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11 Laurier St. / 11, rue Laurier

Place du Portage, Phase III

Core 0B2 / Noyau 0B2

Gatineau, Québec K1A 0S5

Bid Fax: (819) 997-9776

LETTER OF INTEREST

LETTRE D'INTÉRÊT

Comments - Commentaires

Vendor/Firm Name and Address

Raison sociale et adresse du
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11 Laurier St. / 11, rue Laurier

6C2, Place du Portage

Gatineau, Québec K1A 0S5

Title - Sujet Vessel Life Extension of CCGS	
Solicitation No. - N° de l'invitation F7049-200041/A	Date 2020-10-05
Client Reference No. - N° de référence du client F7049-200041	GETS Ref. No. - N° de réf. de SEAG PW-\$\$\$MD-042-27915
File No. - N° de dossier 042md.F7049-200041	CCC No./N° CCC - FMS No./N° VME
Solicitation Closes - L'invitation prend fin at - à 02:00 PM on - le 2020-11-05	
Time Zone Fuseau horaire Eastern Standard Time EST	
F.O.B. - F.A.B. Plant-Usine: <input type="checkbox"/> Destination: <input type="checkbox"/> Other-Autre: <input type="checkbox"/>	
Address Enquiries to: - Adresser toutes questions à: Benoit (042md), Patrick R.	Buyer Id - Id de l'acheteur 042md
Telephone No. - N° de téléphone (873) 469-3862 ()	FAX No. - N° de FAX () -
Destination - of Goods, Services, and Construction: Destination - des biens, services et construction: Specified Herein Précisé dans les présentes	

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	

REQUEST FOR INFORMATION

Procurement Strategy for the Vessel Life Extension of CCGS Terry Fox

F7049-200041

This document is not a bid solicitation and that there are no commitments with respect to future purchases or contracts. This Request for Information (RFI) will not result in the award of any contract. As a result, potential suppliers of any goods or services described in this RFI should not reserve stock or facilities, nor allocate resources, as a result of any information contained in this RFI. This RFI will not result in the creation of any source list. Whether or not any potential supplier responds to this RFI, it will not preclude the supplier from participating in any future procurement. Also, the procurement of any of the goods and services described in this RFI will not necessarily follow this RFI. This RFI is simply intended to solicit feedback from industry with respect to the matters described in this RFI. Funding has not yet been approved for this project and the Solicitation and Contract Award may not be issued.

1- Background

As part of the Vessel Life Extension (VLE) program of the Canadian Coast Guard (CCG) fleet the CCG and the Department of Public Services and Procurement Canada (PSPC) is considering issuing a solicitation for a VLE refit on the CCGS Terry Fox.

The current VLE Schedule has the vessel undergoing its VLE starting in late 2022 but is subject to change. The intent is to conduct a competitive procurement process and award a contract in late 2021 or early 2022 allowing for a minimum of eight months lead time prior to the vessels arrival at the contractor's facility to allow for the contractors acquisition of the new main engines and other procured equipment. The VLE will require a portion of the work to be completed in dry-dock. An alongside commissioning and sea test/trials period shall follow. The vessel is scheduled to return to service in Mid 2024.

The vessels will be unmanned during the majority of the refit work period and would be under the care and custody of the shipyard. Access, for separate work on the vessel, would need to be granted to contractors performing work under separate contracts with Canada. The Vessel Crew may also be involved in conducting some maintenance and repair work during the latter part of the work period.

Additionally, continuous presence from Canada at the shipyard is required throughout a refit period. The shipyard would be expected to accommodate and provide enough office space for Government of Canada personnel (i.e. space for up to 8 individuals with Internet access), to collaborate daily with the shipyard in regards to refit progress.

The work also entails that the presence of FSRs be accommodated by the shipyard. Additional office space will be required to accommodate up to 10 FSR personnel involved with the work package. Depending on the FSR, these offices may be required for the duration of the refit, or on an as need be basis depending on their scheduled activities.

A summary of some tasks is listed in the two subsequent sections.

2- Anticipated tasking

- Hull, superstructure, and deck repairs– steel replacements, hatch replacements, window replacements, door replacements etc.,
- Hull, superstructure and deck coatings renewal,
- Ballast tank repairs and coating renewal,
- Fuel tank cleaning and inspection,
- Potable water tank cleaning, coating renewal, and disinfecting,
- Miscellaneous tanks and voids cleaning, and coating renewal,
- Sea chests and bays cleaning and coating renewal,
- Replace all shell and sea bay connection valves,
- Corrosion prevention systems upgrade – hull and sea chests,
- Fire detection system renewal,
- Firefighting mist system installation (new installation),
- Replace four propulsion engines, clutches, and seats,
- Replace two propulsion gear boxes,
- Temporary removal of piping, cabling, etc. in engine room for installation of larger components listed above,
- Modification of auxiliary systems in support of main propulsion machinery replacement - fuel oil, lube oil, cooling water, compressed air, ventilation, and exhaust systems etc.,
- Update propulsion automation and instrumentation,
- Replace bubbler compressors and air discharge piping system,
- Install bow thruster (new installation),
- Upgrade steering gear,
- Replace air compressors,
- Refurbish emergency generator set,
- Replace or refurbish and upgrade deck machinery – towing winches, capstans, tugger winch, cranes etc.,
- Install bow mooring winches (new installation),
- Replace all principal auxiliary pumps – fire, bilge & ballast, general service, fire monitors, fuel transfer etc.,
- Replace various piping systems and associated hardware - fire, bilge, ballast, domestic freshwater, vacuum sewage collection, sea water,
- Ventilation system upgrades and refurbishment – air ducting, fans, louvres, closures, and AC systems etc.,
- Refrigeration systems and space upgrades,
- Switchboard and power distribution systems replacement and/or upgrades – MCC's, sub-panels etc.,
- Replacement of shaft alternators and associated control system, installation of power conditioning equipment (new installation),
- Upgrade of control systems, PLC's, alarm and monitoring system with overall control integration improvements,
- Bridge electronics upgrades,
- Internal communications system upgrade,
- Regular survey requirements – Firefighting equipment, rafts, davits, electrical insulation testing, electrical thermal scanning etc.,
- Commissioning, set to work, tests and trials,
- Procurement of large components such as propulsion engines, clutches, gearboxes, bow thruster, shaft generators, bubbler compressors, etc., and all other material required for completion of scope,
- Develop complete engineering packages required to conduct the work,
- Supply of updated documentation including manuals, certificates, drawings, reports, etc., associated with tasks.
- Regulatory inspection work

3- Procurement Strategy

The intent would be to issue one Contract for the procurement of most of the equipment, materials, engineering and conduct of the VLE. Canada intends to provide performance based specifications for the main engines and other long lead items. The contract would result from a competitive procurement among capable shipyards in Eastern Canada. Due to the nature and complexity of the requirement, Canada will entertain traditional prime/subcontractor or joint ventures in the project.

The advantages for the shipyards:

- Larger scope of work allows for a greater return;
- Engineering by the yard allows work to be customized to the individual yards facilities and work force;
- Long term steady work load;
- Acquire and retain specialized labour, trades and resources due to the length of the contract.

The mandatory requirements that have typically been requested for previous solicitations would continue to be used for the VLE/refit. These include:

- Welding certifications (both steel);
- Labour union agreement;
- Firefighting procedures;
- Safety procedures;
- Prelim schedule;
- Proposed team ;
- Quality management systems (i.e. ISO);
- Letter of insurance attainability;
- Integrity certification;
- Project management team and resumes;
- A satisfactory facility evaluation of the contractors, facilities, management, human and financial resources;
- The shipyard must be fully-operational with year round access to an existing certified dry dock that would need to accommodate the following particulars:

<i>CCGS Terry Fox</i>
a. Construction - Steel
b. Length Overall (LOA) – 88 m
c. Draft: 8.3 m
e. Breadth Extreme – 17.8 m
f. Gross tonnage – 4,234 long tons

Canada intends to use a point rated bid evaluation process to evaluate the bids. The criteria for award of contract would be determined by the lowest overall point evaluation of the bids. Over all point figures would be determined by a combination of mandatory, technical and financial bid evaluations.

Mandatory

- Compliance with contractual terms and conditions
- Financial capability
- Labour force
- Valid union agreement

- Docking facility
- Delivery

Technical

- Schedule proposal
- Propulsion proposal
- Implementation proposal
- Engineering team
- Project management
- Time between major overhauls of Main Engines
- Projected major spares usage
- Physical criteria of proposed equipment in bid (size, noise, fuel/lube oil consumption, power output, power requirement, emissions...)

The financial evaluation figures would be determined by the sum of the following:

- The cost of all the tasks applicable for the vessel ;
- The cost of a number of anticipated unscheduled work hours for the refit, for which the bidder would assign a blended hourly rate. These rates would be applied throughout the entire refit;
- Vessel Transfer Costs

4- Request for Information

CCG and PSPC would appreciate feedback from potential contractors on the above Procurement Strategy.

- 1) Would you be interested in bidding on the solicitations?
- 2) Do you see any problems with the procurement strategy?
- 3) This requirement will have the contractor procuring large amounts of equipment. Do you have an issue with this approach?
- 4) What is an acceptable sustainable incoming ship delay that the shipyard would be able to work with, without any penalty to Canada? What would be deemed to be a fair consequence to Canada if the delay is extended past that acceptable point?
- 5) Are there any long term commitments made for other Commercial or Government of Canada work that could impact the planned start/end dates of work period of the Terry Fox? Would there be impacts to the shipyard (and/or other Contracts)?
- 6) Due to unforeseen events after Contract award, proposed refit work items on the vessel may need to be completed sooner than anticipated, and may consequently be removed from the planned refit specification package. As well, other work items may have to be introduced to the overall work package prior to commencement of the refit. The shipyard would be kept up to date of any changes to the requirement as they develop. How do you propose that these adjustments be handled contractually?
- 7) Historically, Canada has made monthly progress payments to shipyards as the basis of payment on refits. Is this basis of payment still an acceptable method of payment for this refit. Has the shipyard come across better payment arrangements in their commercial work (i.e. with milestones, deliverables, a combination of both, etc.) that might be better suited for the procurement plan outlined for the Terry Fox refit?
- 8) Canada wants to ensure continued efforts, as well as consistent quality in the delivery of all the refit in a timely manner. Does the shipyard have any suggestions on tracking and grading its own performance?
- 9) How can the shipyard guarantee that Canada's needs shall be a priority over the span of the refit?

- 10) Could incentives and penalties be implemented (i.e.: Incentives for milestones met prior to target dates and penalties for work completed past the set target dates). Clear definitions and mitigating solutions would be outlined.
- 11) Should the mandatory requirements list be expanded (i.e. are there other capabilities or requirements that a shipyard must have in order to be able to sustain a contract of this magnitude?)
- 12) Are there sufficient manpower resources presently available at your shipyard to be able to sustain this refit?
- 13) What are the onsite capabilities that your shipyard has that would facilitate the work to be completed?
- 14) What are the offsite resources required for this endeavor associated with your shipyard?
- 15) Do you have alternate/additional suggestions on the basis of selection to use for contract award? (i.e.: Lowest evaluated price with mandatory technical evaluation criteria met, Point rated criteria, etc.) All responses received will remain confidential. They will only be used to define an appropriate solicitation strategy.

Please send your responses to the Contracting Authority's named below. You may contact him should you require any clarifications.

Patrick R. Benoit
Public Services and Procurement Canada / Government of Canada
Patrick.R.Benoit@pwgsc-tpsgc.gc.ca / Tel.: 873-469-3862

The Government of Canada thanks you in advance for your participation.