



RETURN BIDS TO:

RETOURNER LES SOUMISSIONS À:

Bid Receiving - PWGSC / Réception des soumissions
- TPSGC

11 Laurier St. / 11, rue Laurier

Place du Portage, Phase III

Core 0B2 / Noyau 0B2

Gatineau

Quebec

K1A0S5

Bid Fax: (819) 997-9776

**SOLICITATION AMENDMENT
MODIFICATION DE L'INVITATION**

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

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

Comments - Commentaires

Vendor/Firm Name and Address

Raison sociale et adresse du
fournisseur/de l'entrepreneur

Issuing Office - Bureau de distribution

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

Title - Sujet EREP: Hard Shell Barges	
Solicitation No. - N° de l'invitation F7047-170070/B	Amendment No. - N° modif. 006
Client Reference No. - N° de référence du client F7047-170070	Date 2020-05-13
GETS Reference No. - N° de référence de SEAG PW-\$ERD-010-27735	
File No. - N° de dossier 010erd.F7047-170070	CCC No./N° CCC - FMS No./N° VME
Solicitation Closes - L'invitation prend fin at - à 02:00 PM on - le 2020-06-10	Time Zone Fuseau horaire Eastern Daylight Saving Time EDT
F.O.B. - F.A.B. Plant-Usine: <input type="checkbox"/> Destination: <input checked="" type="checkbox"/> Other-Autre: <input type="checkbox"/>	
Address Enquiries to: - Adresser toutes questions à: Cormier, Jessica	Buyer Id - Id de l'acheteur 010erd
Telephone No. - N° de téléphone (343) 543-7594 ()	FAX No. - N° de FAX () -
Destination - of Goods, Services, and Construction: Destination - des biens, services et construction:	

Instructions: See Herein

Instructions: Voir aux présentes

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

Amendment 006

This amendment is raised to answer questions that were received from Industry and to amend Annex 1 to Part 4 – Technical Bid Evaluation Plan.

1. QUESTIONS AND ANSWERS

QUESTION 1: Will there be a requirement to ship two (2) units to site at any time, if so are we expected to meet the Delivery and Unloading Criteria? Or is the stacking requirement strictly for on-site storage and localized transit by the owner?

ANSWER 1: The stacking requirement is for on-site storage and transit by owner. Stacking during delivery is up to the bidder; however, Resulting Contract Clause 6.15.2, Delivery and Unloading Criteria must be met.

QUESTION 2: Annex B, Technical Statement of Requirements 3.1 a) c) requires a set of 3" and 4" suction and discharge hoses. What length each hose should be, and how many sections of hose in total will be required for each size?

ANSWER 2: Additional details as to the discharge hoses can be found in Annex B, section 4.6. One section of hose must be provided per hose size. All hoses must be 20 feet in length.

QUESTION 3: For stability, how many people will be on board a 20m³ barge during pumping operations?

ANSWER 3: Up to 6 personnel may be on board during pumping operations when anchored. During towing operations, no personnel will be aboard the barges.

QUESTION 4: Is a "save all" required around the perimeter of each barge, or only around access holes and pumping stations?

ANSWER 4: As per requirement 4.2.6.9., save-alls must be fitted around hatches, filling and discharge valves and vents.

QUESTION 5: It is requested that the vessels have a life span of at least 20 years in salt and fresh water. Please confirm that anodes will have to be installed to preserve the integrity of the hull.

ANSWER 5: The aluminum barges will be mainly stored on dry land and only put into water when needed, as such anodes are not a requirement identified in the technical specification of requirements (Annex B). However, it is up to the manufacturer to determine if anodes are needed to achieve the required 20-year life span of the barges.

QUESTION 6: With reference to Amendment 002 questions 3 and 7 regarding Mandatory Requirement M4:

1. Is it possible to accept 4 vessels built within the 5-year period requested that are longer than 30' and that have been built in accordance with a classification society or Transport Canada?
2. Is it then possible to accept 2 vessels that have a greater complexity than the requested barges and that have been built in accordance with a classification society or Transport Canada?
3. Is it possible to take into account, in the number of aluminum barges and/or vessels built, a substantial replacement of hull plates on an existing aluminum vessel?

ANSWER 6:

1. Mandatory Requirement M4 is being amended to allow \$1,000,000.00 CAD of aluminum hulled barges or aluminum hulled commercial vessels in lieu of 5 aluminum hulled barges or aluminum hulled commercial vessels (see below).
2. See response above.
3. Hull replacement will not be considered for the purposes of mandatory requirement M4. Only newly built vessels will be considered.

QUESTION 7: With regard to Mandatory Requirement M4, can compliance with the requirements of another country's regulatory body be considered equivalent to compliance with Transport Canada requirements? Another country's regulatory body lists Transport Canada as one of 8 competent administrations. Does Transport Canada have a similar reciprocal list of competent administrations?

ANSWER 7: Previous experience having barges or vessels certified to the regulations and standards under the Canada Shipping Act 2001, i.e. to Transport Canada requirements, is required since barges and vessels registered in Canada must comply with these requirements. As such, previous experience having barges or vessels certified to other countries' requirements will not be considered equivalent for the purposes of M4. Transport Canada has no list of "competent administrations".

QUESTION 8: Can Mandatory Requirement M4 be amended again to allow 2 aluminum hulled vessels as opposed to 5 aluminum hulled vessels?

ANSWER 8: Mandatory Requirement M4 is being amended to allow \$1,000,000.00 CAD of aluminum hulled barges or aluminum hulled commercial vessels in lieu of 5 aluminum hulled barges or aluminum hulled commercial vessels. **There will be no further amendments to Mandatory Requirement M4.**

QUESTION 9: Can you confirm the Canadian content rules for the tender? What % of the work must be in Canada?

ANSWER 9: Canadian content rules do not apply to this requirement. As mandated by international agreements, this requirement is subject to the provisions of the World Trade Organization Agreement on Government Procurement (WTO-AGP), the North American Free Trade Agreement (NAFTA), the Canada-European Union Comprehensive Economic and Trade Agreement (CETA), the Canadian Free Trade Agreement (CFTA) and the Comprehensive and Progressive Agreement for Trans-Pacific Partnership (CPTPP).

QUESTION 10: Can you confirm the desired measurements of the barges and how many barges are desired per measurement?

ANSWER 10: The dimensions of the barges are not specified in the requirements. It is up to the bidder to select the dimensions of the barges and design them so that they can accommodate 20 or 40 cubic metres of liquid while fulfilling all other requirements stated in Annex B.

QUESTION 11: The "coating" part of the tender package does not go into much detail regarding the non-skid coating (Annex B 4.10.1.2). Are there any additional details that can be provided?

ANSWER 11: CCG prefers a coating that is easier to maintain, however all non-skid coatings will be given equal consideration and would fulfill the requirements.

QUESTION 12: The tender package does not require that any other parts of the barges be coated. Will the barges be trailered or moored in fresh water? If not, then it would be a good idea to have an antifouling coating spec for the underwater hull.

ANSWER 12: The barges will be used in both salt water and fresh water. However, the barges will be mainly stored on dry land and time in the water will be minimized. CCG has elected to forego antifouling coating for this reason.

QUESTION 13: REFERENCE: SCHEDULE B - SCHEDULE OF DELIVERIES

If I proposed on **A. EASTERN REGION – 20m3 - A1. SCHEDULE OF DELIVERIES** = All thirteen (13) BARGES by December 31st, 2021.

I could possibly offer the same on **B. WESTERN REGION – 20m3 - B1. SCHEDULE OF DELIVERIES** = All sixteen (16) BARGES by December 31st, 2021

I would offer these deliveries based upon an individual Table Award either A1 or B1. However if I was awarded all 20m3 BARGES (A1 & B1), then depending on priorities set by CCG, the deliveries would be pushed to the right accordingly.

Therefore my submittal date would not be a true reflection of what could be obligated under these conditions?

ANSWER 13: While the delivery of all barges is required by December 31, 2021, we are requesting that bidders submit their best possible delivery dates. If a bidder's delivery date will differ based on submitting a bid for one or multiple Groupings (A,B,C, and/or D), that should be indicated in their submission. It should be noted that proposed delivery dates are not being evaluated.

2. MODIFY ANNEX B – TECHNICAL STATEMENT OF REQUIREMENTS

At Annex B – Technical Statement of Requirements

DELETE: Appendix A, Mandatory Criteria, Part 2 of 2 in its entirety

INSERT: Appendix A, Mandatory Criteria, Part 2 of 2 as follows

Note: Mandatory Criteria M4 has been modified.

APPENDIX A MANDATORY CRITERIA – PART 2 OF 2

Item No.	Mandatory Requirement	Contract Reference	Item No.	Method of Compliance	Compliant (Y/N)?	Initials	Bid Cross-Reference
M3	Within a period of two (2) years in the last five (5) years, the entity or entities who will manufacture the barges must have delivered barges and/or vessels totaling an invoiced amount of at least \$2,000,000 CAD.	Proven Capacity and Experience	M3 (i)	The Bid must include copies of invoices, issued by the entity or entities who will manufacture the barges, for a total of at least \$2,000,000 CAD of barges and/or vessels.			
			M3 (ii)	The date stated on each invoice provided as per M3 (i) must fall within the same two year (i.e. consecutive 24 month) period in the last five (5) years.			

Item No.	Mandatory Requirement	Contract Reference	Item No.	Method of Compliance	Compliant (Y/N)?	Initials	Bid Cross-Reference
M4	<p>Within a period of two (2) years in the last five (5) years, the entity or entities who will manufacture the barges must have delivered either:</p> <p>A total of 5 aluminum hulled barges and/or aluminum hulled commercial vessels</p> <p>OR</p> <p>Aluminum hulled barges and/or aluminum hulled commercial vessels totalling an invoiced amount of at least \$1,000,000.00 CAD.</p> <p>At least one of the aluminum hulled barges and/or aluminum hulled commercial vessels must have complied with the requirements of Transport Canada.</p>	Proven Capacity and Experience	M4 (i)	The Bid must list each entity that will manufacture the Barge Packages.			
			M4 (ii)	<p>The Bid must include copies of invoices, issued by the entity or entities identified in M4 (i), for either:</p> <p>A total of 5 aluminum hulled barges and/or aluminum hulled commercial vessels</p> <p>OR</p> <p>Aluminum hulled barges and/or aluminum hulled commercial vessels totalling an invoiced amount of at last \$1,000,000.00 CAD.</p>			
			M4 (iii)	The date stated on each invoice provided as per M4 (ii) must fall within the same two year (i.e. consecutive 24 month) period in the last five (5) years.			
			M4 (iv)	<p>For at least one of the barges and/or vessels indicated in the invoices provided as per M4 (ii), the Bid must include a copy of a document which states that the barge or vessel complies with the requirements of <u>Transport Canada</u> issued by either:</p> <p><u>Transport Canada</u></p> <p>OR</p> <p><u>A Transport Canada Recognized Organization (RO)</u></p> <p>The following are Transport Canada ROs:</p> <p>1) American Bureau of Shipping (ABS)</p> <p>2) Bureau Veritas (BV)</p>			

Item No.	Mandatory Requirement	Contract Reference	Item No.	Method of Compliance	Compliant (Y/N)?	Initials	Bid Cross-Reference
				3) DNV GL Group (DNV-GL) 4) Lloyd's Register (LR) 5) Nippon Kaiji Kyokai (ClassNK) 6) Korean Register (KR) 7) RINA Services SpA (RINA)			
M5	The Bid must demonstrate that the entity or entities performing welding or welding-related activities are qualified and certified to perform aluminum welding. Methods of Compliance M6 (i) and M6 (iii) for this Mandatory Requirement reference "International Institute of Welding Authorized Nominated Bodies for Company Certification (IIW-ANBCCs)" and "International Institute of Welding Authorized Nominated Bodies (IIW-ANBs)". A complete list of IIW-ANBCCs can be found at: https://www.ewf.be/iw_man_cert_anbcc.aspx A complete list of IIW-ANBs can be found at: https://www.ewf.be/qualifications-international-scope.aspx	Annex B (TSOR) Section 4.2.7.1	M5 (i)	The Bid must list the entity or entities that will be performing welding or welding design on any part of the Barge Packages.			
			M5 (ii)	For each entity identified in M5 (i), the Bid must include a copy of the entity's certification to <i>CSA W47.2-11 (R2015), Certification of Companies for Fusion Welding of Aluminum, Division 1</i> or 2. OR A copy of the entity's certification to <i>ISO 3834-2:2005, Quality Requirements for Fusion Welding of Metallic Materials</i> , performed by an International Institute of Welding Authorized Nominated Body for Company Certification (IIW-ANBCC).			
			M5 (iii)	The Bid must name a welding engineer who will participate in the design of the Barge Package.			
			M5 (iv)	The Bid must include a copy of certification for the welding engineer named in M5 (iii) issued by the Canadian Welding Bureau (CWB). OR A copy of the welding engineer's certification issued by any other International Institute of Welding Authorized Nominated Body (IIW-ANB).			

N° de l'invitation - Solicitation No.
F7047-170070/B

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

N° de la modif. - Amd. No.
006

File No. - N° du dossier

Id de l'acheteur - Buyer ID
010erd

N° CCC / CCC No./ N° VME - FMS

F7047-170070

Item No.	Mandatory Requirement	Contract Reference	Item No.	Method of Compliance	Compliant (Y/N)?	Initials	Bid Cross-Reference
			M5 (v)	The Bid must include a letter from the welding engineer identified in M5 (iii) stating that they will be available to participate in the Barge Package design if the Bid is successful.			

Item No.	Mandatory Requirement	Contract Reference	Item No.	Method of Compliance	Compliant (Y/N)?	Initials	Bid Cross-Reference
M6	<p>The proposed Barge Package must satisfy the defined design and construction requirements.</p> <p>Drawings provided as per the Methods of Compliance for this Mandatory Requirement should be submitted as both a high-resolution PDF and as high-resolution hard copies with legible text and features.</p>	Annex B (TSOR)	M6 (i)	The Bid must include a conceptual design drawing package for the proposed Barge Package.			
		Annex B (TSOR)	M6 (ii)	<p>The conceptual design provided as per M6 (i) must include a general arrangement drawing of the Barge.</p> <p>A general arrangement drawing is considered to be an engineering drawing that shows the product and its components, interconnections between components, and overall dimensions.</p>			
		Annex B (TSOR)	M6 (iii)	The conceptual design provided as per M6 (i) must include a profile view of the Barge.			
		Annex B 4.2.3.1	M6 (iv)	The conceptual design provided as per M6 (i) must state a storage capacity of 20 m³ or 40 m³ as applicable.			
		Annex B 4.2.3.1	M6 (v)	The conceptual design provided as per M6 (i) must have a minimum of two storage tanks.			
		Annex B 4.2.4.1 a)	M6 (vi)	The conceptual design provided as per M6 (i) must have a raked bow and stern.			

ALL OTHER TERMS AND CONDITIONS REMAIN UNCHANGED