy Service Report (BSR) - Instructions and forwarding**

A copy of the completed form shall be kept on board the vessel and the original forwarded to the Coast Guard office for comparison with the buoy data sheet for the buoy in question to ensure that the positioning data are accurate and that the characteristics of the buoy have been preserved. When the water depth provides important information on the accuracy of the buoy's position, the sounding recorded in the buoy service report shall be verified against the data sheet of the relevant buoy.

#### **Reason for the visit**

- a) *Planned*: Routine maintenance work carried out in accordance with the contract to ensure the characteristics and the position of the buoy.
- b) *Unplanned*: Maintenance work performed following a report or an observation resulting from the of buoy's malfunction or displacement from its position. Performed normally following:
  - a Notice to Shipping
  - a call received from a vessel
  - a problem uncovered by the Contractor.



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- c) *Call*: Maintenance work performed following a call from a vessel indicating the poor condition of a buoy. Will normally be entered on the form as unplanned maintenance work. In the "Notes" section, enter the details such as the source of the call or other relevant information.
  - d) *Seasonal replacement*: lighted buoy replaced by a winter buoy or vice-versa, buoy removed for the winter, or placed at the beginning of the navigation season.
  - e) *Dredging*: Maintenance work to facilitate dredging operations.
  - f) The blank space in the "Reason" section for the visit can be used to register the Notice to Shipping number or for any other reason not mentioned, such as a Research and Development project.

### **Type of Service**

- a) *Placed*: Buoy, buoy rope, and anchoring device transported from the ship to a specified point in accordance with the buoy data sheet.
- b) *Removed*: Buoy, buoy rope, and anchoring device removed from the water.
- c) *Replaced*: Removal of a placed buoy, and the placing of a new buoy.
- d) *Verified position*: Verification of the position of the buoy to ensure that it is located within the position radius indicated on the buoy data sheet.
- e) *Restored to position*: Buoy located outside of the position radius, and removed and placed in the established position indicated on the buoy data sheet.

Note: When a buoy must be restored to position, staff must record (on another buoy service report, if needed) the location and data of the determination point of the off-position buoy and retain this information as well as the data for the determination point and the position of the buoy after repositioning.



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## APPENDIX D:

### DGPS Terms of Use

The following guidelines are intended to assist the Contractor in understanding the technical requirements of the DGPS equipment to be used, as well as to guide the Contractor on how to adjust the equipment to the optimum configuration, and finally, to allow the Contractor to identify the performance factors to be observed during positioning work.

#### **Required practices**

- 1) The Contractor shall ensure that the DGPS receiver is kept up to date (latest firmware version) and that it is functioning properly before positioning a navigation aid. Periodic audits of the accuracy of the equipment shall be conducted and recorded in an inspection register belonging to the Contractor.
- 2) The DGPS shall not be used to position a navigation aid when the DGPS station used transmits the integrity code that signals an unmonitored or unhealthy condition.
- 3) DGPS data can be recorded manually or electronically on a buoy service report.
- 4) DGPS shall not be used if the pseudo range correction age exceeds 30 seconds.
- 5) The reference position conversion function of the DGPS receiver must be set to WGS84.
- 6) The reading of the index of the geometric quality of a GPS satellite, called the horizontal dilution of precision (HDOP), must be above 0 and less than or equal to 2.0. A 0 reading indicates that the system is not functioning correctly.
- 7) When positioning the aids, the DGPS receiver mode must not be set to automatic, unless the DGPS positioning system produces an audible and visual alarm to inform the user that the system has gone from DGPS mode to GPS mode, or that the station being used is unmonitored or is emitting an unhealthy signal.
- 8) The differential station must be selected as follows:
  - a) The closest station to the aids to navigation to be placed or positioned
  - b) If the signal from the nearest station is not healthy or is not monitored, choose the closest adjacent station
  - c) Do not use a station outside of its area of displayed coverage (according to the official coverage map issued).

When positioning an aid, the DGPS receiver must be in the three-dimensional mode (3D).

#### **Default settings required on the DGPS receivers**

- 1) The limit for pseudo range corrections must be set to 30 seconds.
- 2) The reference position conversion function must be set to WGS-84.
- 3) The HDOP must be set to a maximum of 2.0.



- 
- 4) The DGPS receiver mode must not be set to automatic unless the electronic positioning system or the DGPS receiver produces an audible and visual alarm to inform the user that the system has gone from DGPS mode to GPS mode or that the station used is unmonitored or is emitting an unhealthy signal.
  - 5) The three-dimensional mode (3D) must be chosen.
  - 6) The masking angle must be set to 7.5° or more. For receivers where the angle is set in increments of 5, an angle of 10° should be selected.
  - 7) The data transfer rate must be set to 200 bits per second when a Canadian DGPS station is used.

#### **Activation alarms on the DGPS receivers**

- 1) The alarm showing the integrity state (unhealthy or unmonitored station) must be enabled.
- 2) If available, the RTCM message alarm must be enabled.
- 3) If available, the pseudo range age correction alarm must be enabled.
- 4) If available, the HDOP alarm must be enabled.

Note: Alarm devices must be audible and visual.

#### **Technical requirements for DGPS receivers**

- 1) The receiver must notify the user of a change in the integrity of the station's broadcasting. This is done through transmission of specific codes that are contained in the Station Health Field of the header in the RTCM message of the station being used. If the DGPS transmission is unhealthy or unmonitored, the receiver must notify the operator and return to the GPS mode in addition to displaying an audible and visual alarm.
- 2) The DGPS receiver must be able to accept RTCM SC-104 type 9-3 corrections.
- 3) The DGPS receiver must be able to track simple frequencies (L1) continuously and simultaneously from 12 satellites and to update the position at a rate of one per second (for NMEA messages).
- 4) If DGPS data are recorded electronically, the DGPS receiver must be able to capture the following NMEA sentences: GGA, GRS, GST, GSA and the MSS. The receiver must adhere to version 2.1 of NMEA 0183.
- 5) The position coordinates must display the seconds to two decimal places (one hundredth of a second: XX° XX'XX.XX") or the minutes to four decimal places (ten thousandths of a minute: XX°XX.XXXX'), or better.



**Information required on the buoy service report**

- 1) When DGPS data are recorded manually, the following information must be recorded:
  - Position of navigation aid: latitude, longitude\*
  - HDOP
  - Service time and service date
  - DGPS station used (name and/or frequency)
    - The position can be entered in degrees, minutes, and seconds (a minimum of two decimal places is required), or degrees, minutes and decimals of a minute (a minimum of four decimal places is required).
  
- 2) When DGPS data are recorded electronically, the following information must be transmitted to the buoy service report:
  - Recorded position of the aid (to four decimal places of a minute or two decimal places of a second)
  - HDOP - (if available)
  - Service time and service date
  - DGPS receiver identification - (if available)
  - DGPS antenna position - (if available)
  - Information on the DGPS positioning, which includes the five NMEA sentences: GGA, GRS, GST, GSA, and MSS - (if available)
  - Identification of the observer's offset - (if available)
  - Vessel's heading - (if available)
  - Distance and bearing between the displayed position and the recorded position - (if available).

***Table of DGPS stations in Canada***

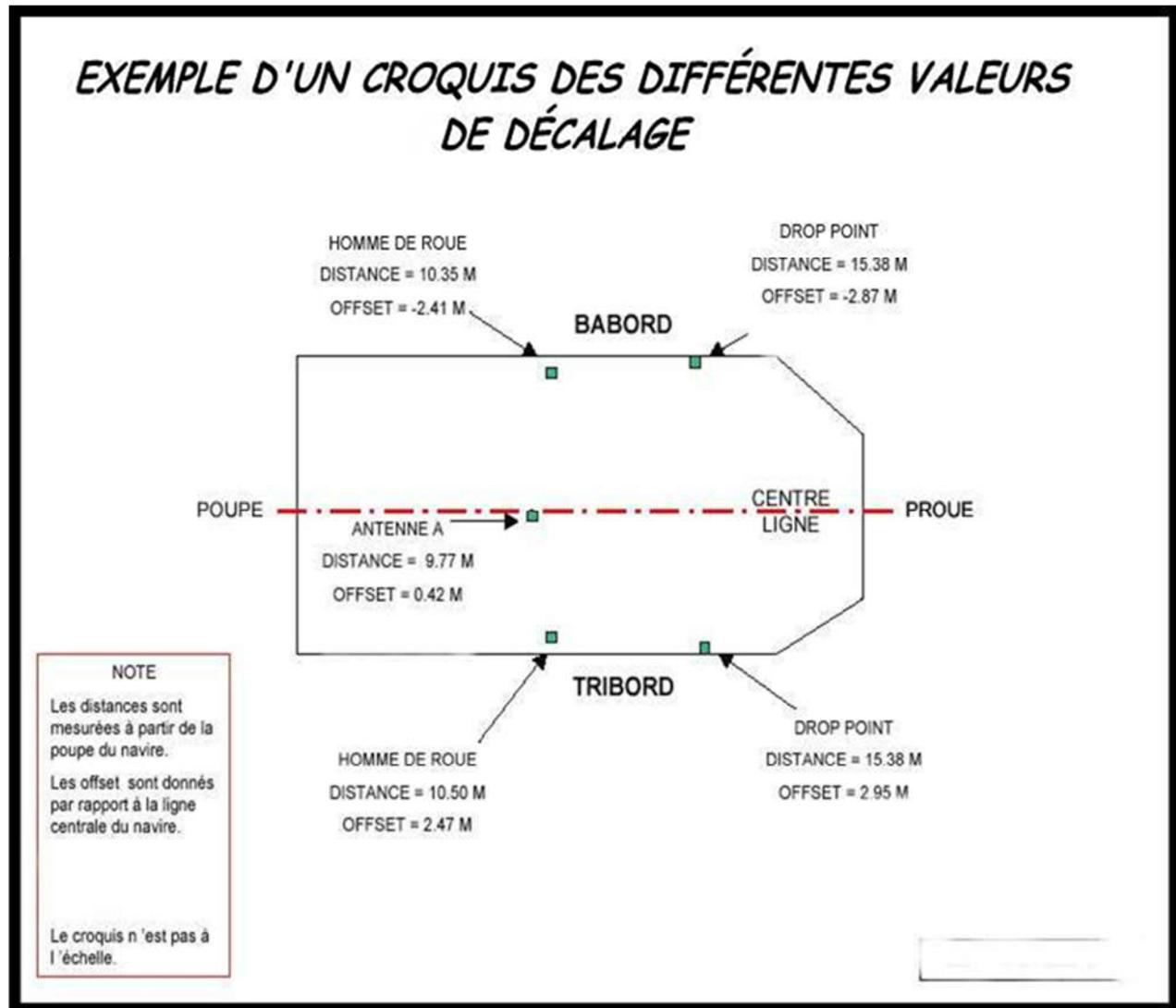
<b>Station name</b>	<b>Reference Station Identification</b>	<b>DGPS stations ID</b>	<b>Geog. position Latitude/ Longitude</b>	<b>Frequency [kHz]</b>	<b>Bit/s</b>
Cape Race, NL	338,339	940	46 46 N 53 11 W	315	200
Cape Ray, NL	340,341	942	47 38 N 59 14 W	288	200
Cape Norman, NL	342,343	944	51 30 N 55 49 W	310	200
Rigolet, NL	344,345	946	54 15 N 58 30 W	299	200
Partridge Island, NB	326,327	939	45 14 N	295	200



Station name	Reference Station Identification	DGPS stations ID	Geog. position Latitude/ Longitude	Frequency [kHz]	Bit/s
			66 03 W		
Pt. Escuminiac, NB	332,333	936	47 04 N 64 48 W	319	200
Fox Island, NS	336,337	934	45 20 N 61 05 W	307	200
Hartlen Point, NS	330,331	937	44 35 N 63 27 W	298	200
Western Head, NS	334,335	935	43 59 N 64 40 W	312	200
St.-Jean-sur-Richelieu, QC	312,313	929	45 19 N 73 19 W	296	200
Lauzon, QC	316,317	927	46 49 N 71 10 W	309	200
Rivière du Loup, QC	318,319	926	47 46 N 69 36 W	300	200
Moisie, QC	320,321	925	50 12 N 66 07 W	313	200
Warton, ON	310,311	918	44 45 N 81 07 W	286	200
Cardinal, ON	308,309	919	44 47 N 75 25 W	306	200
Alert Bay, BC	300,301	909	50 35 N 126 55 W	309	200
Amphritrite Point, BC	302,303	908	48 55 N 125 33 W	315	200
Richmond, BC	304,305	907	49 11 N 123 07 W	320	200
Sandspit, BC	306,307	906	53 14 N 131 49 W	300	200



**Example of sketch of the different offset values**





APPENDIX E : Buoy sheets



**AIDES FLOTTANTES / FLOATING AIDS**  
**RÉGION DU CENTRE ET DE L'ARCTIQUE / CENTRAL AND ARCTIC REGION :**  
**SECTEUR SAINT-LAURENT / ST.LAWRENCE SECTOR**

**BOUÉE D'ÉTÉ**  
**2,9 m**



**Application :** Haute mer, côtier, profondeurs importantes  
**Fabrication :** Acier  
**Haut. X Diam.:** 5,9 X 2,97 m (19,6 X 9,5 pi)  
**Poids :** 4 747 kg

**1,8 m Moine long cou**



**Application :** Rivière, courants moyens à forts  
**Fabrication :** Fonte  
**Haut. X Diam.:** 6,6 X 1,8 m (21,8 X 6 pi)  
**Poids :** 3 522 kg

**1,8 m Moine Sea Type (C)**



**Application :** Rivière, courants moyens à forts  
**Fabrication :** Fonte  
**Haut. X Diam.:** 6,6 X 1,8 m (21,8 X 6 pi)  
**Poids :** 4 090 kg

**1,8 m Moine**



**Application :** Rivière, courants moyens à forts  
**Fabrication :** Fonte  
**Haut X Diam.:** 6,6 X 1,8 m (21,8 X 6,0 pi)  
**Poids :** 3 090 Kg

**1,8 m Bouée New Tube**



**Application :** Côtier, estuaire, rivière, courants faibles à moyens  
**Fabrication :** Acier  
**Haut. X Diam.:** 5,8 X 1,8 m (16,3 X 6,0 pi)  
**Poids :** 2 913 kg (Contrepoids incl.)

**1,4 m**



**Application :** Côtier, estuaire, rivière  
**Fabrication :** Acier  
**Haut. X Diam.:** 4,2 X 1,4 m (13,8 X 4,6 pi)  
**Poids :** 1 811 kg

**1,2 m Mobilis BC-1242**



**Application :** Côtier, estuaire, rivière, courant max. 8 noeuds  
**Fabrication :** Polyéthylène (flotteur), aluminium et acier  
**Haut. X Diam.:** 3,5 X 1,24 m (11,5 X 4 pi)  
**Poids :** 380 kg (contrepoids excl.)

**1,5 m Disque**



**Application :** Rivière, courants modérés ou eaux peu profondes  
**Fabrication :** Aluminium  
**Haut. X Diam.:** 1,5 X 1,5 m (4,9 X 4,9 pi)  
**Poids :** 215 kg

**1,5 m Tideland SB-98**



**Application :** Côtier, estuaire, rivière, courant max. 6 noeuds  
**Fabrication :** Polyéthylène  
**Haut. X Diam.:** 1,9 X 1,5 m (6,0 X 4,8 pi)  
**Poids :** 261 kg

**2,0 m Mobilis Jet 1400 J**



**Application :** Haute mer, côtier, courant max. 6 noeuds  
**Fabrication :** Polyéthylène (flotteur), aluminium et acier  
**Haut. X Diam.:** 2,9 X 2,0 m (9,5 X 6,6 pi)  
**Poids :** 460 kg



**AIDES FLOTTANTES / FLOATING AIDS**  
**RÉGION DU CENTRE ET DE L'ARCTIQUE / CENTRAL AND ARCTIC REGION :**  
**SECTEUR SAINT-LAURENT / ST.LAWRENCE SECTOR**

**2,4 m Mobilis Jet 5000**



**Application :** Haute mer, côtier, courant max. 10 noeuds  
**Fabrication :** Polyéthylène (flotteur), aluminium et acier  
**Haut. X Diam. :**  
6,3 X 2,4 m (7,9 X 20,6 pi)  
**Poids :** 1 430 kg (Voir note 1)

**2,6 m Mobilis Jet 7000**



**Application :** Haute mer, côtier, courant max. 12 noeuds  
**Fabrication :** Polyéthylène (flotteur), aluminium et acier  
**Haut. X Diam.:**  
5,6 X 2,6 m (18,4 X 8,5 pi)  
**Poids :** 2 200 kg approx.  
(Voir note 1)

**3,0 m Mobilis Jet 9000  
QI-PF4**



**Application :**  
Haute mer,  
côtier, courant  
max. 14 noeuds

**Fabrication :**  
Polyéthylène (flotteur), aluminium et  
acier  
**Haut. X Diam.:**  
7,3 X 3,0 m (24 X 10 pi)  
**Poids :** 1 800 kg (Voir note 1)

**2,3 m Type bateau**



**Application :** Rivière  
**Fabrication :** Acier  
**Haut. X Larg. :**  
1,55 X 2,3 m (5,1 X 7,5 pi)  
**Poids :** 318 kg

**2.9 m Courant rapide**



**Application :** Estuaire, rivière,  
courant rapide  
**Fabrication :** Acier  
**Haut. X Larg. X Long. :**  
4,12 X 2,5 X 2,5 m  
(13,5 X 8,2 X 8,2 pi)  
**Poids :** 2 300 kg

**BOUÉE ESPAR**

**Charbonneau 0,6 m  
Espar long**



**Application :** Rivière, glace  
**Fabrication :** Acier  
**Haut. X Diam. :**  
5,5 X 0,6 m (18,0 X 2,0 pi)  
**Poids :** 510 kg

**0,7 m Espar d'hiver  
(Modèle plat FA-3003 illustré)**



**Application :** Estuaire, rivière, glace  
**Fabrication :** Acier  
**Modèle plat - Long. X Diam. :**  
9,53 X 0,7 m (31,3 X 2,3 pi)  
**Poids :** 2 089 Kg

**Modèle conique - Long. X Diam. :**  
9,52 X 0,7 m (31,0 X 2,3 pi)  
**Poids :** 1 924 Kg

**1,1m Espar d'hiver**



**Application :** Rivière, glace  
**Fabrication :** Acier  
**Long. X Diam. :**  
5,2 X 1,1 m (17 X 3,5 pi)  
**Poids :** 920 kg

**1,0 m Espar d'hiver  
(Modèle conique FA-3002 illustré)**



**Application :** Estuaire, rivière, glace  
**Fabrication :** Acier  
**Modèle plat - Long. X Diam. :**  
9,99 X 1,0 m (32,8 X 3,3 pi)  
**Poids :** 3 910 Kg

**Modèle conique - Long. X Diam. :**  
9,94 X 1,0 m (32,6 X 3,3 pi)  
**Poids :** 3 910 Kg

**1,3m Espar lumineux  
annuel long**



**Application :** Estuaire, rivière, glace  
(Grondines à la Traversée du Nord)  
**Fabrication :** Acier  
**Long. X Diam. :**  
9,99 X 1,3 m (33 X 4,3 pi)  
**Poids :** 4 069 Kg



**AIDES FLOTTANTES / FLOATING AIDS**  
**RÉGION DU CENTRE ET DE L'ARCTIQUE / CENTRAL AND ARCTIC REGION :**  
**SECTEUR SAINT-LAURENT / ST.LAWRENCE SECTOR**

**1,3m Espar lumineux  
annuel court**



**Application :** Rivière, glace  
(De Montréal à Grondines)  
**Fabrication :** Acier  
**Long. X Diam. :**  
9,19 X 1,3 m (30,2 X 4,3 pi)  
**Poids :** 3 569 kg

**0,5 Sabik SVV 500-6**



**Application :** Rivière, glace, courant  
max. 1,5 noeud  
**Fabrication :** Polyéthylène  
**Long. X Diam. :**  
6,5 X 0,5 m (21,2 X 1,7 pi)  
**Poids :** 430 Kg

**BOUÉE DE PLAISANCE  
(Catégorie 3)**

**0,3 m Tideland SB-30  
(ORT)**



**Application:** Rivière  
**Fabrication:** Polyéthylène  
**Haut. X Diam.:**  
2,16 X 0,36 m (7,1 X 1,2 pi)  
**Poids:** 61,7 kg (contrepois inclus.)

**0,4 m Tideland SB-40**



**Application :** Rivière  
**Fabrication :** Polyéthylène  
**Haut. X Diam. :**  
1,12 X 0,4 m (3,7 X 1,3 pi)  
**Poids :** 10,4 kg

**0,8 m Richelieu (long cou)**



**Application :** Rivière  
**Fabrication :** Acier  
**Haut. X Diam. :**  
4,0 X 0,8 m (14,0 X 2,6 pi)  
**Poids :** 408,2 kg

**0,8 m Tideland SB-75**



**Application :** Rivière  
**Fabrication :** Polyéthylène  
**Haut. X Diam. :**  
1,57 X 0,75 m (5,0 X 2,5 pi)  
**Poids :** 34 kg

**0,75 m Tideland SB-105**



**Application :** Côtier, rivière  
Courant moyen à fort  
**Fabrication :** Polyéthylène  
**Haut. X Larg. (modèle conique):**  
2,05 X 0,76 m (6,7 X 2,5 pi)  
**Poids:** 45 kg

**2,0 m Mobilis Trackless**



**Application :** Estuaire, rivière avec  
forts courants  
**Fabrication :** Polyéthylène et acier  
**Long. X Larg. X Haut :**  
2,0 X 0,9 X 1,2 m (6,5 X 3,0 X 4,0 pi)  
**Poids :** 40 kg

**0,3 m Espar ORT  
(Ottawa River Type)**



**Application :** Rivière  
**Fabrication :**  
Acier  
**Long. X Diam. :**  
2,28 X 0,3 m  
(7,1 X 1,2 pi)  
**Poids :** 80 kg

**1,2 m Mobilis MODULE  
1200 rehaussé**



**Application :** Haute mer, côtier,  
**Fabrication :** Polyéthylène et  
aluminium  
**Haut. X Diam. :** 2,8 X 1,2 m  
(9,2 X 4 pi)  
**Poids :** 85 kg (contrepois inclus)



**AIDES FLOTTANTES / FLOATING AIDS**  
**RÉGION DU CENTRE ET DE L'ARCTIQUE / CENTRAL AND ARCTIC REGION :**  
**SECTEUR SAINT-LAURENT / ST.LAWRENCE SECTOR**

**BOUÉE SCIENTIFIQUE**

**1,7 m Tideland SB-138**



**Application :** SADO : Système d'acquisition de données océaniques  
**Fabrication :** Polyéthylène  
**Haut. X Diam. :**  
2,9 X 1,75 m (9,5 X 5,7 pi)  
**Poids :** 454 kg

**3,0 m Disque**



**Application :** SADO : Système d'acquisition de données océaniques.  
**Fabrication :** Acier  
**Haut. X Diam. :**  
3,0 X 3,0 m (10,0 X 10,0 pi)  
**Poids :** 1 360 kg

**1,2m Gilman 3CFR**



**Application :** SADO : Système d'acquisition de données océaniques  
**Fabrication :** Aluminium, acier et mousse expansée  
**Haut. X Diam. :**  
3,25 X 1,52 m (10,6 X 5,0 pi)  
**Poids :** 237 kg

**BOUÉE SPÉCIALE**

**Gilman Catamaran**



**Application :** Bouée de renseignement ou d'avertissement  
**Fabrication :** Aluminium, acier et mousse expansée (flotteurs)  
**Haut X Larg. X Long. :**  
0,3 X 1,22 X 1,83 m (1 X 4 X 6 pi)  
**Poids :** 237 kg

**INFORMATION :**

Catégorie 1 :  
Navires commerciaux certifiés

Catégorie 2 :  
Navires commerciaux non certifiés  
(Navire de pêche)

Catégorie 3 : Embarcation de plaisance

Selon Directive 2.220

**NOTES :**

1. Le poids et le contre poids peuvent varier selon le modèle.
2. La catégorisation des bouées se décrit par colonne, de gauche à droite.

**Références techniques  
(Région du Québec) :**

Pour accéder à la banque de données SIPA, veuillez communiquer avec la Division des Aides à la navigation.

Pour accéder à la banque de données des plans techniques, veuillez communiquer avec le secteur « Soutien logistique intégré » de la Direction des Services techniques intégrés.



APPENDIX F :

Form - «Buoy Service Report»



Canadian  
Coast Guard

Garde côtière  
canadienne

BUOY SERVICE REPORT - RAPPORT D'ENTRETIEN DE BOUÉES

WORK PROGRAM NO. No. DU PROGRAMME	LLNO NUM L.F.	BUOY TYPE -S/N TYPE DE BOUÉE - NUM. DE SÉRIE	WATER DEPTH PROFONDEUR D'EAU (METRES)
DATE/TIME (Local Time) DATE/HEURE - (Heure locale) (YY/MM/DD - HH/MM)	BUOY NO. (Aid ID) CODE DE L'AIDE	BUOY TYPE -S/N TYPE DE BOUÉE - NUM. DE SÉRIE	CHART NO. No DE LA CARTE
VESSEL - NAVIRE	COLOUR - COULEUR	LANTERN TYPE - TYPE DE LANTERNE	BUOY DATA CARD DATE DATE DE LA FICHE DE DONNÉES
BUOY NAME - NOM DE BOUÉE	LANTERN SERIAL # NUM. SÉRIE DE LA LANTERNE		
<b>EQUIPMENT CHECK - VÉRIFICATION DE L'ÉQUIPEMENT</b>			
C = CHECKED/VÉRIFIÉ R = REPLACED/REPLACÉ F = FIXED/RÉPARÉ D = LEFT DAMAGED/LAISSÉ ENDOMMAGÉ			
REASON FOR SERVICE - MOTIF DE LA VISITE		Anchor weight - Poids de l'ancre	
• Reported discrepancy - Panne signalé	• Seasonal place/fit/exchange - Saisonner place/ Erievée/ Echange	• Scheduled maintenance - Entretien prévu	• Contractor Check - Vérification par l'entrepreneur
NOTSHIP NO. - No. AVNAV		Summer/Year Round	
Other (please specify) - Autre (Indiquez S.V.P.)		Winter	
<b>FOUND - TROUVER</b>			
• Demolished - Démolié	• Malfunction - Détréglé	• Partially submerged - Submergé partiellement	• Vandalized - Vandalisé
• Extinguished - Éteinte	• Operating properly - Fonctionnement normalement	• Submerged - Submergée	
• Gone from position - Disparue de sa position	• On position - En position	• Off Position - Hors position	
POSITION WHERE BUOY WAS FOUND - POSITION OU LA BOUÉE A ÉTÉ TROUVÉE			
<b>SERVICE PERFORMED - GENRE DE SERVICE</b>			
• Equipment Check - Vérifiée	• Replace with summer buoy - Remplacé par une bouée d'été	• Replace with winter spar - Remplacé par un espar d'hiver	• Replace buoy - Bouée Remplacée
• Mooring Change - Ancrage modifié	• De-ice - Déglacée	• Lift - Enlevée	• Reposition to advertised - Remplacée à sa position annoncée
• Place - Moulée	• Mooring Check - Ancrage vérifiée	• Paint - Peinturée	• Other - Autre
• Relocate - Remplacée	• Position verification - Vérification de la Position	• Relight - Rallumée	
BUOY POSITION ON DEPARTURE - POSITION DE LA BOUÉE LORS DU DÉPART			
• DGPS (NAD 1983)	• Ranges/transits alignements	• Sounding - Sondage	• Local knowledge - Connaissance des lieux
• GPS	• Distance	• Bearings - Relèvements	
• Horizontal Angles - Angles Horizontaux	• Radio Navigation/ Navigation Radio	• Radar	
BUOY POSITION ON DEPARTURE - POSITION DE LA BOUÉE LORS DU DÉPART			
<b>REMARKS - REMARQUES</b>			
REMARKS - REMARQUES			
OBSERVING OFFICERS OFFICERS OBSERVATEURS		MASTER - CAPTAINE	
CONTRACTOR NAME (please print) - NOM DE L'ENTREPRENEUR (lettre détachée)		CONTRACTOR SIGNATURE - ENTREPRENEUR	

## APPENDIX F.1 : Buoy Service Report Instructions

**Date** – The date the aid was serviced, not the date the BSR was completed. Must be presented in the following format: (YEAR-MONTH-DAY).

**Time** - Time must be shown on the BSR to identify the moment the sounding was made and shall be recorded in **Local time**.

**Buoy Name** – Aid name as per the Buoy Data Card, (BDC).

**List of Light Number, (LLNO)** Mandatory field. Must be completed.

**Buoy Number (Aid ID)** - Should always be present and it should be the same as on the BDC.

**Buoy Type** - Enter winter spar type under the "Winter Section" if applicable. Enter summer or year round buoy type under "Summer Section"

**Water depth** - This information should always be recorded with no exception (unless buoy is missing). The reading of the sounder (depth under keel) must be added to the draught of the ship and recorded on the BSR. This value is reduced by height of tide before being compared to BDC value. Measurement to be recorded in metres.

**Chart No.** - Must be the same as that on the BDC or reasons should be given under "Remarks". If the buoy is uncharted, the word "uncharted" shall be indicated as it is on the BDC.

**Buoy Data Card Date** - This date should always be included on the BSR.

### **Reason for Service**

#### **Reported discrepancy**

Servicing of a buoy that is in response to a reported or observed malfunction or off-position. A Notice to Shipping would have been issued and the NOTSHIP # must be recorded.

#### **Seasonal place/lift/exchange**

Lighted buoy replaced with winter spar or vice-versa. Buoy lifted for winter or placed at the opening of the navigation season. Normally included in the ship's program.

#### **Scheduled maintenance**

Routine servicing to ensure proper characteristics and position. Normally included in the written service program issued to the ship. A response to a discrepancy is not scheduled maintenance even though the work has been scheduled as part of the ship's tasks.

#### **Contractor check**

Spot-check of the contracted buoys to ensure buoy is functioning and on position. Verification that contractor is providing the service outlined in his/her contract.

#### **Dredging**

Service in support of dredging operations.

#### **Ice movement**

Service required when ice movement has affected an aid.

#### **Opportunity**

Service performed due to time convenience. Normally not included in the ship's program.

#### **Post collision**

Service of an aid required after a collision incident.

#### **Post grounding**

Service of an aid required after a grounding incident.

#### **Storm activity**

Service of an aid required after outstanding weather activity that may have altered the operation and/or position of an aid.

#### **System design change**

Change in an aid system design following a review.

### **Found**

A list to indicate the condition of the buoy upon arrival. The "Position Where Buoy Was Found" must be recorded if the aid was off position.

### **Service Performed**

Service performed refers to the work that was carried out during the visit to the aid.

#### **Equipment Check**

A check of the aid's various components to ensure the aid displays the proper characteristic and is functioning properly. When this box is checked under Service Performed" please proceed to the "Equipment Check" portion of the BSR and indicate what equipment has been checked.

#### **Mooring change**

Mooring changed usually as part of the aids scheduled maintenance.

#### **Place**

Buoy, mooring and anchor moved from ship to established position (As per buoy data card).

#### **Relocate**

Buoy moved to a new position for one of many reasons including a change in the physical surroundings, etc.

#### **De-ice**

Ice removed from a buoy.

#### **Position verification**

Position of buoy checked and found to be within the "on-position" area shown on the buoy data card.

#### **Lift**

Buoy, mooring and anchor removed from water.

#### **Replace Buoy**

Buoy on-station lifted, new buoy placed.

#### **Reposition to advertised**

Buoy found off-position, lifted and placed on established position shown on buoy data card.

### **Position Confirmed by**

Must be completed to conform to the fixing data used. "Local Knowledge" requires special attention. If there is no chart provided, the buoy is uncharted, or if targets are uncharted, "Local Knowledge" shall be ticked off, even if the appropriate visual method like Horizontal Angles is used. Indicate which method was used to position and verify positioning of the aid. Record bearings, angles etc., if required under the "Remarks" section of the BSR.

### **Buoy Position On Departure**

Mandatory Field. Record the exact position where the buoy was placed. In most cases this will be the same as the advertised position.

### **Equipment Check**

There are 6 main headings: 1. Buoy, 2. Mooring, 3. Lantern, 4. Solar equipment, 5. Racon and 6. Other. If for example the complete mooring was checked you need only check the appropriate box(s). If only certain parts of the mooring have been checked then you would check the appropriate box(s) next to the individual component(s).

There is also an area under the Equipment Check section of the BSR to record the anchor weight, anchor material, and the chain size and chain length. Record the chain length in metres. With seasonal buoys, in some instances the anchor weight, etc. differs for the summer buoy and the winter spar.

# APPENDIXG

## STATISTICS OF OUTAGES ON FLOATING AIDS MAGDELEN ISLANDS 2013-2017

#LLN	Aid ID	Aid Name	Aid Type	Winter Aid Type	Date	Date NOTSHIP cancelled	Duration of Outage	Reason
<b>L'ÉTANG-DU-NORD</b>								
1489.100	YS3	lighted buoy YS3 ETANG DU NORD	0.75m SB 105 Can		17-04-24 04:25	17-05-16 10:54	22 days	Extinguished
1489.100	YS3	lighted buoy YS3 ETANG DU NORD	0.75m SB 105 Can		16-04-17 12:47	16-04-23 10:31	6 days	Extinguished
1489.200	YS4	lighted buoy YS4 ETANG DU NORD	0.75m SB 105 Conical		16-04-17 12:54	16-04-23 10:31	6 days	Extinguished
1489.200	YS4	lighted buoy YS4 ETANG DU NORD	0.75m SB 105 Conical		15-06-03 06:45	15-06-05 12:51	2 days	Extinguished
1489.300	YS5	lighted buoy YS5; ETANG DU NORD	0.75m SB 105 Can		16-04-17 12:56	16-04-23 10:31	6 days	Extinguished
1489.500	YS9	lighted buoy YS9; ETANG DU NORD	0.75m SB 105 Can		16-04-17 12:57	16-04-23 10:31	6 days	Extinguished
1489.600	YS10	lighted buoy YS10; ETANG DU NORD	0.75m SB 105 Conical		17-04-24 05:11	17-05-16 10:48	22 days	Extinguished
1489.600	YS10	lighted buoy YS10; ETANG DU NORD	0.75m SB 105 Conical		16-04-17 12:59	16-04-23 10:31	6 days	Extinguished
1489.600	YS10	lighted buoy YS10; ETANG DU NORD	0.75m SB 105 Conical		15-08-01 03:20	15-08-12 17:51	12 days	Extinguished
<b>CHENAL DU HAVRE DE LA GRANDE ENTRÉE</b>								
1482.100	YC4	lighted buoy YC4; HAVRE DE LA GRANDE ENTREE	1.2m Mobilis AQ-1502	0.6m Spar Conical (Long)	15-05-02 10:37	15-05-06 00:00	4 days	Dammaged
1482.100	YC4	lighted buoy YC4; HAVRE DE LA GRANDE ENTREE	1.2m Mobilis AQ-1502	0.6m Spar Conical (Long)	13-04-23 10:35	13-04-26 11:55	3 days	Dammaged
1482.200	YC5	lighted buoy YC5; HAVRE DE LA GRANDE ENTREE	1.2m Mobilis BC-1242	0.6m Spar Can (Long)	16-11-12 16:56	16-12-09 15:09	27 days	Extinguished
1482.400	YC10	lighted buoy YC10; HAVRE DE LA GRANDE ENTREE	1.2m Mobilis BC-1242	0.6m Spar Conical (Long)	16-12-04 13:17	16-12-05 13:54	1 jour	Gone from its position
1482.400	YC10	lighted buoy YC10; HAVRE DE LA GRANDE ENTREE	1.2m Mobilis BC-1242	0.6m Spar Conical (Long)	14-01-31 06:57	14-02-01 13:36	1 jour	Gone from its position
1482.400	YC10	lighted buoy YC10; HAVRE DE LA GRANDE ENTREE	1.2m Mobilis BC-1242	0.6m Spar Conical (Long)	13-12-17 17:22	13-12-20 08:06	3 days	Out of position
1482.400	YC10	lighted buoy YC10; HAVRE DE LA GRANDE ENTREE	1.2m Mobilis BC-1242	0.6m Spar Conical (Long)	13-04-22 21:20	13-04-26 10:54	4 days	Extinguished
1482.500	YC11	lighted buoy YC11; HAVRE DE LA GRANDE ENTREE	1.2m Mobilis BC-1242	0.6m Spar Conical (Long)	13-05-19 03:05	13-05-21 14:21	2 days	Extinguished
1482.550	YC12	lighted buoy YC12; HAVRE DE LA GRANDE ENTREE	1.2m Mobilis BC-1242	0.6m Spar Conical (Long)	14-08-14 07:55	14-09-01 14:48	18 days	Extinguished
1482.600	YC14	lighted buoy YC14; HAVRE DE LA GRANDE ENTREE	1.2m Mobilis BC-1242	0.6m Spar Conical (Long)	17-02-02 10:49	17-02-21 14:00	19 days	Gone from its position
1482.600	YC14	lighted buoy YC14; HAVRE DE LA GRANDE ENTREE	1.2m Mobilis BC-1242	0.6m Spar Conical (Long)	13-12-17 17:39	13-12-20 09:05	3 days	Gone from its position
1482.700	YC15	lighted buoy YC15; HAVRE DE LA GRANDE ENTREE	0.75m SB 105 Can		16-09-23 10:38	16-10-01 14:45	8 days	Out of position
<b>CAP-AUX-MEULES - HAVRE-AUX-MAISONS - CAP-VERT</b>								
1494.200	YE4	lighted buoy YE4; HAVRE-AUX-MAISONS	0.75m SB 105 Conical		13-09-13 10:50	13-09-16 15:29	3 days	Extinguished
1494.600	YE9	lighted buoy YE9; HAVRE-AUX-MAISONS	0.75m SB 105 Can		14-08-20 12:42	14-08-28 10:26	8 days	Extinguished
1494.700	YE8	lighted buoy YE8; HAVRE-AUX-MAISONS	0.75m SB 105 Conical		15-09-21 19:24	15-09-30 13:00	9 days	Extinguished
<b>HAVRE-AUBERT</b>								
1502.200	YK5	lighted buoy YK5; CAP GRIDLEY	0.75m SB 105 Can	0.6m Spar Conical (Long)	17-04-13 09:35	17-04-19 16:25	6 days	Tilted
1503.000	YK12	lighted buoy YK12	0.75m SB 105 Conical	0.6m Spar Conical (Long)	17-04-13 09:35	17-04-19 16:33	6 days	Out of position
#LLN	Aid ID	Aid Name	Aid Type	Winter Aid Type	Date	Date NOTSHIP cancelled	Duration of Outage	Reason
<b>POINTE DE L'ÎLE D'ENTRÉE</b>								
1507.500	YM7	lighted buoy YM7; CHENAL SANDY HOOK	1.2m Mobilis BC-1242		13-05-14 03:24	13-05-29 07:00	15 days	Extinguished
1508.000	YM12	lighted buoy YM12; CHENAL SANDY HOOK	2.4m Mobilis Jet-5000	0.6m Spar Conical (Long)	15-05-15 12:14	15-06-30 16:03	46 days	Extinguished
1508.500	YM11	lighted buoy YM11; CHENAL SANDY HOOK	1.2m Mobilis BC-1242		16-10-11 15:47	16-10-17 14:08	6 days	Out of position
1508.500	YM11	lighted buoy YM11; CHENAL SANDY HOOK	1.2m Mobilis BC-1242		15-05-22 14:14	15-06-01 12:41	10 days	Extinguished
1508.500	YM11	lighted buoy YM11; CHENAL SANDY HOOK	1.2m Mobilis BC-1242		15-05-22 07:05	15-05-22 14:06	0 days	Gone from its position
1508.500	YM11	lighted buoy YM11; CHENAL SANDY HOOK	1.2m Mobilis BC-1242		14-06-09 18:14	14-06-30 08:40	21 days	Extinguished

**5 BOUÉES OPTIONNELLES**

1480.000	YY	lighted buoy cardinale Est YY; POINTE DE L'EST	3.0 m MOBILIS JET9000-QI-PF4		17-03-19 06:19	17-04-28 15:15	40 days	Extinguished
1480.000	YY	lighted buoy cardinale Est YY; POINTE DE L'EST	3.0 m MOBILIS JET9000-QI-PF4		16-09-21 10:10	17-01-23 14:03	124 days	Extinguished
1480.000	YY	lighted buoy cardinale Est YY; POINTE DE L'EST	3.0 m MOBILIS JET9000-QI-PF4		14-08-19 14:21	14-09-05 10:44	17 days	Extinguished
1480.000	YY	lighted buoy cardinale Est YY; POINTE DE L'EST	3.0 m MOBILIS JET9000-QI-PF4		14-05-09 11:12	15-01-05 09:41	241 days	Racon non opérationnel
1512.000	Y16	lighted buoy Y16; LA PERLE	3.0 m MOBILIS JET9000-QI-PF4		16-10-13 01:45	17-01-23 14:12	103 days	Gone from its position

# APPENDIX H

## Buoys Data IDM

# LLN	Aid ID	Aid Name	Chart N°	Light	Aid Type	Weight (kg)	Winter Aid Type	Weight (kg)	Aid material	Color	Service	Depth (m)	Latitude	Longitude	Anchor		Mooring		
															Type	Weight (kg)	Type	Length (m)	size (mm)
<b>L'ÉTANG-DU-NORD</b>																			
1489.100	YS3	lighted buoy YS3 ÉTANG DU NORD	4950	Night	0.75m SB 105 Can	52			Plastic	Green	Seasonal	5.8	47° 22' 6.73"	61° 58' 9.99"	Cast Iron	1588	Chain	27.4	20 mm
1489.200	YS4	lighted buoy YS4 ÉTANG DU NORD	4950	Night	0.75m SB 105 Conical	52			Plastic	Red	Seasonal	8.8	47° 22' 5.56"	61° 58' 2.83"	Cast Iron	1588	Chain	27.4	20 mm
1489.300	YS5	lighted buoy YS5; ÉTANG DU NORD	4950	Night	0.75m SB 105 Can	52			Plastic	Green	Seasonal	3.9	47° 22' 9.65"	61° 57' 58.25"	Cast Iron	1588	Chain	19.8	20 mm
1489.500	YS9	lighted buoy YS9; ÉTANG DU NORD	4950	Night	0.75m SB 105 Can	52			Plastic	Green	Seasonal	6	47° 22' 10.82"	61° 57' 52.8"	Cast Iron	1588	Chain	19.8	20 mm
1489.600	YS10	lighted buoy YS10; ÉTANG DU NORD	4950	Night	0.75m SB 105 Conical	52			Plastic	Red	Seasonal	6	47° 22' 9.07"	61° 57' 50.51"	Cast Iron	1588	Chain	19.8	20 mm
<b>CHENAL DU HAVRE DE LA GRANDE ENTRÉE</b>																			
1482.100	YC4	lighted buoy YC4; HAVRE DE LA	4954	Night	1.2m Mobilis AQ-1502	500	0.6m Spar Conical (Long)	510	Plastic/Steel	Red	Year-Round	9	47° 32' 11.928"	61° 34' 33.781"	Cast Iron	2948	Chain	15.2	20 mm
1482.200	YC5	lighted buoy YC5; HAVRE DE LA	4954	Night	1.2m Mobilis BC-1242	380	0.6m Spar Can (Long)	510	Plastic/Steel	Green	Year-Round	9	47° 32' 13.293"	61° 34' 38.123"	Cast Iron	2948	Chain	15.2	20 mm
1482.300	YC9	lighted buoy YC9; HAVRE DE LA	4954	Night	1.2m Mobilis BC-1242	380	0.6m Spar Can (Long)	510	Plastic/Steel	Green	Year-Round	9	47° 32' 31.6291"	61° 34' 23.2184"	Cast Iron	2948	Chain	15.2	20 mm
1482.400	YC10	lighted buoy YC10; HAVRE DE LA	4954	Night	1.2m Mobilis BC-1242	380	0.6m Spar Conical (Long)	510	Plastic/Steel	Red	Year-Round	9	47° 32' 40.1635"	61° 34' 11.3302"	Cast Iron	1814	Chain	18.3	20 mm
1482.500	YC11	lighted buoy YC11; HAVRE DE LA	4954	Night	1.2m Mobilis BC-1242	380	0.6m Spar Can (Long)	510	Plastic/Steel	Green	Year-Round	8	47° 32' 41.5107"	61° 34' 16.4975"	Cast Iron	1814	Chain	18.3	20 mm
1482.550	YC12	lighted buoy YC12; HAVRE DE LA	4954	Night	1.2m Mobilis BC-1242	380	0.6m Spar Conical (Long)	510	Plastic/Steel	Red	Year-Round	9	47° 33' 4.5362"	61° 34' 2.2555"	Cast Iron	2722	Chain	15.2	20 mm
1482.600	YC14	lighted buoy YC14; HAVRE DE LA	4954	Night	1.2m Mobilis BC-1242	380	0.6m Spar Conical (Long)	510	Plastic/Steel	Red	Year-Round	8	47° 33' 14.7768"	61° 33' 57.5008"	Cast Iron	2948	Chain	15.2	20 mm
1482.700	YC15	lighted buoy YC15; HAVRE DE LA	4954	Night	0.75m SB 105 Can	52			Plastic/Steel	Green	Seasonal	3.2	47° 33' 26.168"	61° 33' 40.772"	Cast Iron	227	Chain	7.6	14 mm
<b>CAP-AUX-MEULES - HAVRE-AUX-MAISONS - CAP VERT</b>																			
1494.000	YE2	lighted buoy YE2; ENTREE DE HAVRE-	4950	Night	1.2m Mobilis BC-1242	380			Plastic/Steel	Red	Seasonal	5.3	47° 23' 4.3"	61° 50' 36.2"	Concrete	907	Chain	13.7	20 mm
1494.200	YE4	lighted buoy YE4; HAVRE-AUX-MAISONS	4955	Night	0.75m SB 105 Conical	52			Plastic	Red	Seasonal	1.7	47° 23' 23.58"	61° 50' 37.46"	Concrete	363	Chain	7.6	14 mm
1494.400	YE6	lighted buoy YE6; HAVRE-AUX-MAISONS	4955	Night	0.75m SB 105 Conical	52			Plastic	Red	Seasonal	1.8	47° 23' 33.85"	61° 50' 26.39"	Concrete	363	Chain	7.6	14 mm
1494.450	YE7	lighted buoy YE7 - Havre-aux-Maisons	4955	Night	0.75m SB 105 Can	52			Plastic	Green	Seasonal	2	47° 23' 40.03"	61° 50' 22.9"	Concrete	363	Chain	7.6	14 mm

2017-05-18

# LLN	Aid ID	Aid Name	Chart N°	Light	Aid Type	Weight (kg)	Winter Aid Type	Weight (kg)	Aid material	Color	Service	Depth (m)	Latitude	Longitude	Anchor		Mooring		
															Type	Weight (kg)	Type	Length (m)	size (mm)
1494.600	YE9	lighted buoy YE9; HAVRE-AUX-MAISONS	4955	Night	0.75m SB 105 Can	52			Plastic	Green	Seasonal	2	47° 23' 50.26"	61° 50' 20.36"	Concrete	363	Chain	7.6	14 mm
1494.700	YE8	lighted buoy YE8; HAVRE-AUX-MAISONS	4955	Night	0.75m SB 105 Conical	52			Plastic	Red	Seasonal	2.2	47° 23' 50.34"	61° 50' 16.12"	Concrete	363	Chain	7.6	14 mm
1494.810	YE10	lighted buoy YE10; HAVRE-AUX-MAISONS	4955	Night	0.75m SB 105 Conical	52			Plastic	Red	Seasonal	1.7	47° 23' 59.73"	61° 50' 20.67"	Concrete	363	Chain	7.6	14 mm
1494.910	YE12	lighted buoy YE12; HAVRE-AUX-MAISONS	4955	Night	0.75m SB 105 Conical	52			Plastic	Red	Seasonal	2	47° 24' 4.26"	61° 50' 22.32"	Concrete	363	Chain	7.6	14 mm
1494.920	YE14	lighted buoy YE14; HAVRE-AUX-MAISONS	4955	Night	0.75m SB 105 Conical	52			Plastic	Red	Seasonal	2	47° 24' 14.75"	61° 50' 22.7"	Concrete	363	Chain	7.6	14 mm
1496.400	YD4	lighted buoy YD4; CAP- AUX-MEULES	4956	Night	0.75m SB 105 Conical	52			Plastic	Red	Seasonal	5	47° 22' 35.82"	61° 51' 6.36"	Concrete	363	Chain	9.1	14 mm
6494.920	YE21	YE21; CAP VERT	4955	Unit	0.4m SB 40 Can Plastic	10.50			Plastic	Green	Seasonal	2	47° 24' 22.88"	61° 50' 39.85"	Concrete	91	Polypropylene Cable	3	14 mm
6494.921	YE22	YE22; CAP VERT	4955	Unit	0.4m SB 40 Can Plastic	10.50			Plastic	Red	Seasonal	2	47° 24' 23.77"	61° 50' 49.84"	Concrete	91	Polypropylene Cable	3	14 mm
6494.922	YE24	YE24 CAP VERT	4955	Unit	0.4m SB 40 Can Plastic	10.50			Plastic	Red	Seasonal	2	47° 24' 21.42"	61° 50' 53.46"	Concrete	91	Polypropylene Cable	3	14 mm
6494.923	YE23	YE23 CAP VERT	4955	Unit	0.4m SB 40 Can Plastic	10.50			Plastic	Green	Seasonal	2	47° 24' 21.3"	61° 50' 50.4"	Concrete	91	Polypropylene Cable	3	14 mm
6494.924	YE25	YE25 CAP VERT	4955	Unit	0.4m SB 40 Can Plastic	10.50			Plastic	Green	Seasonal	1.6	47° 24' 19.91"	61° 50' 53.76"	Concrete	91	Polypropylene Cable	3	14 mm
6494.925	YE26	YE26 CAP VERT	4955	Unit	0.4m SB 40 Can Plastic	10.50			Plastic	Red	Seasonal	3	47° 24' 19.65"	61° 50' 57.5"	Concrete	91	Polypropylene Cable	3	14 mm
6494.926	YE27	YE27 CAP VERT	4955	Unit	0.4m SB 40 Can Plastic	10.50			Plastic	Green	Seasonal	1.5	47° 24' 16.98"	61° 51' 1.16"	Concrete	91	Polypropylene Cable	3	14 mm
6494.927	YE28	YE28 CAP VERT	4955	Unit	0.4m SB 40 Can Plastic	10.50			Plastic	Red	Seasonal	2	47° 24' 17.89"	61° 51' 1.65"	Concrete	91	Polypropylene Cable	3	14 mm
6494.928	YE29	YE29 CAP VERT	4955	Unit	0.4m SB 40 Can Plastic	10.50			Plastic	Green	Seasonal	1	47° 24' 16.98"	61° 51' 4.75"	Concrete	91	Polypropylene Cable	3	14 mm
6494.929	YE31	YE31 CAP VERT	4955	Unit	0.4m SB 40 Can Plastic	10.50			Plastic	Green	Seasonal	1.1	47° 24' 18.48"	61° 51' 9.11"	Concrete	91	Polypropylene Cable	3	14 mm
6494.930	YE32	YE32 CAP VERT	4955	Unit	0.4m SB 40 Can Plastic	10.50			Plastic	Red	Seasonal	1	47° 24' 19.14"	61° 51' 5.34"	Concrete	91	Polypropylene Cable	3	14 mm
6494.931	YE34	YE34 CAP VERT	4955	Unit	0.4m SB 40 Can Plastic	10.50			Plastic	Red	Seasonal	1	47° 24' 21.66"	61° 51' 10.86"	Concrete	91	Polypropylene Cable	3	14 mm
6494.932	YE35	YE35; CAP VERT	4955	Unit	0.4m SB 40 Can Plastic	10.50			Plastic	Green	Seasonal	1.1	47° 24' 31.6"	61° 51' 12.99"	Concrete	91	Polypropylene Cable	3	20 mm
6494.933	YE36	YE36; CAP VERT	4955	Unit	0.4m SB 40 Can Plastic	10.50			Plastic	Red	Seasonal		47° 24' 25.64"	61° 51' 18.46"	Steel Bloc	127	Chain	3	20 mm
6494.934	YE37	YE37; CAP VERT	4955	Unit	0.4m SB 40 Can Plastic	10.50			Plastic	Green	Seasonal		47° 24' 28.37"	61° 51' 27.05"	Steel Bloc	127	Chain	3	20 mm

2017-05-18

# LLN	Aid ID	Aid Name	Chart N°	Light	Aid Type	Weight (kg)	Winter Aid Type	Weight (kg)	Aid material	Color	Service	Depth (m)	Latitude	Longitude	Anchor		Mooring		
															Type	Weight (kg)	Type	Length (m)	size (mm)
<b>HAVRE-AUBERT</b>																			
1501.000	YK1	lighted buoy YK1; HAVRE-AUBERT	4950	Night	1.2m Mobilis BC-1242	380			Plastic/Steel	Green	Seasonal	10	47° 16' 50.41"	61° 46' 40.23"	Béton	1814	Chain	27.4	20 mm
1502.200	YK5	lighted buoy YK5; CAP GRIDLEY	4957	Night	0.75m SB 105 Can	52	0.6m Spar Can (Long)	510	Plastic	Green	Seasonal	5	47° 14' 15.34"	61° 49' 27.12"	Béton	272	Chain	9.1	14 mm
1503.000	YK12	lighted buoy YK12	4957	Night	0.75m SB 105 Conical	52	0.6m Spar Conical (Long)	510	Plastic	Red	Seasonal	5	47° 14' 11"	61° 49' 33"	Béton	363	Chain	9.1	14 mm
6503.100	YK13	YK13; CAP GRIDLEY	4957	Unit	0.3m Spar Can- Plastic(ORT)	65			Plastic	Green	Seasonal	5	47° 14' 9.47"	61° 49' 32.21"	Béton	227	Chain	9.1	20 mm
6504.100	YK23	YK23; CAP GRIDLEY	4957	Unit	0.3m Spar Can- Plastic(ORT)	65	0.6m Spar Can (Long)		Plastic	Green	Seasonal	5	47° 14' 5.19"	61° 49' 36.98"	Béton	227	Chain	9.1	14 mm
<b>PASSE DE L'ILE D'ENTRÉE</b>																			
1507.000	YM1	lighted buoy YM1; CHENAL SANDY HOOK	4950	Night	3.0 m MOBILIS JET9000- QI-PF4	1800			Plastic/Steel	Green	Seasonal	12	47° 15' 16.55"	61° 42' 55.43"	Cast Iron	2722	Chain	27.4	28 mm
1507.500	YM7	lighted buoy YM7; CHENAL SANDY HOOK	4950	Night	1.2m Mobilis BC-1242	380			Plastic/Steel	Green	Seasonal	5	47° 16' 6.964"	61° 43' 28.614"	Cast Iron	1814	Chain	18.3	26 mm
1507.600	YM4	lighted buoy YM4; CHENAL SANDY HOOK	4950	Night	1.2m Mobilis BC-1242	380			Plastic/Steel	Red	Seasonal	5.5	47° 15' 43.2"	61° 43' 0"	Béton	1814	Chain	18.3	20 mm
1507.700	YM9	lighted buoy YM9; CHENAL SANDY HOOK	4950	Night	1.2m Mobilis BC-1242	380			Plastic/Steel	Green	Seasonal	5.5	47° 16' 33.149"	61° 43' 54.264"	Cast Iron	1814	Chain	18.3	20 mm
1508.000	YM12	lighted buoy YM12; CHENAL SANDY HOOK	4950	Night	2.4m Mobilis Jet-5000	1430	0.6m Spar Conical (Long)	510	Plastic/Steel	Red	Seasonal	12	47° 16' 43.92"	61° 43' 49.68"	Cast Iron	2268	Chain	27.4	28 mm
1508.500	YM11	lighted buoy YM11; CHENAL SANDY HOOK	4950	Night	1.2m Mobilis BC-1242	380			Plastic/Steel	Green	Seasonal	9	47° 16' 51.02"	61° 44' 11.9"	Cast Iron	1814	Chain	27.4	20 mm
<b>OPTIONAL BUOYS</b>																			
1480.000	YY	lighted buoy cardinale Est Y1; POINTE DE L'EST	4950	Night	3.0 m MOBILIS JET9000- QI-PF4	1800			Plastic/Steel	Black-Yellow	Seasonal	16	47° 36' 45.2"	61° 19' 39.4"	Cast Iron	3629	Chain	82.3	28 mm
1480.500	YA2	lighted buoy YA2; BARRE ROCHEUSE	4950	Night	3.0 m MOBILIS JET9000- QI-PF4	1800			Plastic/Steel	Red	Seasonal	15	47° 33' 42.2"	61° 27' 27.4"	Cast Iron	2722	Chain	54.9	28 mm
1481.000	Y8	lighted buoy Y8; OLD HARRY HEAD	4950	Night	3.0 m MOBILIS JET900														



**ANNEX «B » - BASIS OF PAYMENT**

Payment to the Contractor shall be made upon completion of work to the satisfaction of the Departmental Representative twice yearly (July and January) and upon submission of an invoice. Payment will be made for costs reasonably and properly incurred in the performance of the work, in accordance with the contractor's cost proposal and the Statement of Work.

**Table 1 - Cap-aux-Meules, Havre-aux-Maisons, Cap-Vert**

Under this contract, the Contractors shall provide an amount for each of the required services for each year of this contract for the area identified in the table below:

AREA	<b>BUOYS</b> underlined = lighted buoys *= winter spar buoys		
CAP-AUX-MEULES HAVRE-AUX-MAISONS CAP-VERT	<u>YD-4</u> <u>YE-2, 4, 6, 8, 9, 10, 11, 12, 14</u> YE-21, 22, 23, 24, 25, 26, 27, 28, 29, 31, 32, 34, 35, 36, 37 Quantity: 25 summer buoys (1 x Mobilis BC-1242, 9 x Tideland SB-101, 15 x Tideland SB-40)		
TASK DESCRIPTION	Initial contract: Date of Contract award to December 31, 2020	Option Period1: January 1 2021 to December 31, 2021	Option Period2: January 1 2022 to December 31, 2022
PLACING (INSTALLATION) OF BUOYS			
Overall fixed price submitted for the placing of 25 summer buoys belonging to the CCG	\$	\$	\$
TROUBLESHOOTING			
Overall fixed price submitted for the potential troubleshooting of 25 summer buoys belonging to the CCG	\$	\$	\$
REMOVAL OF BUOYS			
Overall fixed price submitted for the removal of 25 summer buoys belonging to the CCG	\$	\$	\$
<b>OVERALL PRICE PER YEAR</b>	\$	\$	\$



**Table 2 - Chenal du Havre de la Grande Entrée**

Under this contract, the Contractors shall provide an amount for each of the required services for each year of this contract for the area identified in the table below:

AREA	<b>BUOYS</b> underlined = lighted buoys *= winter spar buoys		
<b>GRANDE ENTRÉE HARBOUR CHANNEL</b>	<u>YC-4*</u> , <u>5*</u> , <u>9*</u> , <u>10*</u> , <u>11*</u> , <u>12*</u> , <u>14*</u> , <u>15</u> Quantity: 15 buoys (eight summer buoys, seven winter buoys). (1 x Mobilis JET 1400, 6 x Mobilis BC-1242, 1 x Tideland SB1-101, 7 x winter spars 0.6 m in steel)		
<b>TASK DESCRIPTION</b>	Initial contract: Date of Contract award to December 31, 2020	Option Period1: January 1 2021 to December 31, 2021	Option Period2: January 1 2022 to December 31, 2022
<b>PLACING (INSTALLATION) OF BUOYS</b>			
Overall fixed price submitted for the placing of eight summer buoys and the removal of seven winter spars belonging to the CCG	\$	\$	\$
<b>TROUBLESHOOTING</b>			
Overall fixed price submitted for the potential troubleshooting of eight summer buoys belonging to the CCG	\$	\$	\$
<b>BUOY REMOVAL</b>			
Overall fixed price submitted for the removal of eight summer buoys and the placing of seven winter spars belonging to the CCG	\$	\$	\$
<b>OVERALL PRICE PER YEAR</b>	\$	\$	\$



**Table 3 - Havre-Aubert**

Under this contract, the Contractors shall provide an amount for each of the required services for each year of this contract for the area identified in the table below:

AREA	<b>BUOYS</b> underlined = lighted buoys * = winter spar buoys		
<b>HAVRE-AUBERT</b>	<u>YK-1, 5*, 12*, 13, 23*</u> Quantity: Eight buoys (five summer buoys, three winter buoys) (1 x Mobilis BC-1242, 2 x Tideland SB-101, 2 x Tideland SB-30 (ORT), 3 x winter spars 0.6 m. in steel)		
<b>TASK DESCRIPTION</b>	Initial contract: Date of Contract award to December 31, 2020	Option Period1: January 1 2021 to December 31, 2021	Option Period2: January 1 2022 to December 31, 2022
<b>PLACING (INSTALLATION) OF BUOYS</b>			
Overall fixed price submitted for the placing of five summer buoys and the removal of three winter spars belonging to the CCG	\$	\$	\$
<b>TROUBLESHOOTING</b>			
Overall fixed price submitted for the potential troubleshooting of five summer buoys belonging to the CCG	\$	\$	\$
<b>BUOY REMOVAL</b>			
Overall fixed price submitted for the removal of five summer buoys and the placing of three winter spars belonging to the CCG	\$	\$	\$
<b>OVERALL PRICE PER YEAR</b>	\$	\$	\$



**Table 4 - L'Étang-du-Nord**

Under this contract, the Contractors shall provide an amount for each of the required services for each year of this contract for the area identified in the table below:

AREA	BUOYS underlined = lighted buoys *= winter spar buoys		
<b>L'ÉTANG-DU-NORD</b>	<b><u>YS-3, 4, 5, 9, 10</u></b> Quantity: five summer buoys (5 x Tideland SB-101)		
<b>TASK DESCRIPTIONS</b>	Initial contract: Date of Contract award to December 31, 2020	Option Period1: January 1 2021 to December 31, 2021	Option Period2: January 1 2022 to December 31, 2022
<b>MOUILLAGE (POSE) DE BOUÉES</b>			
Overall fixed price submitted for the placing of five summer buoys belonging to the CCG	\$	\$	\$
<b>DÉPANNAGE</b>			
Overall fixed price submitted for the potential troubleshooting of five buoys belonging to the CCG	\$	\$	\$
<b>ENLÈVEMENT DE BOUÉES</b>			
Overall fixed price submitted for the removal of five summer buoys belonging to the CCG	\$	\$	\$
<b>OVERALL PRICE PER YEAR</b>	\$	\$	\$



**Table 5 - Passe de l'Île d'Entrée**

Under this contract, the Contractors shall provide an amount for each of the required services for each year of this contract for the area identified in the table below:

AREA	BUOYS underlined = lighted buoys *= winter spar buoys		
<b>Île d'Entrée Passage</b>	<b><u>YM-1, 4, 7, 9, 11, 12*</u></b> Quantity: Seven buoys (six summer buoys, one winter buoy) (1 x Mobilis JET-9000, 1 x Mobilis JET-5000, 4 x Mobilis BC-1242, 1 x winter spar 0.6 m in steel)		
TASK DESCRIPTIONS	Initial contract: Date of Contract award to December 31, 2020	Option Period1: January 1 2021 to December 31, 2021	Option Period2: January 1 2022 to December 31, 2022
<b>PLACING (INSTALLATION) OF BUOYS</b>			
Overall fixed price submitted for the placing of six summer buoys and the removal of one winter spar belonging to the CCG	\$	\$	\$
<b>TROUBLESHOOTING</b>			
Fixed overall price submitted for the potential troubleshooting of six summer buoys belonging to the CCG	\$	\$	\$
<b>BUOY REMOVAL</b>			
Overall fixed price submitted for the removal of six summer buoys and the placing of one winter spar belonging to the CCG	\$	\$	\$
<b>OVERALL PRICE PER YEAR</b>	\$	\$	



**Table 6 « RÉCIF ALRIGHT »**

Under this contract, the Contractors shall provide an amount for each of the required services for each year of this contract for the area identified in the table below:

AREA	<b>BUOYS</b> underlined = lighted buoys *= winter spar buoys		
<b>ALRIGHT REEF</b>	<u><b>Y-12</b></u> Quantity: One summer buoy (1 x Mobilis JET-9000)		
TASK DESCRIPTIONS	Initial contract: Date of Contract award to December 31, 2020	Option Period1: January 1 2021 to December 31, 2021	Option Period2: January 1 2022 to December 31, 2022
<b>PLACING (INSTALLATION) OF BUOYS</b>			
Fixed overall price submitted for the placing of one summer buoy belonging to the CCG	\$	\$	\$
<b>TROUBLESHOOTING</b>			
Fixed overall price submitted for the potential troubleshooting of one summer buoy belonging to the CCG	\$	\$	\$
<b>BUOY REMOVAL</b>			
Fixed overall price submitted for the removal of one summer buoy belonging to the CCG	\$	\$	\$
<b>OVERALL PRICE PER YEAR</b>	\$	\$	\$



**Table 7 - «Pointe Old-Harry»**

Under this contract, the Contractors shall provide an amount for each of the required services for each year of this contract for the area identified in the table below:

AREA	<b>BUOYS</b> underlined = lighted buoys *= winter spar buoys		
<b>POINTE OLD-HARRY</b>	<u><b>YA-2</b></u> Quantity: One summer buoy (1 x Mobilis JET-9000)		
TASK DESCRIPTIONS	Initial contract: Date of Contract award to December 31, 2020	Option Period1: January 1 2021 to December 31, 2021	Option Period2: January 1 2022 to December 31, 2022
<b>PLACING (INSTALLATION) OF BUOYS</b>			
Fixed overall price submitted for the placing of one summer buoy belonging to the CCG	\$	\$	\$
<b>TROUBLESHOOTING</b>			
Fixed overall price submitted for the potential troubleshooting of one summer buoy belonging to the CCG	\$	\$	\$
<b>BUOY REMOVAL</b>			
Fixed overall price submitted for the removal of one summer buoy belonging to the CCG	\$	\$	\$
<b>OVERALL PRICE PER YEAR</b>	\$	\$	\$



**Table 8 - «Pointe de l'Est »**

Under this contract, the Contractors shall provide an amount for each of the required services for each year of this contract for the area identified in the table below:

AREA	<b>BUOYS</b> underlined = lighted buoys * = winter spar buoys		
<b>POINTE DE L'EST</b>	<u>YY</u> Quantity: One summer buoy (1 x Mobilis JET-9000)		
<b>TASK DESCRIPTIONS</b>	Initial contract: Date of Contract award to December 31, 2020	Option Period1: January 1 2021 to December 31, 2021	Option Period2: January 1 2022 to December 31, 2022
<b>PLACING (INSTALLATION) OF BUOYS</b>			
Fixed overall price submitted for the placing of one summer buoy belonging to the CCG	\$	\$	\$
<b>TROUBLESHOOTING</b>			
Fixed overall price submitted for the potential troubleshooting of one summer buoy belonging to the CCG	\$	\$	\$
<b>BUOY REMOVAL</b>			
Fixed overall price submitted for the removal of one summer buoy belonging to the CCG	\$	\$	\$
<b>OVERALL PRICE PER YEAR</b>	\$	\$	\$



**Table 9 « La Perle »**

Under this contract, the Contractors shall provide an amount for each of the required services for each year of this contract for the area identified in the table below:

AREA	<b>BUOYS</b> underlined = lighted buoys *= winter spar buoys		
<b>LA PERLE</b>	<b><u>Y-16</u></b> Quantity: One summer buoy (1 x Mobilis JET-9000)		
TASK DESCRIPTIONS	Initial contract: Date of Contract award to December 31, 2020	Option Period1: January 1 2021 to December 31, 2021	Option Period2: January 1 2022 to December 31, 2022
<b>PLACING (INSTALLATION) OF BUOYS</b>			
Fixed overall price submitted for the placing of one summer buoy belonging to the CCG	\$	\$	\$
<b>TROUBLESHOOTING</b>			
Fixed overall price submitted for the potential troubleshooting of one summer buoy belonging to the CCG	\$	\$	\$
<b>BUOY REMOVAL</b>			
Fixed overall price submitted for the removal of one summer buoy belonging to the CCG	\$	\$	\$
<b>OVERALL PRICE PER YEAR</b>	\$	\$	\$



**Table 10 «Au large de l'île de la Grande Entrée»**

Under this contract, the Contractors shall provide an amount for each of the required services for each year of this contract for the area identified in the table below:

AREA	<b>BUOYS</b> underlined = lighted buoys *= winter spar buoys		
<b>OFF L'ÎLE DE LA GRANDE ENTRÉE</b>	<u>Y-8</u> Quantity: One summer buoy (1 x Mobilis JET-9000)		
TASK DESCRIPTIONS	Initial contract: Date of Contract award to December 31, 2020	Option Period1: January 1 2021 to December 31, 2021	Option Period2: January 1 2022 to December 31, 2022
<b>PLACING (INSTALLATION) OF BUOYS</b>			
Fixed overall price submitted for the placing of one summer buoy belonging to the CCG	\$	\$	\$
<b>TROUBLESHOOTING</b>			
Fixed overall price submitted for the potential troubleshooting of one summer buoy belonging to the CCG	\$	\$	\$
<b>BUOY REMOVAL</b>			
Fixed overall price submitted for the removal of one summer buoy belonging to the CCG	\$	\$	\$
<b>OVERALL PRICE PER YEAR</b>	\$	\$	\$

<b>Total Bid Price (before taxes) = Table 1 + Table 2 + Table 3 + Table 4 + Table 5 + Table 6 + Table 7 + Table 8 + Table 9 + Table 10</b>	\$
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**ANNEX "C" - SECURITY REQUIREMENTS CHECK LIST (SRCL)**



Government of Canada / Gouvernement du Canada

Contract Number / Numéro du contrat <b>F3047-191923</b>
Security Classification / Classification de sécurité Unclassified

**SECURITY REQUIREMENTS CHECK LIST (SRCL)  
LISTE DE VÉRIFICATION DES EXIGENCES RELATIVES À LA SÉCURITÉ (LVERS)**

<b>PART A - CONTRACT INFORMATION / PARTIE A - INFORMATION CONTRACTUELLE</b>		
1. Originating Government Department or Organization / Ministère ou organisme gouvernemental d'origine <b>Fisheries and Oceans Canada</b>	2. Branch or Directorate / Direction générale ou Direction <b>Programmes Navigation</b>	
3 a) Subcontract Number / Numéro du contrat de sous-traitance	3. b) Name and Address of Subcontractor / Nom et adresse du sous-traitant	
4. Brief Description of Work / Brève description du travail <b>pose, enlèvement et dépannage des bouées situées aux îles de la Madeleine</b>		
5 a) Will the supplier require access to Controlled Goods? / Le fournisseur aura-t-il accès à des marchandises contrôlées?	<input checked="" type="checkbox"/> No / Non <input type="checkbox"/> Yes / Oui	
5 b) Will the supplier require access to unclassified military technical data subject to the provisions of the Technical Data Control Regulations? / Le fournisseur aura-t-il accès à des données techniques militaires non classifiées qui sont assujetties aux dispositions du Règlement sur le contrôle des données techniques?	<input checked="" type="checkbox"/> No / Non <input type="checkbox"/> Yes / Oui	
6. Indicate the type of access required / Indiquer le type d'accès requis		
6 a) Will the supplier and its employees require access to PROTECTED and/or CLASSIFIED information or assets? / Le fournisseur ainsi que les employés auront-ils accès à des renseignements ou à des biens PROTÉGÉS et/ou CLASSIFIÉS? (Specify the level of access using the chart in Question 7. c) / (Préciser le niveau d'accès en utilisant le tableau qui se trouve à la question 7. c)	<input checked="" type="checkbox"/> No / Non <input type="checkbox"/> Yes / Oui	
6 b) Will the supplier and its employees (e.g. cleaners, maintenance personnel) require access to restricted access areas? No access to PROTECTED and/or CLASSIFIED information or assets is permitted / Le fournisseur et ses employés (p. ex. nettoyeurs, personnel d'entretien) auront-ils accès à des zones d'accès restreintes? L'accès à des renseignements ou à des biens PROTÉGÉS et/ou CLASSIFIÉS n'est pas autorisé	<input checked="" type="checkbox"/> No / Non <input type="checkbox"/> Yes / Oui	
6 c) Is this a commercial courier or delivery requirement with no overnight storage? / S'agit-il d'un contrat de messagerie ou de livraison commerciale sans entreposage de nuit?	<input checked="" type="checkbox"/> No / Non <input type="checkbox"/> Yes / Oui	
7 a) Indicate the type of information that the supplier will be required to access / Indiquer le type d'information auquel le fournisseur devra avoir accès		
Canada <input type="checkbox"/>	NATO / OTAN <input type="checkbox"/>	
Foreign / Étranger <input type="checkbox"/>		
7 b) Release restrictions / Restrictions relatives à la diffusion		
No release restrictions / Aucune restriction relative à la diffusion <input type="checkbox"/>	All NATO countries / Tous les pays de l'OTAN <input type="checkbox"/>	
Not releasable / À ne pas diffuser <input type="checkbox"/>		
Restricted to / Limité à <input type="checkbox"/>	Restricted to / Limité à <input type="checkbox"/>	
Specify country(ies) / Préciser le(s) pays	Specify country(ies) / Préciser le(s) pays	
7 c) Level of information / Niveau d'information		
PROTECTED A / PROTÉGÉ A <input type="checkbox"/>	NATO UNCLASSIFIED / NATO NON CLASSIFIÉ <input type="checkbox"/>	PROTECTED A / PROTÉGÉ A <input type="checkbox"/>
PROTECTED B / PROTÉGÉ B <input type="checkbox"/>	NATO RESTRICTED / NATO DIFFUSION RESTREINTE <input type="checkbox"/>	PROTECTED B / PROTÉGÉ B <input type="checkbox"/>
PROTECTED C / PROTÉGÉ C <input type="checkbox"/>	NATO CONFIDENTIAL / NATO CONFIDENTIEL <input type="checkbox"/>	PROTECTED C / PROTÉGÉ C <input type="checkbox"/>
CONFIDENTIAL / CONFIDENTIEL <input type="checkbox"/>	NATO SECRET / NATO SECRET <input type="checkbox"/>	CONFIDENTIAL / CONFIDENTIEL <input type="checkbox"/>
SECRET / SECRET <input type="checkbox"/>	COSMIC TOP SECRET / COSMIC TRÈS SECRET <input type="checkbox"/>	SECRET / SECRET <input type="checkbox"/>
TOP SECRET / TRÈS SECRET <input type="checkbox"/>		TOP SECRET / TRÈS SECRET <input type="checkbox"/>
TOP SECRET (SIGINT) / TRÈS SECRET (SIGINT) <input type="checkbox"/>		TOP SECRET (SIGINT) / TRÈS SECRET (SIGINT) <input type="checkbox"/>



Contract Number / Numéro du contrat <b>F3047-1919 23</b>
Security Classification / Classification de sécurité Unclassified

**PART A (continued) / PARTIE A (suite)**

8. Will the supplier require access to PROTECTED and/or CLASSIFIED COMSEC information or assets?  
 Le fournisseur aura-t-il accès à des renseignements ou à des biens COMSEC désignés PROTÉGÉS et/ou CLASSIFIÉS?  No / Non  Yes / Oui  
 If Yes, indicate the level of sensitivity:  
 Dans l'affirmative, indiquer le niveau de sensibilité :

9. Will the supplier require access to extremely sensitive INFOSEC information or assets?  
 Le fournisseur aura-t-il accès à des renseignements ou à des biens INFOSEC de nature extrêmement délicate?  No / Non  Yes / Oui

Short Title(s) of material / Titre(s) abrégé(s) du matériel : \_\_\_\_\_  
 Document Number / Numéro du document : \_\_\_\_\_

**PART B: PERSONNEL (SUPPLIER) / PARTIE B: PERSONNEL (FOURNISSEUR)**

10. a) Personnel security screening level required / Niveau de contrôle de la sécurité du personnel requis

<input type="checkbox"/> RELIABILITY STATUS COTE DE FIABILITÉ	<input type="checkbox"/> CONFIDENTIAL CONFIDENTIEL	<input type="checkbox"/> SECRET SECRET	<input type="checkbox"/> TOP SECRET TRÈS SECRET
<input type="checkbox"/> TOP SECRET-SIGINT TRÈS SECRET - SIGINT	<input type="checkbox"/> NATO CONFIDENTIAL NATO CONFIDENTIEL	<input type="checkbox"/> NATO SECRET NATO SECRET	<input type="checkbox"/> COSMIC TOP SECRET COSMIC TRÈS SECRET
<input type="checkbox"/> SITE ACCESS ACCÈS AUX EMPLACEMENTS			

Special comments:  
 Commentaires spéciaux : \_\_\_\_\_

NOTE: If multiple levels of screening are identified, a Security Classification Guide must be provided.  
 REMARQUE: Si plusieurs niveaux de contrôle de sécurité sont requis, un guide de classification de la sécurité doit être fourni.

10. b) May unscreened personnel be used for portions of the work?  
 Du personnel sans autorisation sécuritaire peut-il se voir confier des parties du travail?  No / Non  Yes / Oui  
 If Yes, will unscreened personnel be escorted?  
 Dans l'affirmative, le personnel en question sera-t-il escorté?  No / Non  Yes / Oui

**PART C: SAFEGUARDS (SUPPLIER) / PARTIE C: MESURES DE PROTECTION (FOURNISSEUR)**

**INFORMATION / ASSETS / RENSEIGNEMENTS / BIENS**

11. a) Will the supplier be required to receive and store PROTECTED and/or CLASSIFIED information or assets on its site or premises?  
 Le fournisseur sera-t-il tenu de recevoir et d'entreposer sur place des renseignements ou des biens PROTÉGÉS et/ou CLASSIFIÉS?  No / Non  Yes / Oui

11. b) Will the supplier be required to safeguard COMSEC information or assets?  
 Le fournisseur sera-t-il tenu de protéger des renseignements ou des biens COMSEC?  No / Non  Yes / Oui

**PRODUCTION**

11. c) Will the production (manufacture, and/or repair and/or modification) of PROTECTED and/or CLASSIFIED material or equipment occur at the supplier's site or premises?  
 Les installations du fournisseur serviront-elles à la production (fabrication et/ou réparation et/ou modification) de matériel PROTÉGÉ et/ou CLASSIFIÉ?  No / Non  Yes / Oui

**INFORMATION TECHNOLOGY (IT) MEDIA / SUPPORT RELATIF À LA TECHNOLOGIE DE L'INFORMATION (TI)**

11. d) Will the supplier be required to use its IT systems to electronically process, produce or store PROTECTED and/or CLASSIFIED information or data?  
 Le fournisseur sera-t-il tenu d'utiliser ses propres systèmes informatiques pour traiter, produire ou stocker électroniquement des renseignements ou des données PROTÉGÉS et/ou CLASSIFIÉS?  No / Non  Yes / Oui

11. e) Will there be an electronic link between the supplier's IT systems and the government department or agency?  
 Disposera-t-on d'un lien électronique entre le système informatique du fournisseur et celui du ministère ou de l'agence gouvernementale?  No / Non  Yes / Oui



Contract Number / Numéro du contrat <b>F3047-191923</b>
Security Classification / Classification de sécurité Unclassified

**PART C - (continued) / PARTIE C - (suite)**

For users completing the form **manually** use the summary chart below to indicate the category(ies) and level(s) of safeguarding required at the supplier's site(s) or premises.  
Les utilisateurs qui remplissent le formulaire **manuellement** doivent utiliser le tableau récapitulatif ci-dessous pour indiquer, pour chaque catégorie, les niveaux de sauvegarde requis aux installations du fournisseur.

For users completing the form **online** (via the Internet), the summary chart is automatically populated by your responses to previous questions.  
Dans le cas des utilisateurs qui remplissent le formulaire **en ligne** (par Internet), les réponses aux questions précédentes sont automatiquement saisies dans le tableau récapitulatif.

**SUMMARY CHART / TABLEAU RÉCAPITULATIF**

Category / Catégorie	PROTECTED / PROTÉGÉ			CLASSIFIED / CLASSIFIÉ			NATO				COMSEC					
	A	B	C	CONFIDENTIAL / CONFIDENTIEL	SECRET	TOP SECRET / TRÈS SECRET	NATO RESTRICTED / NATO DIFFUSION RESTREINTE	NATO CONFIDENTIAL / NATO CONFIDENTIEL	NATO SECRET	COSMIC TOP SECRET / COSMIC TRÈS SECRET	PROTECTED / PROTÉGÉ			CONFIDENTIAL / CONFIDENTIEL	SECRET	TOP SECRET / TRÈS SECRET
											A	B	C			
Information / Assets / Renseignements / Biens / Production																
T Media / Support TI																
T Link / Lien électronique																

12. a) Is the description of the work contained within this SRCL PROTECTED and/or CLASSIFIED?  
La description du travail visé par la présente LVERS est-elle de nature PROTÉGÉE et/ou CLASSIFIÉE?  No / Non  Yes / Oui

If Yes, classify this form by annotating the top and bottom in the area entitled "Security Classification".  
Dans l'affirmative, classifiez le présent formulaire en indiquant le niveau de sécurité dans la case intitulée « Classification de sécurité » au haut et au bas du formulaire.

12. b) Will the documentation attached to this SRCL be PROTECTED and/or CLASSIFIED?  
La documentation associée à la présente LVERS sera-t-elle PROTÉGÉE et/ou CLASSIFIÉE?  No / Non  Yes / Oui

If Yes, classify this form by annotating the top and bottom in the area entitled "Security Classification" and indicate with attachments (e.g. SECRET with Attachments).  
Dans l'affirmative, classifiez le présent formulaire en indiquant le niveau de sécurité dans la case intitulée « Classification de sécurité » au haut et au bas du formulaire et indiquez qu'il y a des pièces jointes (p. ex. SECRET avec des pièces jointes).



## ANNEX “D” – INSURANCE CONDITIONS

Upon contract award the successful bidder will be required to supply insurance as per the attached insurance conditions. Additionally, the following conditions must be met:

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 as represented by the Minister of Fisheries and Oceans.
  - b. Waiver of Subrogation Rights: Contractor's Insurer to waive all rights of subrogation against Canada as represented by Fisheries & Oceans Canada 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:  
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

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.



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## ANNEX "E" – ADDITIONAL VESSEL CONDITIONS

1. The Contractor must keep and maintain the vessel, engines, gear and equipment in good and sufficient repair for the duration of the Contract and must pay for all necessary repairs, renewals and maintenance.
2. The Contractor must:
  - a. indemnify and save harmless Canada from and against any claim for loss or damage to the vessel or any other property, engines, gear, or equipment, arising from the charter, and for injury or property of persons aboard the vessel, excepting any injury or damage to property of Canada's employees or agents;
  - b. ensure that the operations are only carried out by Canada's authorized representatives as specified by the Technical Authority;
  - c. ensure that approved personal floatation devices for all persons on board are in readily accessible positions at all times;
  - d. ensure that the use or possession of illegal drugs or alcohol is prohibited. If any member of the crew is found under the influence of such drugs and/or intoxicants while on duty, it will be cause for termination of the Contract for default.
3. If the vessel is disabled or is not in running order or is laid up without the consent of Canada, then Canada will not be liable for payment for the hire of the vessel during this period. If this period exceeds one week, Canada may terminate the Contract immediately for default.
4. If any gear or equipment necessary for the efficient operation of the vessel for the purpose of the Contract is not in good working order for any period of time, then the payment of hire will cease for the lost time, and if during the voyage the speed is reduced by a defect in or breakdown of any part of the hull, machinery or equipment, the time lost will be deducted from the hire. Canada will be the sole judge of the capability of the vessel.
5. If the vessel is unable to operate safely in the work area because of sea or weather conditions, as agreed to by the representative of the Contractor and the representative of Canada, then the charter for the day will be terminated and a pro-rated payment made to the Contractor for that period engaged in the Work in accordance with the terms of the Contract.
6. If the particulars furnished by the Contractor and set out in the Contract are incorrect or misleading, Canada may, at Canada's discretion, terminate the Contract for default.
7. If the vessel is lost or damaged to such an extent as to justify abandonment as for a constructive total loss, Her Majesty may terminate the Contract.
8. The Contractor, by these presents, does hereby remise, release and forever discharge Her Majesty and all employees of Her Majesty from all manners of action, claims or demands, of whatever kind or nature that the Contractor ever had, now has or can, shall or may hereafter have by reason of damage to or personal injury, or both as a result of or in any way arising out of the acts or omission of Her Majesty or employees of Her Majesty pursuant to the terms and conditions of the Agreement or any Contract.
9. The Contractor acknowledges and agrees that this Agreement or any Contract shall in no way replace, substitute or derogate from any of the rights powers if Her Majesty pursuant to the Fisheries Act of Canada or any other statute, law or regulation of Canada.



10. If a provision or term or condition of this Agreement or any Contract is wholly or partially invalid, this Agreement or Contract shall be interpreted as if the invalid provision, term or condition had not been a part of this Agreement or Contract.
  
11. The Contractor shall permit Her Majesty all access and egress that is request by Her Majesty to accomplish all inspections deemed necessary by Her Majesty to administer the terms and conditions of this Agreement or Contract.