



RETURN BIDS TO:

RETOURNER LES SOUMISSIONS À:

Bid Receiving Public Works and Government
Services Canada/Réception des soumissions
Travaux publics et Services gouvernementaux
Canada

1713 Bedford Row

Halifax, N.S./Halifax, (N.É.)

Halifax

Nova Scotia

B3J 1T3

Bid Fax: (902) 496-5016

REQUEST FOR PROPOSAL DEMANDE DE PROPOSITION

Proposal To: Public Works and Government Services Canada

We hereby offer to sell to Her Majesty the Queen in right of Canada, in accordance with the terms and conditions set out herein, referred to herein or attached hereto, the goods, services, and construction listed herein and on any attached sheets at the price(s) set out therefor.

Proposition aux: Travaux Publics et Services Gouvernementaux Canada

Nous offrons par la présente de vendre à Sa Majesté la Reine du chef du Canada, aux conditions énoncées ou incluses par référence dans la présente et aux annexes ci-jointes, les biens, services et construction énumérés ici sur toute feuille ci-annexée, au(x) prix indiqué(s).

Comments - Commentaires

Vendor/Firm Name and Address

Raison sociale et adresse du

fournisseur/de l'entrepreneur

Issuing Office - Bureau de distribution

Atlantic Region Acquisitions/Région de l'Atlantique
Acquisitions

1713 Bedford Row

Halifax, N.S./Halifax, (N.É.)

Halifax

Nova Scot

B3J 1T3

Title - Sujet Holiday Island Rescue Boat	
Solicitation No. - N° de l'invitation T2012-200020/A	Date 2020-07-22
Client Reference No. - N° de référence du client T2012-20-0020	
GETS Reference No. - N° de référence de SEAG PW-\$HAL-202-11027	
File No. - N° de dossier HAL-0-85061 (202)	CCC No./N° CCC - FMS No./N° VME
Solicitation Closes - L'invitation prend fin at - à 02:00 PM on - le 2020-08-11	Time Zone Fuseau horaire Atlantic Daylight Saving Time ADT
F.O.B. - F.A.B. Plant-Usine: <input type="checkbox"/> Destination: <input checked="" type="checkbox"/> Other-Autre: <input type="checkbox"/>	
Address Enquiries to: - Adresser toutes questions à: Young, Chris	Buyer Id - Id de l'acheteur hal202
Telephone No. - N° de téléphone (902) 476-8829 ()	FAX No. - N° de FAX (902) 496-5016
Destination - of Goods, Services, and Construction: Destination - des biens, services et construction: DEPARTMENT OF TRANSPORT PROGRAMS, HERITAGE CRT 95 FOUNDRY ST P.O.BOX 42 MONCTON NEW BRUNSWICK E1C8K6 Canada	

Instructions: See Herein

Instructions: Voir aux présentes

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

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T2012-200020/A
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T2012-20-0020

Amd. No. - N° de la modif.
File No. - N° du dossier
HAL-0-85061

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

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PART 1 - GENERAL INFORMATION

1.1 Security Requirements

There are no Security Requirements associated with this requirement.

1.2 Statement of Requirement

Transport Canada requires the supply and delivery of an integrated system of new rescue boats and launching davits for MV Holiday Island. These boats will serve as both a general Man Overboard (MOB) Rescue Boat and also as marshalling boats for use with the liferafts. MV Holiday Island is a roll-on/roll-off passenger vessel offering service between Wood Islands, Prince Edward Island and Caribou, Nova Scotia. Refer to Annex "A" Statement of Requirement for full details.

1.3 Debriefings

Bidders may request a debriefing on the results of the bid solicitation process. Bidders should make the request to the Contracting Authority within 15 working days from receipt of the results of the bid solicitation process. The debriefing may be in writing, by telephone or in person.

1.4 Trade Agreements

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

1.5 epost Connect service

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

PART 2 - BIDDER INSTRUCTIONS

2.1 Standard Instructions, Clauses and Conditions

All instructions, clauses and conditions identified in the bid solicitation by number, date and title are set out in the Standard Acquisition Clauses and Conditions Manual (<https://buyandsell.gc.ca/policy-and-guidelines/standard-acquisition-clauses-and-conditions-manual>) issued by Public Works and Government Services Canada.

Bidders who submit a bid agree to be bound by the instructions, clauses and conditions of the bid solicitation and accept the clauses and conditions of the resulting contract.

The 2003 (2020-05-28) Standard Instructions - Goods or Services - Competitive Requirements, are incorporated by reference into and form part of the bid solicitation.

The 2003 standard instructions is amended as follows:

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

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

2. epost Connect

- a. Unless specified otherwise in the bid solicitation, bids may be submitted by using the epost Connect service provided by Canada Post Corporation.
 - i. The only acceptable email address to use with epost Connect for responses to bid solicitations issued by PWGSC regional offices is identified in the bid solicitation:

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

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

2.2 Submission of Bids

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

A. e-post connect :

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

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

B. Via Fax: Facsimile number (902) 496-5016

2.3 Enquiries - Bid Solicitation

All enquiries must be submitted in writing to the Contracting Authority no later than 5 calendar days before the bid closing date. Enquiries received after that time may not be answered.

Bidders should reference as accurately as possible the numbered item of the bid solicitation to which the enquiry relates. Care should be taken by Bidders to explain each question in sufficient detail in order to enable Canada to provide an accurate answer. Technical enquiries that are of a proprietary nature must be clearly marked "proprietary" at each relevant item. Items identified as "proprietary" will be treated as such except where Canada determines that the enquiry is not of a proprietary nature. Canada may edit the question(s) or may request that the Bidder do so, so that the proprietary nature of the question(s) is eliminated, and the enquiry can be answered to all Bidders. Enquiries not submitted in a form that can be distributed to all Bidders may not be answered by Canada.

2.4 Applicable Laws

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

Bidders may, at their discretion, substitute the applicable laws of a Canadian province or territory of their choice without affecting the validity of their bid, by deleting the name of the Canadian province or territory specified and inserting the name of the Canadian province or territory of their choice. If no change is made, it acknowledges that the applicable laws specified are acceptable to the Bidders.

2.5 Optional Site Visit

It is recommended that the Bidder or a representative of the Bidder visit the work site. Arrangements have been made for a tour of the work site. The site visit will be held onboard on August 5, 2020, beginning at 1100 local time at 3722 Highway 106, Caribou, Nova Scotia B0K 1H0.

Bidders are requested to communicate with the Contracting Authority to confirm attendance and provide the name(s) of the person(s) who will attend by 3pm local time Friday, July 31, 2020. Bidders may be requested to sign an attendance form. Bidders who do not attend or do not send a representative will not be given an alternative appointment but they will not be precluded from submitting a bid. Any clarifications or changes to the bid solicitation resulting from the site visit will be included as an amendment to the bid solicitation.

2.6 Bid Challenge and Recourse Mechanisms

(a) Several mechanisms are available to potential suppliers to challenge aspects of the procurement process up to and including contract award.

(b) Canada encourages suppliers to first bring their concerns to the attention of the Contracting Authority. Canada's Buy and Sell website, under the heading "Bid Challenge and Recourse Mechanisms" contains information on potential complaint bodies such as:

- Office of the Procurement Ombudsman (OPO)
- Canadian International Trade Tribunal (CITT)

(c) Suppliers should note that there are strict deadlines for filing complaints, and the time periods vary depending on the complaint body in question. Suppliers should therefore act quickly when they want to challenge any aspect of the procurement process.

PART 3 - BID PREPARATION INSTRUCTIONS

3.1 Bid Preparation Instructions

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

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

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

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

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

Canada requests that bidders follow the format instructions described below in the preparation of hard copy of their bid:

- (a) use 8.5 x 11 inch (216 mm x 279 mm) paper;
- (b) use a numbering system that corresponds to the bid solicitation.

Section I: Technical Bid

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

Section II: Financial Bid

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

3.1.1 Electronic Payment of Invoices – Bid

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

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

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

Section III: Certifications

Bidders must submit the certifications and additional information required under Part 5.

PART 4 - EVALUATION PROCEDURES AND BASIS OF SELECTION

4.1 Evaluation Procedures

- (a) Bids will be assessed in accordance with the entire requirement of the bid solicitation including the technical and financial evaluation criteria.
- (b) An evaluation team composed of representatives of Canada will evaluate the bids.

4.1.1 Technical Evaluation

4.1.1.1 Mandatory Technical Criteria

Bids must meet all Mandatory Criteria MT1 – MT20 as stated in Annex “E” Contractor Selection Method – Selection Criteria.

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

4.1.1.2 Point Rated Technical Criteria

All bids will be point-rated as per Technical Merit criteria TM1 – TM18 as detailed in Annex “E” Contractor Selection Method – Selection Criteria.

4.1.2 Financial Evaluation

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

4.2 Basis of Selection

4.2.1 Highest Combined Rating of Technical Merit and Price

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

1. To be declared responsive, a bid must:
 - a. comply with all the requirements of the bid solicitation; and
 - b. meet all mandatory criteria; and
 - c. obtain the required minimum of 46 points overall for the technical evaluation criteria which are subject to point rating.

The rating is performed on a scale of 90 points.
2. Bids not meeting (a) or (b) or (c) will be declared non-responsive.
3. The selection will be based on the highest responsive combined rating of technical merit and price. The ratio will be 60 % for the technical merit and 40 % for the price.

4. To establish the technical merit score, the overall technical score for each responsive bid will be determined as follows: total number of points obtained / maximum number of points available multiplied by the ratio of 60%.
5. To establish the pricing score, each responsive bid will be prorated against the lowest evaluated price and the ratio of 40%
6. For each responsive bid, the technical merit score and the pricing score will be added to determine its combined rating.
7. Neither the responsive bid obtaining the highest technical score nor the one with the lowest evaluated price will necessarily be accepted. The responsive bid with the highest combined rating of technical merit and price will be recommended for award of a contract.

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

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

PART 5 – CERTIFICATIONS AND ADDITIONAL INFORMATION

Bidders must provide the required certifications and additional information to be awarded a contract.

The certifications provided by Bidders to Canada are subject to verification by Canada at all times. Unless specified otherwise, Canada will declare a bid non-responsive, or will declare a contractor in default if any certification made by the Bidder is found to be untrue whether made knowingly or unknowingly, during the bid evaluation period or during the contract period.

The Contracting Authority will have the right to ask for additional information to verify the Bidder's certifications. Failure to comply and to cooperate with any request or requirement imposed by the Contracting Authority will render the bid non-responsive or constitute a default under the Contract.

5.1 Certifications Required with the Bid

Bidders must submit the following duly completed certifications as part of their bid.

5.1.1 Integrity Provisions - Declaration of Convicted Offences

In accordance with the Integrity Provisions of the Standard Instructions, all bidders must provide with their bid, **if applicable**, the declaration form available on the [Forms for the Integrity Regime](http://www.tpsgc-pwgsc.gc.ca/ci-if/declaration-eng.html) website (<http://www.tpsgc-pwgsc.gc.ca/ci-if/declaration-eng.html>), to be given further consideration in the procurement process.

5.1.2 Education and Experience

The Bidder certifies that all the information provided in the résumés and supporting material submitted with its bid, particularly the information pertaining to education, achievements, experience and work history, has been verified by the Bidder to be true and accurate. Furthermore, the Bidder warrants that every individual proposed by the Bidder for the requirement is capable of performing the Work described in the resulting contract.

5.2 Certifications Precedent to Contract Award and Additional Information

The certifications and additional information listed below should be submitted with the bid, but may be submitted afterwards. If any of these required certifications or additional information is not completed and submitted as requested, the Contracting Authority will inform the Bidder of a time frame within which to provide the information. Failure to provide the certifications or the additional information listed below within the time frame provided will render the bid non-responsive.

5.2.1 Integrity Provisions – Required Documentation

In accordance with the section titled Information to be provided when bidding, contracting or entering into a real property agreement of the [Ineligibility and Suspension Policy](http://www.tpsgc-pwgsc.gc.ca/ci-if/politique-policy-eng.html) (<http://www.tpsgc-pwgsc.gc.ca/ci-if/politique-policy-eng.html>), the Bidder must provide the required documentation, as applicable, to be given further consideration in the procurement process.

PART 6 - RESULTING CONTRACT CLAUSES

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

6.1 Security Requirements

6.1.1 There is no security requirement applicable to the Contract.

6.2 Statement of Requirement

Transport Canada requires the supply and delivery of an integrated system of new rescue boats and launching davits for MV Holiday Island. These boats will serve as both a general Man Overboard (MOB) Rescue Boat and also as marshalling boats for use with the liferafts. MV Holiday Island is a roll-on/roll-off passenger vessel offering service between Wood Islands, Prince Edward Island and Caribou, Nova Scotia. Refer to Annex "A" Statement of Requirement for full details.

6.3 Standard Clauses and Conditions

All clauses and conditions identified in the Contract by number, date and title are set out in the Standard Acquisition Clauses and Conditions Manual (<https://buyandsell.gc.ca/policy-and-guidelines/standard-acquisition-clauses-and-conditions-manual>) issued by Public Works and Government Services Canada.

6.3.1 General Conditions

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

6.4 Term of Contract

6.4.1 Period of the Contract

The period of the Contract is from date of Contract to May 14, 2021 inclusive.

6.4.2 Delivery Date

All the deliverables are to be delivered DDP to MV Holiday Island, C/O Northumberland Ferries, Caribou, Nova Scotia Terminal, 3722 Highway 106 Caribou Nova Scotia B0K 1H0 and **MUST be received on or before February 1, 2021.**

6.4.3 Shipping

Goods must be consigned to the destination specified in the Contract and delivered:
Delivered Duty Paid (DDP) to MV Holiday Island, C/O Northumberland Ferries, Caribou, Nova Scotia Terminal, 3722 Highway 106 Caribou Nova Scotia B0K 1H0. Incoterms 2010 for shipments from a commercial contractor. The contractor is responsible for all delivery charges, administration, costs and risks of transport and customs clearance, including payment of customs duties and applicable taxes to the destination.

6.5 Authorities

6.5.1 Contracting Authority

The Contracting Authority for the Contract is:

Name: Chris Young
Title: Supply Team Leader
Public Works and Government Services Canada
Acquisitions Branch
Atlantic Region
Address: 1713 Bedford Row
Halifax, Nova Scotia
B3J 1T3
Telephone: 902-476-8829
E-mail address: Christopher.Young@pwgsc.gc.ca

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The Contracting Authority is responsible for the management of the Contract and any changes to the Contract must be authorized in writing by the Contracting Authority. The Contractor must not perform work in excess of or outside the scope of the Contract based on verbal or written requests or instructions from anybody other than the Contracting Authority.

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

The Technical Authority for the Contract is:

Name:

Title: Technical Advisor - Ferries

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

Telephone:

E-mail address:

The Technical Authority named above is the representative of the department or agency for whom the Work is being carried out under the Contract and is responsible for all matters concerning the technical content of the Work under the Contract. Technical matters may be discussed with the Technical Authority, however the Technical Authority has no authority to authorize changes to the scope of the Work. Changes to the scope of the Work can only be made through a contract amendment issued by the Contracting Authority.

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

Name: _____

Title: _____

Organization: _____

Address: _____

Telephone: _____

Facsimile: _____

E-mail address: _____

6.6 Payment

6.6.1 Basis of Payment

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

Canada will not pay the Contractor for any design changes, modifications or interpretations of the Work, unless they have been approved, in writing, by the Contracting Authority before their incorporation into the Work.

6.6.2 Milestone Payments - Not Subject to holdback

Canada will make milestone payments in accordance with the Schedule of Milestones detailed in the Contract and the payment provisions of the Contract if:

- a. an accurate and complete claim for payment using PWGSC-TPSGC 1111, Claim for Progress Payment, and any other document required by the Contract have been submitted in accordance with the invoicing instructions provided in the Contract;
- b. all the certificates appearing on form PWGSC-TPSGC 1111 have been signed by the respective authorized representatives;
- c. all work associated with the milestone and as applicable any deliverable required has been completed and accepted by Canada.

6.6.3 Invoicing Instructions - Progress Payment Claim - Supporting Documentation not required

The Contractor must submit a claim for payment using form PWGSC-TPSGC 1111, Claim for Progress Payment.

Each claim must show:

- a. all information required on form PWGSC-TPSGC 1111;
- b. all applicable information detailed under the section entitled "Invoice Submission" of the general conditions;
- c. a list of all expenses;
- d. expenditures plus pro-rated profit or fee;
- e. the description and value of the milestone claimed as detailed in the Contract.

Applicable Taxes, must be calculated on the total amount of the claim before the holdback is applied. At the time the holdback is claimed, there will be no Applicable Taxes payable as it was claimed and payable under the previous claims for progress payments.

The Contractor must prepare and certify one original and two (2) copies of the claim on form PWGSC-TPSGC 1111, and forward it to the Technical Authority identified under the section entitled "Authorities" of the Contract for appropriate certification after inspection and acceptance of the Work takes place. The Technical Authority will then forward the original and two (2) copies of the claim to the Contracting Authority for certification and onward submission to the Payment Office for the remaining certification and payment action.

The Contractor must not submit claims until all work identified in the claim is completed.

6.6.4 Electronic Payment of Invoices – Contract

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

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

6.7 Invoicing Instructions

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

Invoices must be distributed as follows:

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

Att.: Sandra Belliveau

The original invoice must be sent for verification to:

Public Works and Government Services Canada
Acquisitions Marine
1713 Bedford Row
Halifax, NS
B3J 3C9

Att.: Chris Young

6.8 Certifications and Additional Information

6.8.1 Compliance

Unless specified otherwise, the continuous compliance with the certifications provided by the Contractor in its bid or precedent to contract award, and the ongoing cooperation in providing additional information are conditions of the Contract and failure to comply will constitute the Contractor in default. Certifications are subject to verification by Canada during the entire period of the Contract.

6.8.2 Certifications - Contract

Compliance with the certifications provided by the Contractor in its bid is a condition of the Contract and subject to verification by Canada during the term of the Contract. If the Contractor does not comply with any certification or it is determined that any certification made by the Contractor in its bid is untrue, whether made knowingly or unknowingly, Canada has the right, pursuant to the default provision of the Contract, to terminate the Contract for default.

6.9 Applicable Laws

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

6.10 Priority of Documents

If there is a discrepancy between the wording of any documents that appear on the list, the wording of the document that first appears on the list has priority over the wording of any document that subsequently appears on the list.

- (a) the Articles of Agreement;
- (b) the general conditions 2010A (2018-06-21), General Conditions - Higher Complexity - Goods ;

- (c) Annex "A", Statement of Requirement;
- (d) Annex "B", Basis of Payment;
- (e) the Contractor's bid dated _____

6.11 SACC Manual Clauses

A0290C (2008-05-12) Hazardous Waste – Vessels
D3015C (2014-09-25) Dangerous Goods/Hazardous Products – Labelling and Packaging Compliance
A9039C (2008-05-12) Salvage
B1501C (2018-06-21) Electrical Equipment
A9068C (2010-01-11) Government Site Regulations
A1009C (2008-05-12) Work Site Access

6.12 Dispute Resolution

- (a) The parties agree to maintain open and honest communication about the Work throughout and after the performance of the contract.
- (b) The parties agree to consult and co-operate with each other in the furtherance of the contract and promptly notify the other party or parties and attempt to resolve problems or differences that may arise.
- (c) If the parties cannot resolve a dispute through consultation and cooperation, the parties agree to consult a neutral third party offering alternative dispute resolution services to attempt to address the dispute.
- (d) Options of alternative dispute resolution services can be found on Canada's Buy and Sell website under the heading "Dispute Resolution".

6.13 Insurance

The Contractor is responsible for deciding if additional insurance coverage is necessary to fulfill its obligation under the Contract and to ensure compliance with any applicable law. Any additional insurance coverage is at the Contractor's expense, and for its own benefit and protection. It does not release the Contractor from or reduce its liability under the Contract.

6.14 Inspection and Acceptance

The Technical Authority is the Inspection Authority. All reports, deliverable items, documents, goods and all services rendered under the Contract are subject to inspection by the Inspection Authority or representative. Should any report, document, good or service not be in accordance with the requirements of the Statement of Work and to the satisfaction of the Inspection Authority, as submitted, the Inspection Authority will have the right to reject it or require its correction at the sole expense of the Contractor before recommending payment.

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ANNEX "A"

STATEMENT OF REQUIREMENT

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

T2012-200020A_EN_SOR_HI_Rescue Boats & Davits – ANNEX A (includes Appendix 1 and 2)

ANNEX "B"

BASIS OF PAYMENT

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

1. Contract Price

a)	Supply two Rescue Boats and two davits as two integrated systems , as specified in Annex "A" and associated documents and drawings for a FIRM PRICE of:	\$ _____
b)	Delivery DDP (Incoterms 2010) to: MV Holiday Island C/o Northumberland Ferries Caribou, Nova Scotia Terminal 3722 Highway 106 Caribou, Nova Scotia B0K 1H0	\$ _____
c)	Field Service Representative Costs (Rescue Boats) – FSR on site for the installation, commissioning and servicing, and onsite training.	\$ _____
d)	Field Service Representative Costs (Davits) – FSR on site for the installation, commissioning and servicing, and onsite training.	\$ _____
e)	Certification: Allowance for certification of rescue boats as specified in Annex "A". (Based on actual invoicing).	\$ <u>10,000.00</u>
f)	HST (15%) of Lines a + b + c + d + e :	\$ _____
g)	Total Firm Price HST Included: For a FIRM PRICE of :	\$ _____

2. Additional Equipment - The pricing for the additional equipment included herein will not be part of the overall evaluated price.

<u>Item</u>	<u>Description</u>	<u>Price</u>
a)	Davit Lighting – All components for the installation of boom light with proposed Davit quoted in Section 1 a). Firm Price. HST Included	\$ _____
b)	Rescue Boats – Recommended spare parts for two boats Firm Price. HST Included	\$ _____
c)	Davits – Additional recommended spare parts for two davits Firm Price. HST Included	\$ _____

3. Milestone Payments

The schedule of milestones for which payments will be made in accordance with the Contract is as follows:

Milestone No.	Deliverable	Firm Amount	Due Date
1	Supply and deliver two rescue boats and two davits as two integrated systems, as specified in Annex "A" including associated documents, drawings and certification. Delivery as specified in contract, 6.4.3 Shipping . (Contract Price – Items: a),b) and e))	\$ _____	1 Feb 2021
2	All tests and trials completed, post installation, and all certificates delivered to Transport Canada. System is commissioned for service. (Contract Price – Items: c) and d))	\$ _____	30 Apr 2021

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ANNEX "C"

INTEGRITY PROVISIONS - LIST OF NAMES (Ref Clause 5.2.1)

Failure to provide the following information will render the bid non-responsive.

Complete Legal Name of Supplier: _____

Supplier Address: _____

Supplier PBN: _____

Solicitation Number: T2012-200020/B

List of Directors:

Please provide a list of names of all individuals currently on the Board of Directors of the above company.

Name	Position

Attach additional names on a separate sheet if required.

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ANNEX “D” to PART 3 OF THE BID SOLICITATION

ELECTRONIC PAYMENT INSTRUMENTS

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

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

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

ANNEX "E"

CONTRACTOR SELECTION METHOD – SELECTION CRITERIA

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

MANDATORY TECHNICAL CRITERIA

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

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

MANDATORY TECHNICAL CRITERIA (MT)

PART I - RESCUE BOATS

No.	Description of Criterion – Rescue Boats	Met	Not Met	Cross Ref. to Proposal
MT1	Bidders must demonstrate completeness and quality of the written proposal. Demonstration of how the requirements are to be met. Indicators: Describe in writing how each requirement will be met in a thorough, concise and clear manner. Includes: 1) Annex "E" - A table as part of a "Requirements Reference Section" which defines the various individual requirements, along with cross references to documents and the page numbers where supporting information can be found; and 2) Annex "F" - A table defining the bidders "Scope of Supply" and in which the bidder provides their responses to a series of questions intended to confirm the information applicable to technical evaluation of the bid.			
MT2	Bidders must demonstrate that the Rescue Boats are approved and meet all the requirements of section 7. The bidder must submit a statement from the supplier that both the rescue boat and release hook will be delivered with individual certificates issued by an RO on behalf of TCMSS in accordance with TP 14612 and that the requirements of section 7 will be met.			
MT3	Bidders must demonstrate that the new Rescue Boats, at a minimum, meet the functionality as described in sections 8.1 and 8.2. The supplier must verify and summarize in the "Requirements Reference Section" the proposed equipment's functions for items listed in section 8.1 and 8.2.			

MT4	The supplied bid must demonstrate the ability to supply and deliver rescue boats to vessel home port on or before February 1st, 2021.			
MT5	<p>Bidders must fully demonstrate that they can provide OEM approved and qualified personnel and service facility within the Atlantic provinces in order to provide support to the vessel on the designated route.</p> <p>This shall be in the form of direct accreditation, or a letter, from the OEM to confirm that the nominated FSR and service facility is qualified and approved to carry out all maintenance requirements for the rescue boats. Contact information for FSR's and service is also to be provided.</p> <p>Contractor to also indicate whether there is any occasion when FSR's would need to be brought in from outside this facility at additional expense.</p>			
MT6	<p>The bidder must identify a minimum of six (6) each previous Rescue Boat procurements in the last ten (10) years by the equipment manufacturer.</p> <p>Reference list must also include the current installations of the vendor equipment which has been installed / maintained in Canada by the manufacturer in the last ten (10) years. This must be in the form of objective evidence – for example, as blanked purchase orders, or as reference letters from clients.</p>			
MT7	<p>Bidders must provide a duration and cost estimate for each of the following activities:</p> <ul style="list-style-type: none"> a) Supply of new equipment by required delivery date b) Recommended spares and cost quotation c) Quotation Training and operational trials d) Quotation for FSR attendance for the purpose of installation. <p>(All quotes are to be included in Financial Bid Submission only)</p>			
MT8	The bidder must confirm the options which are available for equipment maintenance along with the schedule and costing of each maintenance interval.			
MT9	The supplied bid must demonstrate that the testing and quality control requirements of section 13 of the Rescue Boat Procurement Specification will be met.			
MT10	Bidders must submit with their proposal a sample of a complete installation, operation and technical manual from a previous Rescue Boat installation of a similar type. Minimum one written document package.			

PART II – DAVITS

No.	Description of Criterion - Davits	Met	Not Met	Cross Ref. to Proposal
MT11	Bidders must demonstrate completeness and quality of the written proposal. Demonstration of how the requirements are to be met. Indicators: Describe in writing how each requirement will be met in a thorough, concise and clear manner.			
MT12	Bidders must demonstrate that the Davit systems are approved and meets all the requirements of Section 7. Submit documentation from LRS that they will provide design assessment and approval according to Lloyd's Register and the requirements of section 7 will be met.			
MT13	Bidders must demonstrate that the new rescue boat davits at a minimum, meet the functionality as described in 8.1 and 8.2. The manufacturer/supplier must verify and summarize the proposed equipment's functions for items listed in Section 8.1 and 8.2.			
MT14	The supplied bid must demonstrate the ability to supply and deliver rescue boat davits to vessel home port before 01 February, 2021.			
MT15	Bidders must fully demonstrate that they can provide OEM approved and qualified personnel and service facility within Eastern Canada in order to provide support to the vessel on the designated route. This shall be in the form of direct accreditation, or a letter, from the OEM to confirm that the nominated FSR and service facility is qualified and approved to carry out all maintenance requirements for the davits. Contact information for FSR's and service is also to be provided. Contractor to also indicate whether there is any occasion when FSR's would need to be brought in from outside this facility at additional expense. Appointed FSR and service facility must confirm that they carry a stock of essential spares for the nominated davits.			
MT16	The bidder must identify a minimum of six (6) each previous davit system procurements in the last ten (10) years by the equipment manufacturer. Reference list must also include the current installations of the vendor equipment which has been installed / maintained in Canada by the manufacturer in the last ten (10) years. This must be in the form of objective evidence – for example - as blanked purchase orders, or reference letters from clients.			

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MT17	Bidders must provide a duration and cost estimate for each of the following activities: a) Supply of new equipment, including on-load release hooks, by required delivery date b) Recommended spares and cost quotation c) Quotation Training and operational trials d) Quotation for FSR attendance for the purpose of installation (All quotes are to be included in Financial Bid Submission only)			
MT18	The bidder must confirm options available for equipment maintenance and the schedule and costing of each maintenance interval.			
MT19	The supplied bid must demonstrate that the testing and quality control requirements of section 13 of the Davit Procurement Specification will be met.			
MT20	Bidders must submit with their proposal a sample of an installation, operation and technical manual from a previous davit installation of a similar type. Minimum one written document package.			

TECHNCAL MERIT CRITERIA

PART I – RESCUE BOATS

TM1 – FSR Support

Description of Criteria	Score	Indicators
Declaration of the location of the FSR's in Atlantic Canada and their availability to be on site Total (6 points) (0 - 2 points) Declaration that acceptable FSR resources are available in Atlantic Canada and can be on site within 48 hours (3 - 4 points) Declaration that acceptable FSR resources are available in Atlantic Canada and can be on site within 36 hours (5 - 6 points) Declaration that acceptable FSR resources are available in Atlantic Canada and can be on site within in 24 hours. (Atlantic Canada = NB, NS, PEI and NL)		Proposal must provide details of FSR qualifications, resources, their location and level of support

TM2 – Rescue Boat Supportability from OEM

Description of Criteria	Score	Indicators
Years of service guarantee Total (6 points) (0 - 4 points) Ten (10) years parts and service support guarantee (5 - 6 points) Fifteen (15) years parts and service support guarantee or more		Bidder must state length of time of full-service supportability

TM3 – Rescue Boat and Engine Warranty

Description of Criteria	Score	Indicators
Years of full warranty Total (4 points) (0 - 2 points) Warranty period of 12-24 months (3 - 4points) Warranty period in excess of 24 months		Bidder must state length of time of full warranty. (Where there is any difference between boat and engine, the lower value will be assigned.)

TM4 – Boat & Engine Accessories Included

Description of Criteria	Score	Indicators
<p>Rescue Boat and/or engine supplier/manufacturer provides an accessories package with equipment delivery.</p> <p>Total (6 points)</p> <p>(0 – 2points) Proposal includes an accessory kit with equipment as required for carrying out fresh water flushing of the engine raw water cooling system.</p> <p>(3 - 4 points) Proposal includes an accessory kit which additionally includes an engine <u>or</u> boat onboard spare parts/tool package.</p> <p>(5 - 6 points) Proposal includes an accessory kit which additionally includes an onboard spare parts/tool package for both the rescue boat <u>and</u> the engine.</p>		<p>Bidder provides itemized list of accessories which are included with the boat and engine.</p>

TM5 – Operational Temperature Rating - Boat & Outboard Engine

Description of Criteria	Score	Indicators
<p>Rescue Boat manufacturer provides documentation to confirm operational temperature range.</p> <p>Total (4 points)</p> <p>(0 points) The proposed rescue boat and outboard are capable of operation to a temperature of -10C, with modifications.</p> <p>(1 – 2 points) The proposed rescue boat and outboard are capable of operation to a temperature of -10C, without modifications.</p> <p>(3 - 4 points) The proposed rescue boat and outboard are capable of operation to a temperature to -30C, without modifications.</p>		<p>Data sheet or narrative information in bid.</p>

TM6 – Training

Description of Criteria	Score	Indicators
<p>Bidder has identified in a clear and detailed manner the training recommended to be carried out onboard and which is to be supplied by OEM FSR.</p> <p>Total (6 points)</p> <p>(0 - 2 points) The contractor's identification of training meets the minimum requirements.</p> <p>(3 - 4 points) The contractor's identification of training meets many or all of the requirements.</p> <p>(5 - 6 points) The contractor's identification of training meets all of the requirements. Additionally, the OEM training provided authorizes the trainees to perform required annual maintenance.</p>		<p>The training is clearly laid out including demonstration to ship's crew and classroom time.</p>

TM7 – Corporate Track Record

Description of Criteria	Score	Indicators
<p>Bidder demonstrates their background and experience in Rescue Boat installations on comparable vessels.</p> <p>Total (6 points)</p> <p>(0 - 2 point) 10 years' experience or 2 to 4 examples</p> <p>(3 - 4 points) 10 to 15 years' experience or 5 to 7 examples</p> <p>(5 - 6 points) 15+ years' experience or 8+ examples</p>		<p>Objective evidence which confirms bidder's role in previous installations.</p>

TM8 – Arrangement of Release & Hook

Description of Criteria	Score	Indicators
<p>The release from the hoist wire is a fixed part of the rescue boat</p> <p>Total (4 points)</p> <p>(0 points) Release is installed as part of the hoist wire.</p> <p>(4 points) Release is installed as an integral part of the lifting point structure within the boat.</p>		<p>Data sheet or narrative information in bid.</p>

TM9 – SOLAS Engine

Description of Criteria	Score	Indicators
<p>Engine has SOLAS certification for use on a Rescue Boat.</p> <p>Total (4 points)</p> <p>(0 points) Engine is an off the shelf model without SOLAS approval.</p> <p>(4 points) The engine is built to and has SOLAS approval certificate</p>		<p>Data sheet or narrative information in bid.</p>

TM10 – Portable Fuel Tanks for Engine

Description of Criteria	Score	Indicators
<p>Boat is capable of using portable fuel tanks</p> <p>Total (4 points)</p> <p>(0 points) Boat is provided with hull fuel tanks only</p> <p>(2 point) The boat is provided with hull fuel tanks which can be interchanged with portable fuel tanks.</p> <p>(4 points) The boat does not have hull fuel tanks and uses only portable fuel tanks.</p>		<p>Data sheet or narrative information in bid.</p>

PART II - DAVITS

TM11 – FSR Support

Description of Criteria	Score	Indicators
<p>Declaration of the location of the FSR's in Atlantic Canada and their availability to be on site</p> <p>Total (6 points)</p> <p>(0 - 2 points) Declaration that acceptable FSR resources are available in Atlantic Canada and can be on site within 48 hours</p> <p>(3 - 4 points) Declaration that acceptable FSR resources are available in Atlantic Canada and can be on site within 36 hours.</p> <p>(5 – 6 points) Declaration that acceptable FSR resources are available in Atlantic Canada and can be on site within in 24 hours.</p> <p>(Atlantic Canada = NB,NS,PEI and NL)</p>		<p>Proposal must provide details of FSR qualifications, resources, their location and level of support</p>

TM12 – System Supportability from OEM

Description of Criteria	Score	Indicators
<p>Years of service guarantee</p> <p>Total (6 points)</p> <p>(0 - 4 points) Ten (10) years parts and service support guarantee</p> <p>(5 - 6 points) Fifteen (15) years parts and service support guarantee or more</p>		<p>Bidder must state length of time of full-service supportability</p>

TM13 – Davit System Warranty

Description of Criteria	Score	Indicators
<p>Years of full warranty</p> <p>Total (4 points)</p> <p>(0 - 2 points) Warranty period of 12-24 months</p> <p>(3 – 4 points) Warranty period in excess of 24 months</p>		<p>Bidder must state length of time of full warranty.</p>

TM14 – Boom Mounted Light Provided

Description of Criteria	Score	Indicators
<p>Contractor has provided a boom mounted light fixture or a mounting bracket for same</p> <p>Total (4 points)</p> <p>(0 points) No boom mounted light or bracket provided</p> <p>(2 points) Boom mounted light bracket provided</p> <p>(4 points) Boom mounted light provided</p>		

TM15 – Operational Temperature Rating

Description of Criteria	Score	Indicators
<p>Davit manufacturer provides documentation to confirm operational temperature range</p> <p>Total (4 points)</p> <p>(0 points) The proposed davit launching systems are capable of operation to a temperature of -10C with modifications</p> <p>(1 - 2 points) The proposed davit launching systems are capable of operation to a temperature of -10C without modifications</p> <p>(3 -4 points) The proposed davit launching systems are capable of operation to a temperature to -30C with modifications.</p>		

TM16 – Training

Description of Criteria	Score	Indicators
<p>Bidder has identified in a clear and detailed manner the training recommended to be carried out onboard and which is to be supplied by OEM FSR.</p> <p>Total (6 points)</p> <p>(0 - 2 points) The contractor's identification of training meets the minimum requirements.</p> <p>(3 - 4 points) The contractor's identification of training meets many or all of the requirements.</p> <p>(5 - 6 points) The contractor's identification of training meets all of the requirements. Additionally, the OEM training provided authorizes the trainees to perform required annual maintenance.</p>		<p>The training is clearly laid out including demonstration to ship's crew and classroom time.</p>

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TM17 – Corporate Track Record

Description of Criteria	Score	Indicators
Bidder demonstrates their background and experience in marine boat davit installations on comparable vessels. Total (6 points) (0 - 2 point) 10 years' experience or 2 to 4 examples (3 - 4 points) 10 to 15 years' experience or 5 to 7 examples (5 - 6 points) 15+ years' experience or 8+ examples		

TM18 – Remote Control Provided

Description of Criteria	Score	Indicators
Contractor has provided a remote control unit and which includes emergency stop function. Total (4 points) (0 points) No remote control provided - davit can only be operated from onboard control stand. (1 - 2 points) Remote control provided which is on umbilical lead. (3 - 4 points) Remote control provided which is wireless.		

ANNEX "F"

SUPPLIER CONFIRMATION OF SCOPE OF SUPPLY

Bidders must fill out the following table as it corresponds to their bid submission.

RESCUE BOATS - SUPPLIER CONFIRMATION OF SCOPE OF SUPPLY - SECTION 7/8 /9 ITEMS			
No.	Item	Question	Bidder Response
1	7 – Regulatory	Proposed boat has certification showing it has TC approval. (Y/N?)	MT-2
2		If certificate for the proposed boat has been issued under EU MED, the proposed boat has a letter of compliance for TC requirements. (Y/N?)	MT-2
3	7- Enviro - Boat	What is the operating temperature range for the boat?	MT-2 & TM-5
4	7- Enviro - Engine	What is the operating temperature range for the engine?	MT-2 & TM-5
5		Does the engine require any modifications to operate at the minimum temperature? (Y/N?)	TM-5
6	8.1 - Boat	Provide details of the specific make and model of boat which is being offered.	MT-1/3
7		Provide an itemized list of all the individual items which the bidder are proposing to supply as part of their bid package?	MT-1/3
8		Does the boat have fuel tank(s) integral with the hull? If yes, provide the volumetric capacity of the tank(s).	MT-1/3 & TM-11
9		If the boat has integral fuel tanks, is the engine fuel supply through a hose with an integral quick disconnect fitting which allows it to be changed from using hull tanks to portable tanks? (Y/N?)	MT-1/3 & TM-11
10		What is the warranty coverage period of the boat?	MT-8

RESCUE BOATS - SUPPLIER CONFIRMATION OF SCOPE OF SUPPLY - SECTION 7/8/9 ITEMS			
No.	Item	Question	Bidder Response
11	8.1 - Engine	Provide details of the specific make/model and horsepower of the engine which is being offered.	MT-1/3
12		What is the engine torque / force rating applicable for towing duties?	MT-1/3
13		Is the engine a short or long shaft version of the applicable model?	MT-1/3
14		Is the engine part of a SOLAS certification scheme? (Y/N?)	MT-1/3
15		Is the engine a 2 stroke or 4 stroke model? (2/4?)	MT-1/3
16		If the engine is a 2 stroke model, is it equipped with oil injection system? (Y/N?)	MT-1/3
17		Is the engine electric start? (Y/N?)	MT-1/3
18		Does the engine include a propeller guard? (Y/N?)	MT-1/3
19		What is the warranty coverage period for the engine?	TM-3
20		Cradles and lashings will be supplied for the boats? (Y/N)	MT-1/3
21	8.2 - Boat	Covers matching boat form will be supplied? (Y/N)	MT-1/3
22		Boat will be provided with an MOB recovery frame? (Y/N)	MT-1/3
23		Boat is equipped with a 'deadman' switch? (Y/N)	MT-1/3
24	9 - Service	Copies of accreditations for nominated service facilities and their personnel are included with the bid package? (Y/N)	MT-1/3/5

DAVITS - SUPPLIER CONFIRMATION OF SCOPE OF SUPPLY - SECTION 7/8 ITEMS			
No.	Item	Question	Bidder Response
1	7 – Regulatory	Proposed davit has certification showing it has TC approval. (Y/N?)	MT-12
2		If certificate for the proposed davit has been issued under EU MED, the proposed boat has a letter of compliance for TC requirements. (Y/N?)	MT-12
3		What is the operating temperature range for the davit?	MT-12 & TM-16
4	8.1 Davit	Provide details of the specific make and model of davit which is being offered.	MT-11/13
5		What is the anticipated period of service support for the davit?	TM-13
6		What is the warranty coverage period of the davit?	TM-14
7	8.2 - Davit	Provide details of the FSR support arrangements applicable to the davit which is being offered.	MT-11/13
8		What is the SWL capacity of the davit?	MT-11/13
9		Confirm that the winch and brake assembly can be load tested to 2.2 x SWL? (Y/N?)	MT-11/13
10		Confirm that the length of the davit arm at the intended installation location meets the requirement for a hoist wire radius which allows for launching in the 20 degree list condition, and also for turning the rescue boat end for end while suspended outboard of the ships sideshell? (Y/N?)	MT-11/13
11		Confirm that the hoist wire can be freely lowered while it is in the unloaded condition? (Y/N?)	MT-11/13
12		Confirm that the scope of supply includes prefabricated foundation seats for the davit? (Y/N?)	MT-11/13
13		Provide details of any loose parts and equipment which will be provided with the davits.	MT-11/13

DAVITS - SUPPLIER CONFIRMATION OF SCOPE OF SUPPLY - SECTION 7/8 ITEMS			
No.	Item	Question	Bidder Response
14	8.2 - Davit	A mobile remote control unit is provided? (Y/N?)	MT-11/13
15		Emergency stop is provided for: a) local control stand? And for: b) remote control unit?	MT-11/13
16		The mobile remote control unit is wireless or with an umbilical type connection?	TM-19
17		The hoist winch motor is: Single speed? or Two speed? or Variable speed?	MT-11/13
18		What are the nominal hoisting and lowering speeds?	MT-11/13
19		The hoist is equipped with an upper limit cutout arrangement? (Y/N?)	MT-11/13
20		The davit boom is fitted with a floodlight arranged from an electrical supply which is from a supply independent of the crane controls? (Y/N?)	MT-11/13 & TM-15
21	9 - Service	Copies of accreditations for nominated service facilities and their personnel are included with the bid package? (Y/N)	MT-12/13/15

Statement of Requirements

Supply of an Integrated System of Rescue Boat and Launching Davits for Installation on the ROPAX vessel MV Holiday Island

1. Background

1.1 The Holiday Island is a double ended (double pilot house) passenger and vehicle ferry (ROPAX) built in 1971 at Port Weller Dry Dock, St. Catharines, Ontario for Canadian National Railways. The vessel was designed and built to operate in the sheltered waters of the Northumberland Strait and originally served the Cape Tormentine, New Brunswick to Borden, PEI crossing. The vessel is now owned by Transport Canada and is operated by Northumberland Ferries Ltd while serving the Caribou, Nova Scotia to Wood Island, PEI crossing. The vessel operates eight months of the year from May to December. The vessel is 'in-class' and delegated to Lloyd's Register (LR) who certifies the vessel for operation.

1.2 The principal lifesaving equipment fitted to the Holiday Island presently consists of:

- Two each 60 person non-motorized open life boats, one port and one starboard, under gravity davits.
- Twelve each 25 person, davit launched life rafts, six port and six starboard, launched by a single arm davit on each side.
- One approved (rescue) boat, launched by a single arm, gravity type davit.

Although compliant with the applicable regulations and requirements, the lifesaving equipment fitted per the above is being replaced in its entirety following an upgrade to more modern life saving and evacuation systems.

1.3 The ships particulars as well as details of carrying capacity and certification is provided below in section 4 below.

2. Scope

- 2.1 The purpose of this proposal is to solicit a firm to supply an integrated system of new rescue boats and launching davits for MV Holiday Island. These new boats will serve as both a general MOB rescue boat and also as marshalling boats for use with the liferafts which comprise part of an installation of new MES equipment which is being planned for Holiday Island.

The scope of supply under this SOR shall include the following principal items with details as per separate procurement specifications following:

- Two (2) each Rescue Boats as detailed in Annex 1.
- Two (2) each Launching Davits as detailed in Annex 2.

- 2.2 In addition to the requirements detailed in the individual procurement specifications for both Rescue Boats and for the associated Launching Davits, the Supplier shall complete a review of the rules and regulations which are applicable to Holiday Island. Following that, the Supplier who is bidding is to propose a package of Rescue Boats and matching Launching Davits which are in all respects integrated as a fully functional and effective system. Any sub-supplier of individual boat or davit systems to the bidder will be responsible for delivery of the same principles in the event a contract is awarded. (See also item 3.2.1)
- 2.3 It is recognized that firms who have an interest in tendering for this requirement may be either of:
a) Principally a rescue boat supplier who is planning to subcontract the supply of davits from a 3rd party supplier; or b) Principally a davit supplier who is planning to subcontract the supply of rescue boats from a 3rd party supplier; or c) An integrated supplier of both boats and davit systems.
- 2.4 In all the cases in item 2.3, the principal supplier is required to ensure that the rescue boat and davits are all in respects fully suitable for each other and that they will operate successfully as an integrated system. This shall include, at a minimum, the davits being able to launch, recover, and stow the nominated rescue boats, complete with crew, engine, and accessories in the specified sea and weather conditions.
- 2.5 The release hook assembly to be used with the rescue boats and davits will be supplied per one of the following two options:
a) Part of the rescue boat per Annex 1 if the boat uses a post type lifting point, or
b) Part of the davit system hoist wire per Annex 2 if the boat uses a lifting sling arrangement.

3. Requirements/Description:

- 3.1 The lifesaving equipment noted in item 1.2 is in the process of being upgraded as follows:
 - 3.1.1 Existing lifeboats and launching davits will be removed in entirety and will be replaced with a slide type Marine Evacuation System (MES) to be located in the same general area as the existing lifeboats. Each MES unit of slide + 100 person slide raft will be contained within a small deckhouse to be installed in the same general area as the existing lifeboats. Two additional self launching link rafts (1 x 100 person + 1 x 50 person) will be located on a single storage rack which is to be installed adjacent to the MES unit.
 - 3.1.2 The existing rescue boat and single arm davit located on the Starboard side Boat Deck will be removed in entirety. In place, a matching pair of new rescue boats and launching davits will be installed at both Port and Starboard sides.
- 3.2 The new rescue boats will also have marshalling and towing duties in conjunction with a deployment of the new MES units. The Port rescue boat will serve the Port MES, and the Starboard rescue boat will serve the Starboard MES unit.
 - 3.2.1 With respect to the regulatory requirements concerning marshalling duties associated with an MES deployment, each rescue boat is required to be capable of towing the following self righting, canopied liferafts in an emergency situation:
 - 2 x 100 person – LSA model 100P SRL MK1 (Towing force at 3 Kn = 3.86 kN)
 - 1 x 50 person – LSA model 50P SRL (Towing force at 3 Kn = 1.98 kN)

The above information is to be confirmed with DSS Marine and is to be used in conjunction with the further requirements detailed in section 8 of the Rescue Boat procurement specification per Annex 1.

4. Principal Particulars, "HOLIDAY ISLAND"

Length Overall	99.098 m
Length Between Perp.	96.622 m
Beam Overall	20.749 m
Beam Moulded	20.422 m
Depth	7.087 m
Draft	5.029 m
Freeboard (To Boat Deck)	10.63 m

5. Lifesaving equipment Information (Existing)

Passengers	377
Crew	22
Compliment	399
Class of Voyage	Near Coastal 2, limited to Home Trade III
Lif jackets	FitzWright 'Pacifica'
Workboat	Narwhal 7-man inflatable w/ 25hp outboard
Existing Lifeboats	(2-off) 60-person
Existing Life Rafts	(12-off) 25-person inflatable

DOCUMENT NUMBER:
2020-06-30

ANNEX 1

M.V. "Holiday Island"

Procurement Specification for Rescue Boats

For

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



Revision Matrix

<i>Rev</i>	<i>Brief description of revisions made</i>	<i>Date of Issue</i>
A	Issued to client for review	7-Dec-2018
0	Issued to client	06-Feb-2019
1	Revised to suit tendering requirements	24-Sep-2019
2	Revised to suit tendering requirements	20-Jan-2020
3	Revised to suit tendering requirements	18-June-2020

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1 GENERAL

The Holiday Island, owned by transport Canada (TC) and operated by Northumberland Ferries Limited (NFL), provides service between Wood Islands, Prince Edward Island and Caribou, Nova Scotia. The ship operates May to December each year depending on ice conditions. The vessel is 'in-class' and delegated to Lloyd's Register.

The Holiday Island is certified to carry 377 passengers and 22 crew members, for a total complement of 399 persons. According to Canadian marine classification, this vessel is classified under Home Trade Class III. Therefore, as per the C1436 Life Saving Equipment Regulation, this ship is a Class 3 Ship, and is considered to be a "non convention" vessel.

The vessel is currently fitted with a single workboat and slewing davit located on the port side of the vessel just forward of the existing lifeboat and davit on that side. This inflatable boat is not classed for use as a rescue or shepherding boat and will be removed from the vessel, along with the associated davit.

It is the intention of the owners to install two new dedicated rescue boats on the Boat Deck level (1-Port, 1-Starboard) and these new rescue boats will also be used for shepherding duties for the new MES life rafts. Two new rescue boat launching davits will also be installed (P&S) to support the new rescue boats. See separate procurement specification per Annex 2 for more information on the specific requirements for the Davits.

2 NEW RESCUE BOATS

Two (2) new rescue boats will be installed on the Boat deck level (P&S). The port side unit will replace the existing workboat presently fitted at approx. Fr.95 and a second new rescue boat shall be installed in the same general location on the starboard side. Rescue boats are to be of the same model, type and manufacturing date and process.

3 PRINCIPAL PARTICULARS, "HOLIDAY ISLAND"

Length Overall	99.098 m
Length Between Perp.	96.622 m
Beam Overall	20.749 m
Beam Moulded	20.422 m
Depth	7.087 m
Draft	5.029 m
Freeboard (to Boat Deck)	10.63 m

4 LIFESAVING EQUIPMENT INFORMATION (EXISTING)

Passengers	377
Crew	22
Compliment	399
Class of Voyage	Near Coastal 2, limited to Home Trade III
Lifejackets	FitzWright 'Pacifica'
Workboat	Narwhal 7-man inflatable w/ 25hp outboard
Existing Lifeboats	(2-off) 60-person, open type
Existing Life Rafts	(12-off) 25-person inflatable

5 PURPOSE

The purpose of this Procurement Specification is to solicit an organization (manufacturer and/or supplier) specializing in approved type “Rescue Boats” to supply the required units aboard the Holiday Island. The Supplier will provide the new rescue boats and associated equipment/components and also supply the Original Equipment Manufacturer (OEM) Field Service Representative (FSR) for installation supervision and final testing of the units, in presence of a Lloyd’s Register (LR) Surveyor.

The successful manufacturer/supplier is responsible for the supply and delivery of the new rescue boats to Caribou, Nova Scotia including any and all transportation, duties and taxes. The vessel will be docked at its respective home wharf, in Caribou, Nova Scotia during installation phase, prior to March 30th, 2021, and delivery of the new units is required before this date.

The successful manufacturer/supplier is responsible to ensure that all of the supplied equipment is approved by a Class Society acting as a Recognized Organization (RO) for Transport Canada Marine Safety and Security (TCMSS) and accepted by Lloyd’s Register. All supplied components must meet the Life Saving Equipment Regulations, the LSA Code and the requirements of sections 7&8 of this procurement specification. Certifications are due at, or prior to, the delivery deadline date for the rescue boats.

Space allotted for muster station and area for new life saving equipment installations is already determined, and all new equipment will need to be installed respecting the actual boundaries.

6 BID SUBMISSION PACKAGE

The manufacturer/supplier must supply a reference list identifying the proposed rescue boats in current service. The manufacturer/supplier must identify a minimum of six (6) similar procurements in the last ten (10) years. Reference list must also include the current installations of the vendor OEM equipment which has been installed / maintained in Canada by the manufacturer in the last ten (10) years. The latter may be of earlier generation equipment.

The bidder must include within the bid submission package a completed reference document entitled “Requirements Reference Section” which will serve to indicate the page and paragraph number within the bid submission package where the requirements stated within this specification are met. A copy of the template for this document is included in the solicitation documents.

In addition, the bidder must complete the table entitled “Rescue Boats - Suppliers Confirmation of Scope of Supply” which is intended to confirm the bidders intentions through their response to various questions applicable to items 7, 8 & 9 of this SOR. This table will be used as part of the overall technical evaluation process. Full completion of this form is required in order to meet the requirements of Mandatory Criteria MT-1, and at the same time will serve the bidder as a checklist for preparation of their bid response. A copy of this table is included in the solicitation documents.

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

- Regulatory Compliance documentation with reference to Section 7 of this specification.
- Manufacturers published sales, technical specifications & data in support of the items listed in Sections 7 & 8 of this specification.
- Manufacturers published maintenance schedule for the equipment comprising the proposed rescue boats, components and equipment.
- Manufacturers published operations manual and detailed launching instructions for the proposed equipment.
- OEM Field Service rates at the time of this solicitation (budgetary purposes only). Note the cost of transportation and travel is excluded.
- Quotation for anticipated annual service costs including each of boat, engine and davit hoisting arrangements.

7 GENERAL REQUIREMENTS AND STANDARDS

Regulatory, Classification and Standard Requirements

The new Rescue Boats are required to be 'Type Approved' by one of the Recognized Organizations (RO) approved by Transport Canada Marine Safety and Security within the Delegated Statutory Inspection Program (DSIP) and accepted by Lloyd's Register.

The vessel Holiday Island is 'in-Class' with Lloyd's Register and delegated under Transport Canada Marine Safety and Security's (TCMSS) Delegated Statutory Inspection Program (DSIP). The new supplied rescue boats must meet the requirements of Lloyd's Register and TCMS.

NOTE: Boats which are classified as "Fast Rescue Boats" or "Fast Rescue Craft" are **NOT** acceptable and will result in a suppliers bid being considered non-compliant. This is due to the specific crew training and certification requirements associated with use of an FRC.

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

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

- Transport Canada Publications:
 - TP14475 - Canadian Life Saving Appliance Standard
 - TP14612 - Approval Procedures for Life Saving Equipment and Structural Fire Protection Products
 - TP13585 – Policy for SOLAS Outboard Engines
- LR Requirements
- All components supplied shall be adequate to meet the following service conditions:
 - Outside air temperature of minus (-) 10 C to plus (+) 35 C;
 - Wind velocity of 50 knots;
 - Water temperature of minus (-) 2C to plus (+) 30 C;

8 DESCRIPTION OF REQUIREMENTS

8.1 MAIN EQUIPMENT AND ITEMS TO BE SUPPLIED

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

- Two (2) SOLAS and Transport Canada (TC) approved 6-person **Rescue Boats**. The boat must have a nominal length of 6 metres. (NB: Actual length must be within +/- 0.5 m as measured from the bow extremity to the transom) The rescue boats shall be one of the following types:
 - a) A rigid monohull type boat. This type shall have a GRP hull.
 - Or -
 - b) A rigid hull inflatable (RHIB) type boat. This type must have a rigid hull and transom on which the inflatable pontoons are secured, and which may be either GRP or aluminum .
- Three (3) gasoline outboard engines (minimum 40hp x 1 per boat + 1 identical spare), suitable for installation with the supplied rescue boats. Engines to be of 4-stroke design. If 2-stroke engines are offered, they are to be of oil injection type - use of mixed gas/oil is not acceptable. SOLAS certification for the engine is preferred to the extent that a suitable engine is available. Otherwise, a non SOLAS engine may be quoted. Bidders offer is to clearly indicate whether the engine model proposed is part of a SOLAS program or whether it is an open source / off the shelf model of engine. See also TP13585 for further information.
- Engine and propeller selection is to be capable of meeting the minimum force requirements associated with towing a fully loaded liferaft. A towing force of 3.86 kN at 3 knots is applicable to the largest of the liferafts which will be in use – 100 person.
- Sufficient fuel storage capacity shall be provided to meet the requirement for a min. of 4 hrs operation at 6 knots per the LSA Code. For ease of fuel handling, preference is for the use of portable fuel tanks – minimum of four (4) x 25L fuel tanks (2-tanks/boat) to be provided, or as per foregoing endurance requirement – whichever is greater. Portable tanks are to be

equipped with a flexible hose + quick disconnect fitting matching the engines fuel supply port.

If the boat is equipped with integral hull fuel tank(s), the total fuel capacity shall be of minimum 50L, or as per foregoing endurance requirement – whichever is greater. The fuel supply connection from these tanks to the engine must be arranged with a flexible hose using a quick disconnect fitting matching the engines fuel supply port and which allows portable tanks to be readily interchanged with the hull tanks if needed.

- Engines are to be electric start with supplied batteries of heavy-duty, marine type.
- Engines are to be supplied with enclosed propeller guards as a safety device for persons in the water.
- Manufacturer/supplier is responsible to supply any plans required to be approved by Lloyd's Register for the supply of rescue boats. The cost of LR services shall be as per item 11. Electronic copies of approved drawings including any approval documentation shall be provided to TC.

8.2 REQUIREMENTS OF NEW RESCUE BOATS AND ACCESSORIES

- Proposed rescue boats shall be capable of launching and retrieval fully equipped and manned against unfavorable conditions of trim of up to 10° and a list of up to 20°. Freeboard height from boat deck to the waterline on the Holiday Island is 10.63 metres. This is to be verified with TC and NFL prior to ordering of new system.
- Proposed rescue boats must currently be in marine service, be of current production and must have Original Equipment Manufacturer (OEM) representation in Canada. The manufacturer's appointed service organization must be capable of providing qualified field service representatives (FSRs), thorough component documentation support, and with the capability to provide technical support as well as repair. The service organization must be capable of delivering these services and parts to Caribou, Nova Scotia as well as all major shipyards located in the Atlantic Provinces (NS, NB, PEI and NL) within 48 hours of notification.
- The new rescue boats shall be supplied with all required lowering, hoisting, towing and emergency lines/slides, and components for safe deployment, retrieval and rescue operations.
- Preference is for the hoisting point associated with the new rescue boats to be of a fixed post type and which arrangement is integral with the rigid hull of the boat. Such post would also include the hook release mechanism. Alternately, the boat may be equipped with a sling type hoisting arrangement provided it employs a minimum of (2-off) bow lifting points and (2-off) aft lifting points at the transom, and includes (1-off) lifting sling rated for the lifting loads associated with the boat, passengers, and equipment. A three point sling is not acceptable. The lifting arrangement is to be balanced and otherwise fully suitable for use with a single fall type of hoisting arrangement.

- The hoisting arrangement is to include an “on/off load” type release, and which is approved by an RO on behalf of TC. (See also Sections 7, 11 & 14) Copy of this (or other) certification is to be provided in the bid documents.
 - A spare on-off load release hook assembly shall be supplied where this comprises part of the rescue boat supply.
- The new rescue boats shall be equipped with towing point(s) adequate for handling loaded life rafts after boarding via MES. A towing force of 3.86 kN at 3 knots is applicable to the largest of the liferafts which are in use. The towing points shall be integral with the boats transom or other rigid portion of the boats hull components.
- The new rescue boats shall be equipped with an operators console and steering position complete with engine controls and any instrumentation as provided by the engine manufacturer.
- Console is to further include a “deadman” switch arrangement which stops the engine in the event the operator falls from the console or from the boat altogether.
- Each rescue boat shall be supplied with all equipment as required by the regulations to be carried on rescue boats.
- Each rescue boat shall further be equipped with an MOB rescue frame to assist in the recovery of a person from the water alongside the rescue boat. The recovery frame shall be of a vertical length suitable for use with the gunwhale arrangement and freeboard height of the nominated rescue boat. It shall also be of a type which when it is secured to the side of the boat it can be rolled into a tubular shape for storage in situ when not in use. The recovery frame shall include a manoeuvring stick.
- Two (2) prefabricated steel cradles are to be supplied, one for each rescue boat. These cradles are to be suitable for use in stowing and securing the rescue boats when not in use, and will be arranged for installation on the ships deck. The cradle is to include wooden or composite chocks matching the hull form of the boat. An aluminum framed cradle may be supplied in lieu of steel provided that its feet have palms which can be bolted to a matching steel pad welded on the ships deck. Lashings and associated bearing/chafing points as needed for securing the rescue boat to the cradle and chocks are to be included.
- Two (2) storage covers tailored to the profile and configuration of the rescue boat and engine, complete with lashings, are to be supplied for protection of the boat when it is not in use. Covers are to be of waterproof fabric material and which is also UV resistant and suitable for the ambient climate conditions given in item 7.
- Boat shall be provided with all reflective tape and markings as required by the regulations, including the ships name.
- The contractor will indicate if the outboard engines are capable of operation in temperatures to -10 degrees Celsius and whether modifications are required to operate in this range.

9 EXPERIENCE & QUALIFICATIONS

The manufacturer/supplier's professional experience, expertise and qualifications are the key to a successful outcome. As such, the manufacturer/supplier shall have previous experience in the supply of similar rescue boats on board vessels of comparable size and complexity as the Holiday Island.

The manufacturer/supplier must also verify the availability of a factory authorized service centre in Eastern Canada/Nova Scotia/Prince-Edward-Island, complete with factory qualified personnel/resources, to provide warranty, maintenance and repair services for both the rescue boat and the hoist release. The name/address of the service facility along with a copy for the oem certification and/or any other qualifications for the nominated service personnel must be provided with the bid.

In order that any limitations with the nominated service facilities are readily apparent, the supplier must confirm whether the associated personnel resources are permanently based in the noted locations, or if they are instead predicated on a need for service personnel to travel from other locations in Canada or elsewhere in order to carry out any servicing requirements. Conversely, if there is any need for the equipment to be shipped to another location outside the nominated service centre, this must also be indicated.

10 SUPPLIED DRAWINGS AND INFORMATION

The following documentation will be supplied to the bidders:

- Vessel GA
- Lifesaving Plan
- Fire insulation Plan

11 RESPONSIBILITIES OF MANUFACTURER/SUPPLIER AND TC

The manufacturer/supplier is to ensure that all components of the supplied units and associated components are approved by a Class Society acting as a Recognized Organization (RO) for TCMSS and accepted by Lloyd's Register. Additionally, the rescue boat and release must meet the LSA Code and be certified for use in Canada as per TP14612 and TP14475, as well as meeting the Life Saving Equipment Regulations.

If marine equipment certified under the European Union Marine Equipment Directive (MED) is proposed to be used onboard Canadian vessels, the supplier is to note that, on its own, this certification is not acceptable to TCMSS. Instead, the supplier will be responsible for obtaining the services of an RO to provide the required Statement of Compliance in accordance with TC requirements. Refer also to the following document for further information:

“Industry Guidance Notice for Type Approval Certification to the Marine Equipment Directive (MED) on Canadian Vessels”. (See copy in Appendix)

The cost of this certification process will be reimbursed to the supplier on the basis of actual invoices from the RO. This claim is to be submitted as part of the final billing for the contract.

Supplier must clearly indicate that they are able to supply the certificates noted in accordance with section 7 & 8 in their bid. TC will accept a statement from the supplier that the rescue boat will be delivered with a certificate issued on behalf of TCMSS in accordance with TP 14612.

Applicable Canadian regulations require the use of an “on/off load” type release hook for use with rescue boats. If the supplier wishes to offer any other form of release, they will be responsible for arranging to obtain ad hoc approval of this arrangement by TCMSS through an RO. Such approval must be made available no later than the time of delivery of the rescue boat. See also sect. 14.

NOTE: Boats which are classified as “Fast Rescue Boats” or “Fast Rescue Craft” are **NOT** acceptable and will result in a suppliers bid being considered non-compliant. This is due to the specific crew training and certification requirements associated with use of an FRC.

The manufacturer/supplier is to supply to TC a copy of the Factory Acceptance Test Certificate for the equipment.

The manufacturing facility shall meet the quality assurance requirements of Lloyd’s Register and the IMO LSA Code. Manufacturers of the principle components are to be certified to quality standard of ISO 9001 or greater or equivalent.

The new rescue boats are to be delivered to the vessel at Caribou, Nova Scotia prior to 01 February 2021.

12 IMPOSED CONSTRAINTS

Decisions concerning the revision or definition of key search criteria, as well as contractual obligations and requirements, are excluded from the manufacturer/supplier’s services. Manufacturer/supplier personnel must limit themselves to provide comments and recommendations only to the Technical Authority on these issues.

All drawings, reports, data, documents or materials, provided to the manufacturer/supplier by the Government of Canada remain the property of Canada and will be used solely in support of this requirement. The manufacturer/supplier is required to safeguard the preceding information and materials from unauthorized use and must not release them to any third party, person or agency without the express written permission of the Technical Authority. Such information and material must be returned to the Technical Authority upon completion of the services or when requested by the Technical Authority.

All correspondence, either initiated by the manufacturer/supplier personnel or by any section of TC, must be submitted to the Technical Authority. Correspondence is defined as records of conversations or decisions as well as any written correspondence in any format.

The Technical Authority or other authorized departmental government representative must have access at all times to the work that is being performed.

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

13 QUALITY ASSURANCE AND PROOF OF PERFORMANCE

The new rescue boats must be tested in accordance with the requirements of section 7 and 8. The manufacturer/supplier is responsible for providing FAT test documentation that specifically identifies the serial numbers of the rescue boats being provided.

Delivery of the rescue boats to the destination indicated in section 8.2 shall be the responsibility of the supplier.

The manufacturer/supplier shall provide a set of detailed installation instructions providing a tests and trials agenda including expected results for verification of all components.

14 CERTIFICATIONS

The manufacturer/supplier shall obtain and provide to TC and LR all required technical Certifications as specified in the applicable rules and codes. These shall include but not be limited to the following:

- Equipment and Component inspection certificates including all test reports supporting the certifications.
- Material test certificates including all test reports supporting the certifications and Type Approval certificates
- Classification approval certificate shall be provided for the new rescue boats and also on-off load release hooks (if applicable to supply of rescue boat)
- Load test certificates for lifting slings and end fittings (if applicable)
-

Two (2) typewritten original copies of all above-noted test data must be provided to the Technical Authority (TA) prior to acceptance.

NOTE: It is the sole responsibility of the supplier to obtain any documentation, testing and certifications as may be required to meet the requirements of TCMSS for use of the hook release, rescue boat and engine on a Canadian flag vessel. These must be available no later than delivery of this equipment. Failure to provide the required certifications will be grounds for rejection of the equipment and will result in the awarded contract being annulled without any further obligations on the part of the purchaser.

15 DELIVERABLES

The deliverables must be in the form of services provided to the Technical Authority in accordance with the assessment and the products generated thereof.

A meeting will be arranged at the manufacturer/supplier's place of work, or via teleconference with the Technical Authority to discuss the project and deliverables. The manufacturer/supplier will need to supply to the Client with the following:

Before ordering Rescue Boats:

- Conceptual arrangement drawing of rescue boats (modified GA of vessel, including new davits)
- Deployment and retrieval procedure utilized with this type of rescue boat (ex. minimum personnel to deploy, etc.)
- Technical documentation of proposed equipment
- Client will then comment on proposed equipment and approve conceptual GA drawing

The supply of two (2) rescue boats, gasoline outboard engines and associated equipment as required by this specification. The successful manufacturer/supplier is responsible for the supply and delivery of the new lifesaving equipment to Caribou, Nova Scotia, including any and all transportation, duties and taxes on or before 01 February, 2021.

Three (3) copies of operations manuals (in English and French) in a bound paper format, explaining the details of the operation of the rescue boats as well as maintenance and parts listing. In addition, one electronic PDF copy of the manual is to be supplied (in French and English). This includes copies of Type Examination Certificates for FAT, and installation drawings and instructions.

The manufacturer/supplier will provide a list of manufacturers recommended spares for a ten (10) year lifespan as published in the manufacturer's maintenance manual. The list must include part numbers, lead-time to order, retail prices at time of bid submission, complete with a list of Canadian distributors and service centres.

The manufacturer/supplier should be aware that the deliverables provided may form part of a subsequent specification or information package provided to another entity. As such, the contractor is advised that this information may be provided to and relied upon by other parties.

16 PROJECT SCHEDULE

Procurement of rescue boats must be completed as soon as possible after contract award, but no later than 01 February 2021. This is in order to be able to install the rescue boats prior to March 31st, 2021, at Caribou, Nova Scotia. The vessel will be in self-refit at that time.

17 WARRANTY

The supplier must provide a minimum of one (1) year warranty from the date of completion of contract.

Supplier must indicate if warranty requires Field Service Representative installation and commissioning.

ANNEX 2

M.V. "Holiday Island"

Procurement Specification for Rescue Boat Davits

For

Transport Canada

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



Revision Matrix

<i>Rev</i>	<i>Brief description of revisions made</i>	<i>Date of Issue</i>
A	Issued to client for review	17-Dec-2018
0	Issued to client	06-Feb-2019
1	Revised to suit tendering requirements	24 Sept. 2019
2	Revised to suit tendering requirements	18 June 2020

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1 GENERAL

The Holiday Island, owned by transport Canada (TC) and operated by Northumberland Ferries Limited (NFL), provides service between Wood Islands, Prince Edward Island and Caribou, Nova Scotia. The ship operates May to December each year depending on ice conditions. The vessel is 'in-class' and delegated to Lloyd's Register.

The Holiday Island is certified to carry 377 passengers and 22 crew members, for a total complement of 399 persons. According to Canadian marine classification, this vessel is classified under Home Trade Class III. Therefore, as per the C1436 Life Saving Equipment Regulation, this ship is considered to be a "non convention" vessel.

The vessel is currently fitted with a single workboat and slewing davit located on the port side of the vessel just forward of the existing lifeboat and davit. This inflatable boat is not classed for use as a rescue or shepherding boat and will be removed from the vessel, along with the associated davit.

It is the intention of the owners to install two new dedicated rescue boat davits on the Boat Deck level (1-Port, 1-Starboard). Two new rescue boats will also be installed for use with the new davits. See separate procurement specification per Annex 1 for more information on the specific requirements for the new rescue boats.

2 NEW RESCUE BOAT DAVITS

Two (2) new rescue boat davits (slewing type) are planned to be installed on the Boat deck level (P&S). The port side unit will replace the existing workboat davit presently fitted at approx. Fr.87 and the second new davit is going be installed in the diagonally opposite location on the starboard side.

Davits are to be of same model, type and manufacturing date and process. Winches and controls shall be located on the inboard side of the davits when installed. Unless not otherwise possible, port and starboard davits shall be of identical manufacture, and LH and RH installations are to be accommodated by installing davits in opposite orientations.

3 PRINCIPAL PARTICULARS, "HOLIDAY ISLAND"

Length Overall	99.098 m
Length Between Perp.	96.622 m
Beam Overall	20.749 m
Beam Moulded	20.422 m
Depth	7.087 m
Draft	5.029 m
Freeboard (to Boat Deck)	

3.63

4 LIFESAVING EQUIPMENT INFORMATION (EXISTING)

Passengers	377
Crew	22
Compliment	399
Class of Voyage	Near Coastal 2, limited to Home Trade III
Lifejackets	FitzWright 'Pacifica'
Workboat	Narwhal 7-man inflatable w/ 25hp outboard
Existing Lifeboats	(2-off) 60-person, open type
Existing Life Rafts	(12-off) 25-person inflatable

5 PURPOSE

The purpose of this Procurement Specification is to solicit an organization (manufacturer and/or supplier) specializing in rescue boat davit systems to supply the necessary equipment and components aboard the Holiday Island. The manufacturer/supplier will supply the new slewing-type davits and pedestals and also supply the Original Equipment Manufacturer (OEM) Field Service Representative (FSR) for installation supervision and final testing of the units, in presence of a Lloyd's Register (LR) Surveyor.

The successful manufacturer/supplier is responsible for the supply and delivery of the new rescue boat davit systems to Caribou, Nova Scotia including any and all transportation, duties and taxes. The vessel will be docked at its respective home wharf, in Caribou, Nova Scotia during installation phase, prior to March 30th, 2021, and delivery of the new davits is required by 01 February 2021.

The successful manufacturer/supplier is responsible to ensure that all of the supplied equipment is approved by a Class Society acting as a Recognized Organization (RO) for Transport Canada Marine Safety and Security (TCMSS) and accepted by Lloyd's Register. All supplied components must meet the Life Saving Equipment Regulations, the LSA Code and the requirements of sections 7&8 of this procurement specification.

Space allotted for muster station and area for new life saving equipment installations is already determined, and all new equipment will need to be installed respecting the actual boundaries. No part of the davits shall extend beyond the ships vertical side at the required installation location.

6 BID SUBMISSION PACKAGE

The manufacturer/supplier must supply a reference list identifying the proposed davit in current service. The manufacturer/supplier must identify a minimum of six (6) similar procurements in the last ten (10) years. Reference list must also include the current installations of the vendor OEM equipment which has been installed / maintained in Canada by the manufacturer in the last ten (10) years. The latter may be of earlier generation equipment.

The bidder must include within the bid submission package a completed reference document entitled "Requirements Reference Section" which will serve to indicate the page and paragraph number within the bid submission package where the requirements stated within this specification are met. A copy of the template for this document is included in the solicitation documents.

In addition, the bidder must complete the table entitled "Davits - Suppliers Confirmation of Scope of Supply" which is intended to confirm the bidders intentions through their response to various questions applicable to items 7, 8 & 9 of this SOR. This table will be used as part of the overall technical evaluation process. Full completion of this form is required in order to meet the requirements of Mandatory Criteria MT-11, and at same time will serve the bidder as a checklist for preparation of their bid response. A copy of this table is included in the solicitation documents.

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

- Regulatory Compliance documentation with reference to Section 7 of this specification.
- Technical data listed in Section 8 of this specification.
- Manufacturers published maintenance schedule for the equipment comprising the proposed rescue boat davits.
- Manufacturers published sales, technical specifications and detailed launching instructions for the proposed equipment.
- Quotation for supply of Original Equipment Manufacturer (OEM) trained Field Service Representative (FSR) for the installation, testing and training of the rescue boat davits proposed. Contractor shall also advise of the location of the FSR in Canada, and the service standard response time for an onsite FSR.
- OEM Field Service rates at the time of this solicitation (budgetary purposes only). Note the cost of transportation and travel is excluded.
- The bidder shall include a CAD format drawing showing the position of each davit demonstrating compliance with the requirements of this specification. The bidder shall indicate any relocation of vessel equipment or reductions in passenger walk-way space in way of the new davit installations.
- Quotation for anticipated annual service costs.
-

7 GENERAL REQUIREMENTS AND STANDARDS

Regulatory, Classification and Standard Requirements

The Rescue Boat Davit Systems are required to be 'Type Approved' by one of the Recognized Organizations (RO) approved by Transport Canada Marine Safety and Security within the Delegated Statutory Inspection Program (DSIP) and accepted by Lloyd's Register.

The vessel Holiday Island is 'in-Class' with Lloyd's Register and delegated under Transport Canada Marine Safety and Security's (TCMSS) Delegated Statutory Inspection Program (DSIP). The new supplied davits must meet the requirements of Lloyd's Register and TCMS.

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

- IMO International Convention for the Safety of Life at Sea (SOLAS).
- IMO Life Saving Appliances (LSA) Code, including the latest Recommendations of the Code. In particular Resolution MSC.81(70): International Marine Organization Resolution MSC.81(70) entitled Revised Recommendation on Testing of Life-Saving Appliances and appendices, as amended.
- Rules and Regulations for the Classification of Ships (Lloyds Register).
- Canada Shipping Act, 2001 (CSA 2001)
 - Life Saving Equipment Regulations
 - Marine Machinery Regulations
 - Hull Construction Regulations
 - Vessel Pollution and Dangerous Chemicals Regulations
- Transport Canada Publications:
 - TP127 - Ships Electrical Standards
 - TP14475 - Canadian Life Saving Appliance Standard
 - TP14612 - Approval Procedures for Life Saving Equipment and Structural Fire Protection Products
 - Industry Guidance Notice for Type Approval Certification to the Marine Equipment Directive (MED) on Canadian Vessels. (See copy in Appendix)
- LR Requirements
- All components supplied shall be adequate to meet the following service conditions:
 - Outside air temperature of minus (-) 10 C to plus (+) 35 C;
 - Wind velocity of 50 knots;
 - Water temperature of minus (-) 2C to plus (+) 30 C;
 - Shock loading of 2.5g horizontal, 1.5g vertical.
 -

8 DESCRIPTION OF REQUIREMENTS

8.1 EQUIPMENT AND ITEMS TO BE SUPPLIED

The manufacturer/supplier will need to supply the new rescue boat davits (Open Deck installation) that will be purchased via this procurement specification. Equipment to be installed:

- Two (2) Class approved, slewing-type rescue boat davits.
- Local control stations for davits.
- Manufacturer/supplier is responsible to supply any plans required to be approved by Lloyd's Register for the supply including organizing and payment of LR services. Electronic copies of approved drawings including any approval documentation shall be provided to TC.

8.2 FUNCTIONALITIES OF NEW RESCUE BOAT DAVITS AND ACCESSORIES

- The rescue boat davits shall be slewing type and capable of launching the fully equipped rescue boat it serves against unfavorable conditions of trim of up to 10° and a list of up to 20°. Freeboard height from boat deck to the waterline on the Holiday Island is 10.63 metres. This is to be verified with TC and NFL prior to ordering of new system.
- Proposed davit systems must currently be in marine service and must have Original Equipment Manufacturer (OEM) representation in Canada. The manufacturer's appointed service organization must hold a stock of essential spares and be capable of providing qualified field service representatives (FSRs), thorough component documentation support, with the capability to provide technical support for standard overhaul as well as repair. The service organization must be capable of delivering these services and parts to Caribou, Nova Scotia as well as all major shipyards located in the Atlantic Provinces (NS, NB, PEI and NL) within 48 hours of notification.
- The two rescue boat davits will be located in symmetrical configurations on the port and starboard sides of the boat deck and with the port boat facing the stern and the starboard boat facing the bow. One davit will require CW rotation for deploying the boat, and the opposite davit will require CCW rotation.
- Capacity of the davits, hoist winch and slewing arrangements are to suit the total weight of the following: New rescue boat (including fuel) + accessories + rated crew + applicable safety factor. It is estimated the new (6-person) rescue boats will be fitted with a 40-75hp outboard engine, and fully manned, including fuel and equipment, will weigh 1200-1800kg.
- The hoist wire radius, and thereby the davit arm length, is, at minimum, to be sufficient to meet the greater of: (a) Allowing the rescue boat to be launched under the 20 degree list conditions noted above, or (b) Allowing rotation of the rescue boat end for end through 180 degrees while it is positioned outboard of the ships side. The rescue boat is expected to be of 6 metres nominal length, but could possibly be longer – bidder is to confirm actual length with rescue boat supplier. The minimum davit position relative to the ships side, while also meeting the above requirements, is to be as per the installation requirements of the davit manufacturers, and also while considering provision of maintenance access at the outboard side of the davit.

- The davits shall be capable of lowering and raising hooks effectively in the unloaded condition. The contractor is responsible to supply any additional equipment required to fulfill this requirement.
- The manufacturer/supplier is to include in their submission the supply and delivery of new prefabricated davit pedestal seats for each davit supplied.
- The supplied rescue boat davit systems must be provided with all equipment and parts necessary for a complete and fully functioning installation permitting deployment and recovery of the rescue boats in normal and emergency situations.
- The davits must be electro-hydraulic (or electric) and must have all major electric and hydraulic components housed internally for protection from water, ice and debris (as much as practical). The internally housed electric and hydraulic components must be provided with inspection covers for access and maintenance.
- In addition to a local hydraulic (electric) control stand, a remote mobile control for hoisting and slewing functions shall be supplied where this is possible. Both the local and remote station shall include an emergency stop. If joysticks are used for the remote unit, they shall be spring return to neutral position when not in use.
- The installation must operate on an electrical supply of 440 VAC/ 3ph /60 Hz. The exposed electrical enclosure shall be NEMA class 4X (or IP 56), or equivalent and be constructed of stainless steel.
- The davit systems shall provide single point hoisting for the Rescue Boat. These shall be capable of hoisting under electro-hydraulic (or electric) power under normal conditions, and using manual power in 'dead ship' conditions. The system is to be equipped with a centrifugal brake system, the operation of which is arranged to be failsafe in the event of loss of hydraulic pressure or electrical power. The system is also to be provided with overload protection.
- The winch motor shall be capable of operating at the hoist speeds required per LSA code, or with the following speeds (at the hook) as minimum, where these are greater:
 - a) Hoisting Speed (with boat): > 18 meters/minute
 - b) Lowering Speed (with boat): 40-60 meters/minute
- The rescue boat davits shall be capable of electro-hydraulic slewing under normal conditions and manual slewing under "dead ship" conditions.
- The davit winches must be supplied with corrosion resistant (galvanized), non-rotating hoisting cable
- The davit hoisting and slewing functions shall be fitted with safety devices which will automatically cut off the power before the hoist wire or davit arm reach their stops in order to prevent overstressing the falls, davit, or slewing arrangements.

- Heater(s) for motor and starter cabinets are to be provided as well as any other heating arrangements (such as for power packs, gear box or release hooks, etc.) required to meet cold/wet climate conditions as specified in this document.
- The davit shall be fitted with a single speed (or variable speed) winch for the purpose of recovery.
- Where the rescue boat is not provided with a fixed release mechanism in its own right, one shall instead be provided with the davit system.

In that case, the davit hoist shall be fitted with an 'on-off load' type release hook, and which is approved in accordance with the requirements of section 7. The release hooks to be used for each davit shall be of the same design and be provided by the same manufacturer.

In the case of the release mechanism being fitted to the rescue boat, the hoist wire shall instead be provided with an integral lifting ring which matches the release arrangement. This lifting ring shall be approved/tested as part of the hoist wire arrangement.

- The davit systems must operate in the temperature ranges as indicated in section 7.

The manufacturer/supplier will indicate if the davit is capable of operation in temperatures to -10 degrees Celsius and whether modifications are required to operate in this range.

- Davit boom to be fitted (or be capable of being fitted) with an LED floodlight (or similar). This light shall be arranged to be fed from an external and independent source in order to avoid any adverse effect on the davits control circuits caused by any earthing conditions which may occur on the light. If the light is considered an option, the price shall be quoted as a stand alone item in the suppliers bid package.
- The manufacturer/supplier must provide all mechanical and electrical spares required to perform six (6) years of the recommended regularly scheduled maintenance. The spares shall include a spare hoist wire. In addition, a spare on-off load release hook shall be supplied where this comprises part of the davit system supply. The required spares must be genuine OEM parts as published in the manufacturer's maintenance manual.

9 EXPERIENCE & QUALIFICATIONS

The manufacturer/supplier's professional experience, expertise and qualifications are the key to a successful outcome. As such, the manufacturer/supplier shall have previous experience in the supply of similar rescue boat davits on board vessels of comparable size and complexity as the Holiday Island.

The manufacturer/supplier must also verify the availability of a factory authorized service facility in Eastern Canada complete with factory qualified personnel/resources, to provide warranty, maintenance and repair services for both the davit and the hoist release. The name/address of the service facility along with a copy for the oem certification and/or any other qualifications for the nominated service personnel must be provided with the bid.

In order that any limitations with the nominated service facilities are readily apparent, the supplier must confirm whether the associated personnel resources are permanently based in the noted locations, or if they are instead predicated on a need for service personnel to travel from other locations in Canada or elsewhere in order to carry out any servicing requirements. Conversely, if there is any need for the equipment to be shipped to another location outside the nominated service centre, this must also be indicated.

10 SUPPLIED DRAWINGS AND INFORMATION

The following documentation will be supplied to the bidders:

- a) Vessel GA
- b) Lifesaving Plan
- c) Fire insulation Plan

11 RESPONSIBILITIES OF MANUFACTURER/SUPPLIER AND TC

The manufacturer/supplier is to ensure that all components of the supplied systems and associated components are approved by a Class Society acting as a Recognized Organization (RO) for TCMSS and accepted by Lloyd's Register. Additionally, the rescue boat davits and release must meet the LSA Code and be certified for use in Canada as per TP127, TP14612 and TP14475, as well as meeting the Life Saving Equipment Regulations.

If marine equipment certified under the European Union Marine Equipment Directive (MED) is proposed to be used onboard Canadian vessels, the supplier is to note that, on its own, this certification is not acceptable to TCMSS. Instead, the supplier will be responsible for obtaining the services of an RO to provide the required Statement of Compliance in accordance with TC requirements. Refer also to the following document for further information:

“Industry Guidance Notice for Type Approval Certification to the Marine Equipment Directive (MED) on Canadian Vessels”. (See copy in Appendix)

The cost of this certification process will be reimbursed to the supplier on the basis of actual invoices from the RO. This claim is to be submitted as part of the final billing for the contract.

Supplier must clearly indicate that they are able to supply the certificates noted in accordance with section 7 & 8 in their bid. TC will accept a statement from the supplier that the rescue boat will be delivered with a certificate issued on behalf of TCMSS in accordance with TP 14612.

Applicable Canadian regulations require the use of an “on/off load” type release hook for use with rescue boats. If the supplier wishes to offer any other form of release, they will be responsible for arranging to obtain ad hoc approval of this arrangement by TCMSS through an RO. Such approval must be made available no later than the time of delivery of the rescue boat. See also sect. 14.

The manufacturer/supplier is to supply to TC a copy of the Factory Acceptance Test Certificate for the equipment.

The manufacturing facility shall meet the quality assurance requirements of Lloyd's Register and the IMO LSA Code. Manufacturers of the principle components are to be certified to quality standard of ISO 9001 or greater or equivalent.

The new davit systems are to be delivered to the vessel at Caribou, Nova Scotia prior to 01 February, 2021.

12 IMPOSED CONSTRAINTS

Decisions concerning the revision or definition of key search criteria, as well as contractual obligations and requirements, are excluded from the contractor's services. Manufacturer/supplier personnel must limit themselves to provide comments and recommendations only to the Technical Authority on these issues.

The personnel of the manufacturer/supplier providing the services must be independent of direct control by servants of Canada and not in any respect employees or servants of Canada.

All drawings, reports, data, documents or materials, provided to the manufacturer by the Government of Canada remain the property of Canada and will be used solely in support of this requirement. The manufacturer/supplier is required to safeguard the preceding information and materials from unauthorized use and must not release them to any third party, person or agency without the express written permission of the Technical Authority. Such information and material must be returned to the Technical Authority upon completion of the services or when requested by the Technical Authority.

All correspondence, either initiated by the manufacturer/supplier personnel or by any section of TC, must be submitted to the Contract Authority and the Technical Authority. Correspondence is defined as records of conversations or decisions as well as any written correspondence in any format.

The Technical Authority or other authorized departmental government representative must have access at all times to the work that is being performed.

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

13 QUALITY ASSURANCE AND PROOF OF PERFORMANCE

The rescue boat davit systems must be tested in accordance with the requirements of section 7 and 8. The manufacturer/supplier is responsible for providing FAT test documentation that specifically identifies the serial numbers of the davits provided.

Delivery of the complete davit systems to the destination indicated in section 8.2 shall be the responsibility of the supplier.

Test and Trials:

- The tests shall be completed in accordance with the requirements of the LSA Code, 'Testing and Evaluation Procedures', Part 2 shall be performed including release hooks as applicable.
- Testing shall be required at the factory to include the static 2.2 times Maximum Safe Working Load (SWL) in accordance with the requirements of section 7 and 8. The contractor is responsible for arranging LR witnessing of tests as required, (or by another Recognized Organizations (RO) approved by Transport Canada Marine Safety and Security (TCMSS) within the Delegated Statutory Inspection Program (DSIP) and accepted by Lloyd's Register).
- TC to be provided with minimum 30 days prior notice of the test and trials agenda and is to have the option to attend FAT's at their discretion.

The Contractor shall provide a set of detailed installation instructions providing a tests and trials agenda including expected results for verification of all systems.

14 CERTIFICATIONS

The manufacturer/supplier shall obtain and provide to TC and LR all required technical Certifications as specified in the applicable rules and codes. These shall include but not be limited to the following:

- Equipment and Component inspection certificates including all test reports supporting the certifications.
- Material test certificates including all test reports supporting the certifications and Type Approval certificates
- Classification approval certificate shall be provided for the new davits and on-load release hooks.
- Load Test certificates for hoist wire and end fittings

Two (2) typewritten original copies of all above-noted test data must be provided to the Technical Authority (TA) prior to acceptance.

NOTE: It is the sole responsibility of the supplier to obtain any documentation, testing and certifications as may be required to meet the requirements of TCMSS for use of the hook release and davit on a Canadian flag vessel. These must be available no later than delivery of this equipment. Failure to provide the required certifications will be grounds for rejection of the equipment and will result in the awarded contract being annulled without any further obligations on the part of the purchaser.

15 DELIVERABLES

The deliverables must be in the form of services provided to the Technical Authority in accordance with the assessment and the products generated thereof.

A meeting will be arranged at the manufacturer/supplier's place of work, or via teleconference with the Contract Authority and the Technical Authority to discuss the project and deliverables. The manufacturer/supplier will need to supply to the Client the following:

Before ordering Rescue Boat Davit Systems:

- Conceptual arrangement drawing of Rescue Boat Davits (modified GA of vessel) and to include the selected rescue boats.
- Operational procedure utilized with this type of davit (ex. minimum personnel to deploy, etc.)
- Technical documentation of proposed equipment
- Client will then comment on proposed equipment and approve conceptual GA drawing

The supply of two (2) rescue boat davits as required by this specification. The successful manufacturer/supplier is responsible for the supply and delivery of the new lifesaving equipment to Caribou, Nova Scotia, including any and all transportation, duties and taxes on or before 01 February 2021.

The manufacturer/supplier is to provide a quote for the provision of service technicians (FSR) for the installation phase and completion of acceptance tests for a period sufficient to satisfy the classification and regulatory requirements, and to demonstrate the requirements of this procurement specification are met. Tests will be in accordance with the LSA Code and Life Saving Equipment Regulations.

Three (3) copies of installations and operational manuals in English and one (1) copy in French in a bound paper format, explaining the details of the installation and operation of the system as well as maintenance and parts listing. In addition, one electronic PDF copy of the manual is to be supplied (in French and English). This includes copies of Type Examination Certificates for FAT, and installation drawings and instructions.

Two (2) independent sessions of training and familiarization with the rescue boat davits and their operation for the two (2) crews of the vessel. It is expected that the training sessions will be conducted back to back during approx. the same time period and FSR mobilization as the commissioning of the rescue boat and davit systems. A training DVD will also be supplied to Client.

The manufacturer/supplier must provide all mechanical and electrical spares required to perform six (6) years of the recommended regularly scheduled maintenance. The spares shall include a spare hoist wire per section 8.2. In addition, a spare on-off load release hook per section 8.2 shall be supplied where this comprises part of the davit system supply. The required spares must be genuine OEM parts as published in the manufacturer's maintenance manual.

The manufacturer/supplier should be aware that the deliverables provided may form part of a subsequent specification or information package provided to another entity. As such, the manufacturer/supplier is advised that this information may be provided to and relied upon by other parties.

16 PROJECT SCHEDULE

Procurement of rescue boat davits must be completed as soon as possible after contract award, but no later than 01 February 2021. This in order to be able to install davits prior to March 31st, 2021, at Caribou, Nova Scotia. The vessel will be in self-refit at that time.

17 WARRANTY

The supplier must provide a minimum of one (1) year warranty from the date of completion of contract.

Supplier must indicate if warranty requires Field Service Representative installation and commissioning.