



RETURN BIDS TO:
RETOURNER LES SOUMISSIONS À:
Bid Receiving - PWGSC / Réception des soumissions
- TPSGC

SOLICITATION AMENDMENT
MODIFICATION DE L'INVITATION

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

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

Comments - Commentaires

Vendor/Firm Name and Address
Raison sociale et adresse du
fournisseur/de l'entrepreneur

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

Title - Sujet EREP Large High Speed Sweep System	
Solicitation No. - N° de l'invitation F7047-190148/B	Amendment No. - N° modif. 003
Client Reference No. - N° de référence du client F7047-190148	Date 2023-05-17
GETS Reference No. - N° de référence de SEAG PW-\$ERD-016-29022	
File No. - N° de dossier 016erd.F7047-190148	CCC No./N° CCC - FMS No./N° VME
Solicitation Closes - L'invitation prend fin at - à 02:00 PM Eastern Daylight Saving Time EDT on - le 2023-06-12 Heure Avancée de l'Est HAE	
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: Brink, Robyn	Buyer Id - Id de l'acheteur 016erd
Telephone No. - N° de téléphone (902) 222-9495 ()	FAX No. - N° de FAX () -
Destination - of Goods, Services, and Construction: Destination - des biens, services et construction:	

Instructions: See Herein

Instructions: Voir aux présentes

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

SOLICITATION AMENDMENT 003

This Solicitation Amendment is raised to:

1. Extend the bid closing date
2. Answer questions that were received from industry.
3. Amend Statement of Work

1. EXTEND THE BID CLOSING DATE:

The solicitation closing period has been extended to Monday, June 12, 2023.

2. QUESTIONS AND ANSWERS:

Question 7

An in-line recovery device designed for use in a dynamic sweep system may not be practical to be tested under the protocol in ASTM F2709. For Mandatory requirement M5 will Canada accept testing using other test protocols so long as they are witnessed by a third party organization and that they clearly demonstrate the nameplate recovery capacity of the device?

Answer 7

For the evaluation of Mandatory Requirement M5, Canada will consider other test protocols as an alternate to ASTM F2709. If a Bidder would like to submit an alternate test protocol for consideration they must:

1. provide the alternate procedure either written in full or by referencing a publicly available reference document;
2. identify the differences between the proposed alternate procedure and ASTM F2709; and
3. justify why the differences should be accepted by Canada.

Please note: Bidder(s) must submit to Canada alternate test protocols for consideration prior to the solicitation closing date. All responses will be released through an amendment on Canada Buys.

Question 8

DID-SE-06 requires lifting certifications and rigging plan for all equipment that could be lifted via overhead lifts or forklift. In addition it requires to be approved by a Transport Canada Marine Safety & Security (TCMSS) Recognized Organization (RO) (i.e. Classification Society such as Lloyds or DNV) OR certified by a Professional Engineer with a background in Marine Engineering or Naval Architecture and registered in a province within Canada;

Also the last paragraph of DID-SE-06 states Lashing points (tie-down points) and structural design for all equipment that can be tied down to the deck of a vessel independent of its storage container, must be approved by a Transport Canada Marine Safety & Security (TCMSS) Recognized Organization (RO) (i.e. Classification Society such as Lloyds or DNV) OR certified by a Professional Engineer with a background in Marine Engineering or Naval Architecture and registered in a province within Canada.

This raises the following questions:

- a) TSOR LHSS-SR-254 and 256 require containers approved to CSC standard. As these would be lifted and lashed to vessels is CCG now requiring DNV certified containers throughout? Currently DID-SE-06 and the TSOR 254 and 255 appear to be contradictory.
- b) Would Canada accept certification by a professional engineer with a background in Marine Engineering or Naval Architecture and registered in the country of manufacture of the equipment provided if that is not within Canada?
- c) How are we to address lifting certifications for off the shelf (OTS) commercially available components that have lifting points but not approved as per DID-SE-06? Examples could be steam generators and other smaller OEM OTS provided items?
- d) Many components of the overall package that are provided within the containers are secured by lashing points or other means. Does Canada now require that all lashing or securing points be engineered and approved as per the DID-SE-06 requirement?

Compliance to all of the above would involve significant costs to Canada.

Answer 8

- a) The DID-SE-06 does not apply to lifting and securement of the ISO 668 freight containers.
- b) No, Canada will not accept certification by a professional engineer with a background in Marine Engineering or Naval Architecture and registered in the country of manufacture of the equipment. Canada will only accept certification options that are explained in DID-SE-06.
- c) All components, including off the shelf components, must be approved in accordance with DID-SE-06. If the off the shelf items do not have lifting and lashing solutions that can be approved IAW DID-SE-06, the contractor must engineer an alternative solution to lift the item (e.g. a lifting skid/frame) that must be approved IAW DID-SE-06.
- d) Yes, Canada requires that all lashing or securing points be engineered and approved as per the DID-SE-06 requirement.

3. Amendments to Statement of Work:

DID-SE-06

DELETE:

Lifting Certifications (overhead lift and forklift):

Lifting components and structural design for all equipment to be lifted must be approved by a Transport Canada Marine Safety & Security (TCMSS) Recognized Organization (RO) (i.e. Classification Society such as Lloyds or DNV) OR certified by a Professional Engineer with a background in Marine Engineering or Naval Architecture and registered in a province within Canada.

Lashing Points (tie-down points) Certifications:

Lashing points (tie-down points) and structural design for all equipment that can be tied down to the deck of a vessel independent of its storage container, must be approved by a Transport Canada Marine Safety

Solicitation No. - N° de l'invitation
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Client Ref. No. - N° de réf. du client
F7047-190148

Amd. No. - N° de la modif.
003
File No. - N° du dossier

Buyer ID - Id de l'acheteur
016erd
CCC No./N° CCC - FMS No./N° VME

& Security (TCMSS) Recognized Organization (RO) (i.e. Classification Society such as Lloyds or DNV) OR certified by a Professional Engineer with a background in Marine Engineering or Naval Architecture and registered in a province within Canada.

INSERT:

Lifting Certifications Report (overhead lift and forklift):

Lifting components and structural design for all equipment to be lifted must be approved by a Transport Canada Marine Safety & Security (TCMSS) Recognized Organization (RO) (i.e. Classification Society such as Lloyds or DNV) OR certified by a Professional Engineer (P.Eng) with a background in Marine Engineering or Naval Architecture and registered in a province within Canada.

The report must include:

Official documentation (e.g. a type certificate) proving that the equipment has been approved by the TCMSS RO or P.Eng.

The complete design package including drawings, calculations, and analysis that were required by the TCMSS RO or P.Eng to approve the equipment.

All documents in the report must include the official mark or signature of the TCMSS RO or P.Eng.

Lashing Points (tie-down points) Certifications Report:

Lashing points (tie-down points) and structural design for all equipment that can be tied down to the deck of a vessel independent of its storage container, must be approved by a Transport Canada Marine Safety & Security (TCMSS) Recognized Organization (RO) (i.e. Classification Society such as Lloyds or DNV) OR certified by a Professional Engineer (P.Eng) with a background in Marine Engineering or Naval Architecture and registered in a province within Canada.

The report must include:

Official documentation (e.g. a type certificate) proving that the equipment has been approved by the TCMSS RO or P.Eng.

The complete design package including drawings, calculations, and analysis that were required by the TCMSS RO or P.Eng to approve the equipment.

All documents in the report must include the official mark or signature of the TCMSS RO or P.Eng.

ALL OTHER TERMS AND CONDITIONS REMAIN UNCHANGED.