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1713 Bedford Row

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Halifax

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B3J 1T3

Bid Fax: (902) 496-5016

## SOLICITATION AMENDMENT MODIFICATION DE L'INVITATION

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

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

### Comments - Commentaires

### Vendor/Firm Name and Address

Raison sociale et adresse du  
fournisseur/de l'entrepreneur

### Issuing Office - Bureau de distribution

Atlantic Region Acquisitions/Région de l'Atlantique  
Acquisitions

1713 Bedford Row

Halifax, N.S./Halifax, (N.É.)

Halifax

Nova Scot

B3J 1T3

<b>Title - Sujet</b> Holiday Island Rescue Boat	
<b>Solicitation No. - N° de l'invitation</b> T2012-200020/A	<b>Amendment No. - N° modif.</b> 002
<b>Client Reference No. - N° de référence du client</b> T2012-20-0020	<b>Date</b> 2020-08-05
<b>GETS Reference No. - N° de référence de SEAG</b> PW-SHAL-202-11027	
<b>File No. - N° de dossier</b> HAL-0-85061 (202)	<b>CCC No./N° CCC - FMS No./N° VME</b>
<b>Solicitation Closes - L'invitation prend fin</b> <b>at - à 02:00 PM</b> <b>on - le 2020-08-11</b>	<b>Time Zone</b> <b>Fuseau horaire</b> Atlantic Daylight Saving Time ADT
<b>F.O.B. - F.A.B.</b> <b>Plant-Usine:</b> <input type="checkbox"/> <b>Destination:</b> <input checked="" type="checkbox"/> <b>Other-Autre:</b> <input type="checkbox"/>	
<b>Address Enquiries to: - Adresser toutes questions à:</b> Young, Chris	<b>Buyer Id - Id de l'acheteur</b> hal202
<b>Telephone No. - N° de téléphone</b> (902) 476-8829 ( )	<b>FAX No. - N° de FAX</b> (902) 496-5016
<b>Destination - of Goods, Services, and Construction:</b> <b>Destination - des biens, services et construction:</b>	

Instructions: See Herein

Instructions: Voir aux présentes

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

**Solicitation Amendment 002** is issued to distribute responses to questions submitted to the Contracting Authority, amend the technical specification, amend the Mandatory Technical Criteria, amend the Technical Merit Criteria and amend the Request for Proposal document.

**Questions and Answers:**

Q1. Appendix on Guidance Notice for EC Med Certification is not present in the tender document. Please can you provide?

A1: See attached.

Q2. MT2 states that OEM should issue a statement stating that the equipment certificates would be issued on delivery, however MT 12 also asks for documentation from LR stating they will provide design assessment. In lieu of the LR letter can the OEM issue an undertaking stating that they will get the necessary LR approvals along with delivery of equipment

A2: MT-2 is for rescue boats while MT-12 is for davits. However, in either case It will be acceptable if the bidder supplies only a statement that valid equipment certificates will be made available on or before delivery of the equipment in question.

Q3. Reference letters: The bid requires letters of reference and experience in Canada. Can we submit the same letters that were submitted during the previous tender submission? Is it necessary to get new letters from our existing clients for the same

A3: Reference letters which were submitted previously may be resubmitted with the proviso that the equipment in question must have been supplied within the past 10 years.

Q4. TM 10 states that the boats must have portable tanks. Is it mandatory for the boat to have portable tanks only?

A4: TM-10 does NOT state that the rescue boat must have portable tanks. Instead, it awards the maximum possible technical merit points for rescue boats which are so equipped. Refer also to section 8.1 of Annex 1 which discusses options for both hull and portable tanks and which further indicates that portable tanks are a preference, not an absolute requirement.

Q5. The MT 17 states that On load release hooks to be used, but the section 8.2 states ON/Off load type release hooks. Please let us know which one is preferred?

A5: Section 8.2 is correct with requirement for "On-Off Load" type release hooks. Change wording of MT-17 a) to delete reference to "on-load" and to instead read as follows: "Supply of new equipment, including release hooks, by required delivery date"

Q6. Section 8.2 mentions boat operating temperature of -10 degrees but TM 5 states a requirement of -30 Degrees. Please can you confirm the requirement

A6: TM-5 does NOT state a requirement for -30 degrees. It only awards additional points for equipment which does have an operating temperature range to -30C.

Q7. Most boats in the 5.5m to 6.5m range are going to be Fast Recue Crafts. We hope that the government would reconsider the length requirements for the following reasons: it will increase the number of bids received; decrease the cost to the government- a smaller boat also means a smaller davit, and there are smaller boats that are approved and can meet the towing and other requirements of the RFP. Will Canada reconsider its position on length?

A7: Yes, Canada will accept a range of 4.0 to 6.5 meters actual length, with a preference for 5.5 to 6.0 meter range. The preference is addressed in the Technical Merit Criteria Amendments, below.

#### **Technical Specification Amendments**

Annex “1” paragraph 8.1:

**DELETE:** The boat must have a nominal length of 6 metres.

**INSERT:** The boat must have a nominal length of between 4.5 and 6.0 metres

#### **Mandatory Technical Criteria Amendments**

Annex “E” MT17 a) is **DELETED** in its entirety, and **REPLACED** with the following:

- a) Supply of new equipment, including release hooks, by required delivery date

#### **Technical Merit Criteria Amendments**

Annex “E”, **INSERT** the following:

**TM10A** – Nominal Length

Description of Criteria	Score	Indicators
Boat has a nominal length of between 4.5 and 6.0 metres		Data sheet or dimensioned drawing for Rescue Boat
Total (20 points)		
(0 points) Boat has an actual length of less than 5.0 metres and more than 6.0 metres		
(10 points) Boat has an actual length greater than 5.0 metres and up to 5.5 metres		
(20 points) Boat has an actual length greater than 5.5 metres and up to 6.0 metres		

### **Solicitation Amendments**

Article 4.2.1 subsection 1(c) :

**DELETE** : 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.

**INSERT** : obtain the required minimum of 56 points overall for the technical evaluation criteria which are subject to point rating. The rating is performed on a scale of 110 points.

***All other terms and conditions remain the same.***



## Type Approval Certification to the Marine Equipment Directive (MED) on Canadian Vessels

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This notice serves to clarify Transport Canada's (TC) direction in relation to life saving appliances and fire safety systems, equipment and products certified to the European Union (EU) Marine Equipment Directive (MED) when used onboard Canadian vessels.

As prescribed by regulations, marine equipment must be approved by the Minister of Transport. This allows TC to have complete oversight of the equipment's compliance with the applicable requirements. When equipment is approved by a foreign administration or one of its delegated entities such as a Notified Body under the MED, TC does not have authority over the manufacturing, testing, approval and follow-up processes as it would when approved by the Minister.

TC therefore emphasizes that compliance to the requirement is key, and every time a new build project begins or when equipment onboard a vessel has to be replaced, equipment meeting the Canadian Regulations and the approval procedures as seen in [TP14612 Procedures for Approval of Life Saving Equipment and Fire Safety Systems, Equipment and Products](#) shall be installed.

Special circumstances may occur where above conditions are impossible to meet. In this case, it is advised to contact Transport Canada through the Canadian Recognized Organization, if applicable, as early as possible in order to consider possible solutions or alternatives.

If marine equipment certified under the MED is proposed to be used onboard Canadian vessels, an MTRB decision will be required. The application must be accompanied by a *Statement of Compliance* produced by the vessel's RO confirming that the equipment meets all applicable Canadian technical requirements and is approved by an EU Notified Body that is also a Canadian RO. The *Statement of Compliance* must be accompanied by a letter from the equipment manufacturer stating that the manufacturer agrees to make available all approval-related documentation upon request by Transport Canada.

Inquiries regarding Type approval procedures can be sent to: [TC.MarineTA-ATMaritime.TC@tc.gc.ca](mailto:TC.MarineTA-ATMaritime.TC@tc.gc.ca).



## Approbation de type et la Directive de l'équipement marin (MED) sur les navires canadiens

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Cet avis a pour but de clarifier la position de Transports Canada (TC) en ce qui concerne les engins de sauvetage et les systèmes, les équipements et les produits de protection contre l'incendie utilisés sur les navires canadiens et certifiés sous la Directive de l'équipement marin (MED) de l'Union Européenne (UE) ou tout autre administration étrangère.

Conformément aux règlements, les équipements marins doivent être approuvés par le Ministre des Transports. Cela permet à TC d'avoir une surveillance complète de la conformité de l'équipement en ce qui concerne les exigences requises. Lorsque l'équipement est approuvé par une administration étrangère ou une de ses entités déléguées telle qu'un organisme notifié en vertu de la MED, TC n'a pas d'autorité sur la fabrication, les tests, l'approbation et le processus de suivi de ces équipements, contrairement à lorsque l'approbation est faite au nom du ministre.

Par conséquent, TC insiste sur la nécessité de se conformer aux exigences, et à chaque fois qu'un nouveau projet de construction débute ou lorsqu'un équipement à bord d'un navire existant doit être remplacé, un équipement conforme à la réglementation canadienne et aux procédures d'approbation décrites dans la publication [TP14612 Procédures d'homologation des engins de sauvetage et des systèmes, des équipements et des produits de protection contre l'incendie](#), doit être installé.

Des circonstances spéciales peuvent se produire dans lesquelles les conditions ci-haut sont impossibles à rencontrer. Si tel est le cas, il est avisé de contacter Transport Canada de par l'organisme reconnu canadien, selon le cas, aussitôt que possible dans le but de considérer les solutions ou alternatives possibles.

Si de l'équipement marin certifié en vertu de la MED est utilisé à bord de navires canadiens, une décision du BETMM sera nécessaire. La demande doit être accompagnée d'une *Déclaration de Conformité* produite par l'OR du navire confirmant que l'équipement est conforme à toutes les exigences techniques canadiennes applicables et approuvé par un organisme notifié de l'UE qui est également un OR canadien. La *Déclaration de Conformité* doit être accompagnée d'une lettre du fabricant indiquant que celui-ci s'engage, à la demande de Transports Canada, à transmettre toute documentation relative à l'approbation de l'équipement.

Toutes questions liées aux procédures d'approbation de type peuvent être envoyées à : [TC.MarineTA-ATMaritime.TC@tc.gc.ca](mailto:TC.MarineTA-ATMaritime.TC@tc.gc.ca).