



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

**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

Title - Sujet TC Atlantic WAV Project	
Solicitation No. - N° de l'invitation T2012-200016/A	Amendment No. - N° modif. 002
Client Reference No. - N° de référence du client T2012-20-0016	Date 2020-08-20
GETS Reference No. - N° de référence de SEAG PW-\$HAL-104-6025	
File No. - N° de dossier HAL-0-84035 (104)	CCC No./N° CCC - FMS No./N° VME
Solicitation Closes - L'invitation prend fin at - à 02:00 PM on - le 2020-08-27	
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: Nowakowski, Leanne	Buyer Id - Id de l'acheteur hal104
Telephone No. - N° de téléphone (902) 403-7112 ()	FAX No. - N° de FAX (902) 496-5016
Destination - of Goods, Services, and Construction: Destination - des biens, services et construction:	

Instructions: See Herein

Instructions: Voir aux présentes

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

Solicitation Amendment 002 is being issued to provide the power point slides and minutes from the Bidder's Conference on August 12, 2020, as well as questions and answers to date. In addition, changes have been made to allow bidders with a total bid amount of less than \$100,000 to bid without providing bid security.

1. Please find attached the Bidders Conference Information (power point slides and minutes)

2. Questions and Answers:

(Please note that questions received during the Bidder's Conference are included in the meeting minutes. They have also been included in this section allowing bidders to access all of the questions in one place)

2.1. Is the Marine Insurance required for sites that will be approached totally from land by land contractors still require "marine insurance" and not just regular construction General Liability?

- a) This can be up for negotiation at the time of Contract Award with a disclaimer from the lowest bidder that watercraft won't be used.

2.2. Where do we send the bids?

- a) All bids need to be sent to the **PSPC office in Halifax, NS** as listed on page 1 of the Invitation to Tender. If total bid amount adds up to \$100,000 or more than it needs to be submitted by mail, as PSPC must have the original, hard copy of your bid security documents (such as a bid bond or security deposit). If the total bid amount is less than \$100,000 you are able to submit your bid via facsimile.

2.3. Will a Debris Boom be required for the sites that are in water?

- a) There are no prescriptive requirements for the booms if a contractor decides or needs to break a vessel in the water. It is the Contractor's due diligence to ensure the appropriate boom is in place. The following statement is on page 2 of the Statement of Work for each vessel:

"Note that while the vessel is deemed as having minimal to low or negligible risk of pollution or hazards threat, contractors must be prepared with adequate spill containment (booms and / or absorbent) to address potential hydrocarbon spill events that may result during removal activities. Contractors are responsible for containing and disposing of spills and releases and Transport Canada is to be notified immediately, and within 24 hours, in the event of a spill or release."

2.4. You say the tender needs to be delivered by "mail" if exceeding \$100k. Is the office open for delivery of the hard copy the day the tender closes?

- a) Yes, Companies may drop off their bid in-person to the mail room at 1713 Bedford Row, Halifax, NS between the hours of 10:00am and 3:00pm from Monday – Thursday. Please remember to wear a non-medical mask when entering the building and allow sufficient time to sign-in with the commissionaires, if needed.

2.5. Will a copy of this slide be provided a long with answers to specific questions via addendum?

- a) Yes, a copy of the minutes and slides will be provided to ensure that anyone not in attendance today has access to the same information.

2.6. Regarding submission of the tender, is one envelope/submission acceptable, with several BA Forms included (one BA form per vessel is being bid on)?

- a) Yes, the preferred method would be for a company to send in one submission with multiple Bid and Acceptance Forms.

2.7. Are all necessary permits already obtained to complete the works?

- a) Permits may differ from one vessel to another, as some are accessible on land and on water. No permits have been obtained, so it is the Contractor's responsibility to provide any permits that are required for access.

2.8. Has Canada obtained permits for this as in most provinces beaches act will be required for land access and DFO authorization will most likely be required for work in water?

- a) No permits have been obtained, so it's up to the contractor to determine which permits are required as well as to obtain them.

2.9. Completion date states March 31, 2020 in BA06. Is this to read 2021?

- a) Yes, this is an error. It should be March 31, 2021 and Leanne will update this via amendment.

2.10. How will Canada ensure all waste materials have been properly disposed of at approved receiving facilities?

- a) Article 6 in the Statement of Work for each vessel states the following, which is how Canada will ensure all waste materials have been disposed of properly:

"The Contractor is required to contact the Navigation Protection Program office 7 days prior to beginning the removal and within 2 days of removing and disposing of the vessel. Contractor is to provide copies of receipts for disposal of the vessel to Transport Canada (weigh scale slips / tipping fee receipts etc) as documentation of disposal."

2.11. Are we to assume there is no fuel/oil or negligible amounts of fuel/oil present in the vessels?

- a) The majority of the vessels have been sitting for long periods of time and have gone through the environmental response protocol. Although the likelihood is small, there is no guarantee that there won't be any residual amounts, which is why the Contractor must be prepared for this.

2.12. Will Canada require a diver survey/ underwater video as proof of vessel removed? A further inquiry was received for the Fleur de Lys specifically.

- a) Most of the vessels are on the surface, so this will not be required. Even with the Fleur de Lys, it is not submerged to the point where a diver is required for video/photo.

2.13. If an underwater video isn't required for the sites with vessels in water (that do not go dry

at low tide) then what is the mechanism or procedure for the contractor to be released from these sites. For example several of the sites require the use of a barge with crane or excavator, and boats to remove/ clean up the site. That is a lot of work and equipment to get on site. We need to know that we don't have to return.

The contractor is going to want a positive email from PWGSC that they are authorized to demobilize from the site (thereby released); otherwise it is possible the contractor could be made to remobilize to the site to conduct additional cleanup if an inspector says they need to.

DFO requires a video taken and emailed that moment to government by a professional dive team as proof the site has been cleaned up. Normally the contractor cannot leave until they get the "all clear email" from the government. This usually takes an hour or two, but is a positive method to document the finished product and release the contractor.

- a) Underwater video will not be required. In addition to weigh scale and/or tipping fee receipts from the disposal facility, the Government of Canada will require contractors to provide photos or video of the vessel removal/disposal progress and of the site (unsubmerged locations) as evidence of work completed.

Contractors are required to notify the Government of Canada in advance and upon conclusion of removal and disposal activities. Officers may conduct inspections at any point before, during and/or after work commences but will not necessarily be on-site upon completion of the work to provide an "all clear" or "release" from the site. Contractors are expected to demonstrate due diligence, using their expertise and knowledge to complete the work with a level of judgement and care reasonably expected of a professional.

2.14. Do you know what kind of ballast the Mary Ruth in Southport, NL has? Concrete, Steel or none?

- a) The Government of Canada does not have any information on the ballast in the vessel. If any remains, it is anticipated that it is rock or similar material - based on the era in which it was constructed.

2.15. Will government send out an inspector for each site to oversee the work like DFO? If so, will the contractor be responsible for lodging and feeding the inspector similar to DFO?

- a) Contractors are required to notify the Government of Canada in advance and upon conclusion of removal and disposal activities. Officers may conduct inspections at any point before, during and/or after work commences but contractors will not be responsible for lodging nor feeding the officer.

3. Bid Security Changes (allowing no bid security for bids less than \$100,000):

3.1. At SI01 3. Bid Security ;

Delete: in its entirety

Insert:

Bid Security (Revised):

If the total bid amount (the sum of all vessels being bid on by one company) is less than \$100,000 bid security is not required. GI8 of R2710 General Instructions – Construction Services – Bid Security Requirements does not apply and GC9 (R2890D (2018-06-21) would not apply to any resulting Contract Documents.

If the total bid amount is \$100,000 or more, then bid security must be provided for the sum of all vessels for which a bid is submitted. For example, if a Bidder submits a bid for three vessels (Vessel 1 for \$55,000; Vessel 2 for \$25,000 and Vessel 3 for \$20,000), the amount of bid security provided must be based on the sum of the offers for those three vessels, excluding taxes. In this example the sum of Vessel 1, 2 & 3 is \$100,000, so Bid Security is based on the total bid amount of \$100,000 +HST.

3.2. At SI01 4.; insert:

ONLY for bids being submitted with a total bid amount (the sum of all vessels being bid on) less than \$100,000 that do not require bid security. If the total bid amount is \$100,000 or more you MAY NOT send your tender in via fax, as the original, hard copy of bid security is required with your bid.

Tenders for less than \$100,000 received by fax will be accepted as official.

R2410T section GI07, add following paragraph;

5. Tenders received by fax will be accepted as official and must meet the following requirements

- a. Must be completed on the Bid and Acceptance Form
- b. Must indicate
 - Project number
 - Solicitation number
 - Bidder's name
 - Closing Date and Time
- c. Must be received before tender closing time at fax number (902) 496-5016.

3.3. At CONTRACT DOCUMENTS d. General Conditions and clauses:

Delete: GC5 Terms of Payment R2850D

Insert: GC5 Terms of Payment (**bids of \$100,000 or more**) R2850D (2019-11-28);

OR

GC 5 Terms of Payment (**bids of less than \$100,000**) R2550D (2019-11-28)

3.4. At BID AND ACCEPTANCE FORM (BA):

Delete: in its entirety

Insert: BID AND ACCEPTANCE FORM (BA) Revision 1

TC WAV Bidder's Conference Minutes

Wednesday August 12, 2020

Start time: 10:02 a.m.

ATTENDEE LIST:

Leanne Nowakowski – Supply Team Leader; Host

Carl Ripley – Manager of Transport Canada's Navigation Protection Program

Cassandra Lockerby – Zoom Meeting Organizer

Cory McLeod - Secretariat

REVIEW OF PRESENTATION AND GENERAL INQUIRIES:

Leanne presented the power point slides which are also attached.

Additional Notes:

1. **Slide 5/:**
 - 1.1. Reminder to follow the local environmental requirements which might change from one Province/Municipality to the next. Also, there are additional photos available as an electronic attachment on the buyandsell website.
2. **Slide 7/8:**
 - 2.1. Leanne showed the additional instructions, as well as the Bid and Acceptance Form and reiterated that one BA Form is required for each vessel
 - 2.2. Each vessel is being evaluated separately, please do not combine prices of multiple vessels. Doing so would disqualify your bid.
 - 2.3. The Bid Line won't have the bid results, so please give Leanne a call directly.
3. **Slide 9:**
 - 3.1. Please note there has been a change to the Financial Security requirements. Bid Security will only be required if the total bid amount (Sum of all vessels being bid on by one company) is \$100,000 or more. An amendment with these changes will be issued shortly.
 - 3.2. Leanne also showed attendees how to access the Bid Security Instructions from the ITT.

ROUNDTABLE - QUESTIONS AND ANSWERS:

- 1) **Is the Marine Insurance required for sites that will be approached totally from land by land contractors still require "marine insurance" and not just regular construction General Liability?**
 - a) This can be up for negotiation at the time of Contract Award with a disclaimer from the lowest bidder that watercraft won't be used.
- 2) **Where do we send the bids?**

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8) Has Canada obtained permits for this as in most provinces beaches act will be required for land access and DFO authorization will most likely be required for work in water?

a) No permits have been obtained, so it's up to the contractor to obtain any necessary permits.

9) Completion date states March 31, 2020 in BA06. Is this to read 2021?

a) Yes, this is an error. It should be March 31, 2021 and Leanne will update this via amendment.

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a) The majority of the vessels have been sitting for long periods of time and have gone through the environmental response protocol. Although the likelihood is small, there is no guarantee that there won't be any residual amounts, which is why the Contractor must be prepared for this.

12) Will Canada require a diver survey/ underwater video as proof of vessel removed? A further inquiry was received for the Fleur de Lys specifically.

a) Most of the vessels are on the surface, so this will not be required. Even with the Fleur de Lys, it is not submerged to the point where a diver is required for video/photo.

FINAL COMMENTS AND NOTES:

Reminder that any questions can be sent to Leanne Nowakowski during the solicitation period. Leanne is also available to assist with your submission requirements as well, such as the bid security.

Adjourned: 10:41 a.m.



Serving
GOVERNMENT,
serving
CANADIANS.

Au service du
GOUVERNEMENT,
au service des
CANADIENS.

Transport Canada Atlantic Wrecked and Abandoned Vessels Project

Bidder's Conference

www.pspc-spac.gc.ca

Agenda

- General Teleconference Information
- Introductions
- Overview of the requirement
- Bidding Process
- Financial Security
- Questions



General Teleconference Details

- Thank you for joining us!
- Everyone has been put on mute, but feel free to raise your hand or use the chat function if you have a question
- Email Cassandra.Lockery@pwgsc-tpsgc.gc.ca if you are having technical issues



Introductions

- Leanne Nowakowski
 - Supply Team Leader with Public Services and Procurement Canada (PSPC)
 - Contracting Authority
- Carl Ripley
 - Manager, Navigation Protection Program with Transport Canada (TC)
 - Technical Authority



Overview of the Requirement

- Transport Canada requires the removal and disposal of 13 vessels in locations throughout three of the Atlantic Provinces
- Each of the 13 vessels has a Statement of Work with a description and coordinates
- There are three (3) in NB; five (5) in NL and five (5) in NS

Overview of the Requirement

#	Name of Vessel	Location:
1	Little Dipper Harbour (Unknown Wooden Barge)	Little Dipper Harbour, NB
2	Patricia Lenora (#0328711)	near the Kennebecasis River, Millidgeville, NB
3	Three Sunken Vessels	Frye Island, NB
4	Arnold's Cove Blue (Unknown Vessel)	the Beach Place, Arnold's Cove, NL
5	Arnold's Cove Grey (Unknown Vessel)	the Main Road, Arnold's Cove, NL
6	Fleur de Lys (Two Unknown Vessels)	Fleur de Lys Harbour, Fleur de Lys, NL
7	Mary Ruth	Southport Harbour, NL
8	The Braithwaite Bailey	Swift Current, NL
9	Bernard N. Seeley	Baker's Island Yarmouth, NS
10	Brunswick Mariner	in the Port of Yarmouth, Yarmouth, NS
11	Green Hull	near Barrington Passage, NS
12	Grounded Vessel 15A1377	Mud Cove, NS
13	Lady Elizabeth	East Port Medway, NS

Bidding Process

- Standard Invitation to Tender with some differences, as bidders can bid on any number of vessels:
 - Additional Instructions (SI01 – 3) Page 3 of the ITT
 - One Bid and Acceptance Form with a price must be submitted for each vessel the Company is placing a bid on
 - Each vessel will be evaluated separately
- Please do not combine the prices of multiple vessels**
- A Bid and Acceptance Form with a combined offer/price for more than one vessel can not be evaluated and will be disqualified

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www.pspc-spac.gc.ca



Bidding Process

- Reminder: due to the complex nature of this requirement, bids will not be posted on the bid line
- All bidders will receive a regret letter with details of their bid after evaluation and contract award



Financial Security

- Bid Security must be provided with your bid if **the price is \$100,000 or more**
- Bid security must be 10% of the total bid amount (the sum of all vessels being bid on)
- A Bid Bond can be used, as well as a security deposit – found in S108 (page 5-6 of the ITT)
- If you need help with Financial Bid Security, please contact Leanne Nowakowski



Questions?

- Marine Insurance question- Do sites that will be approached totally from land by land contractors still require "marine insurance" and not just regular construction General Liability?
 - This is something that can be negotiated at Contract Award with the low bidder, with a written disclaimer that watercraft won't be used.
- Additional questions can be submitted to Leanne Nowakowski at any time during the Solicitation Period

