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**Revision to a Request for Supply  
Arrangement - Révision à une demande  
pour un arrangement en matière  
d'approvisionnement**

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**

TPSGC/PWGSC

601-1550, Avenue d'Estimauville

Québec

Québec

G1J 0C7

<b>Title - Sujet</b> CCG Alternate Services St-Laurent	
<b>Solicitation No. - N° de l'invitation</b> F3750-170014/A	<b>Date</b> 2017-11-09
<b>Client Reference No. - N° de référence du client</b> F3750-170014	<b>Amendment No. - N° modif.</b> 004
<b>File No. - N° de dossier</b> QCL-7-40162 (036)	<b>CCC No./N° CCC - FMS No./N° VME</b>
<b>GETS Reference No. - N° de référence de SEAG</b> PW-\$QCL-036-17246	
<b>Date of Original Request for Supply Arrangement</b> 2017-10-30 <b>Date de demande pour un arrangement en matière d'app. originale</b>	
<b>Solicitation Closes - L'invitation prend fin at - à 02:00 PM on - le 2017-11-22</b>	<b>Time Zone Fuseau horaire</b> Heure Normale du l'Est HNE
<b>Address Enquiries to: - Adresser toutes questions à:</b> Gagnon, Mathieu	<b>Buyer Id - Id de l'acheteur</b> qcl036
<b>Telephone No. - N° de téléphone</b> (418) 649-2883 ( )	<b>FAX No. - N° de FAX</b> (418) 648-2209
<b>Delivery Required - Livraison exigée</b>	
<b>Destination - of Goods, Services, and Construction:</b> <b>Destination - des biens, services et construction:</b>	
<b>Security - Sécurité</b> This revision does not change the security requirements of the solicitation. Cette révision ne change pas les besoins en matière de sécurité de l'invitation.	

**Instructions: See Herein**

**Instructions: Voir aux présentes**

<b>Acknowledgement copy required</b> <b>Accusé de réception requis</b>	<b>Yes - Oui</b> <input type="checkbox"/>	<b>No - Non</b> <input type="checkbox"/>
<b>The Offeror hereby acknowledges this revision to its Offer.</b> <b>Le proposant constate, par la présente, cette révision à son offre.</b>		
<b>Signature</b>	<b>Date</b>	
Name and title of person authorized to sign on behalf of offeror. (type or print) Nom et titre de la personne autorisée à signer au nom du proposant. (taper ou écrire en caractères d'imprimerie)		
<b>For the Minister - Pour le Ministre</b>		

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**Please amend the above mentioned bidding solicitation with the changes below:**

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**At Annex B, criteria Vessel master's qualifications:**

**Please remove the following:**

The Supplier must provide the curriculum vitae of vessel masters demonstrating that they meet the following criteria:

- a) For navigation in ice: the vessel master must have three months of experience (consecutive or not) or more as a vessel master or as the second officer navigating in ice in the last three years.
- b) For towing: the vessel master must have 12 months of experience (consecutive or not) or more as vessel master of a tug in the last three years.
- c) For firefighting tasks: the vessel master must have 12 months of experience (consecutive or not) as a vessel master on a ship with a FiFi system in the last 10 years.
- d) For stabilization tasks or a response to a vessel in difficulty: the vessel master must have responded to an emergency situation in the last 10 years as a vessel master or must hold at least a Certificate of Competency; Master 500 gross tonnage, Domestic with STCW endorsement. Provide a description of the events.

The Supplier must complete and provide the Table 4. One table per vessel master.

**Please insert the following:**

The Supplier must provide the curriculum vitae of vessel masters demonstrating that they meet the following criteria:

- a) For icebreaking and ice navigation, removing ice from buoys, icebreaking and vessel assistance, stabilizing vessels in distress in ice, towing in ice, assistance in the event of fire aboard a vessel in a water covered with ice: the vessel master must have three (3) months of experience (consecutive or not) or more as a vessel master or as the second officer navigating in ice in the last three years.
- b) For towing in ice or water free of ice: the vessel master must have 12 months of experience (consecutive or not) or more as vessel master of a tug in the last three years.
- c) For firefighting tasks in ice or water free of ice: the vessel master must have 12 months of experience (consecutive or not) as a vessel master on a ship with a FiFi system in the last 10 years.
- d) For stabilization tasks or a response to a vessel in difficulty in ice or water free of ice: the vessel master must have responded to an emergency situation in the last 10 years as a vessel master or must hold at least a Certificate of Competency; Master 500 gross tonnage, Domestic with STCW endorsement. Provide a description of the events.

The Supplier must complete and provide the Table 4. One table per vessel master.

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**Question 1 - At Annex “B”, criteria O.1, it is indicated that the Supplier must demonstrate and complete the Table 1 for two completed projects in the area of service. What is intended by « area of service »? Is it Central/Arctic/Grands-Lacs area? Can projects completed in Quebec qualify us for the Ontario region?**

*Answer from Canada: No. Each project submitted must have been completed in **one or more** regions identified in each RFSA.*

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**Question 2 - At Annex “B”, criteria O.4, it is asked to complete the Table 4 for our vessel masters. Do we have to provide the table for all our vessel masters (50 plus)?**

*Answer from Canada: All vessel masters that may intervene and complete services for the CCG must be pre-qualified.*

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**Question 3 - At Table 3, Response Capacity, there is a box “area of operation” to fill-out for each vessel. What information would you like us to write in that box? Will the information provided limit the vessel to only operate in that region?**

*Answer from Canada: Home port. In response to an invitation to tender, the Supplier will be able to propose the qualified vessel of its choice regardless of the home port identified.*

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**Question 4 - At Annex “A” – 4.1 Qualification and definition, it is specified that our vessels can be classified with open water capacity only or in open water and ice-covered waters. Where do we put this information in Table 3?**

*Answer by Canada: Please indicate this information in the “Additional information” field of this Table 3.*

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**Question 5 - Is it mandatory to qualify all of our vessels immediately or will we be able to qualify additional vessels in the future after closing of this invitation or at the RFP stage?**

*Answer by Canada: To prevent being excluded from an invitation to tender, it is preferable that all vessels be pre-qualified; however, suppliers will be able to add or modify their fleet afterward.*

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**Question 6 - Is it possible to submit a vessel for which certificates are expired but are in the process of being renewed?**

*Answer by Canada: Yes but the certificates must be received before an invitation to tender for services requiring that vessel can be sent to the Supplier.*

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**Question 7 -Could you also provide the anticipated start date of the services?**

The Statement of Work (SoR) on page 3 states that the Canadian Coast Guard (CCG) "must be prepared to respond in a more timely and efficient manner. It must therefore have a response management plan to quickly address situations that require an immediate response during which CCG resources are not available because they are performing other duties. CCG must therefore occasionally request the assistance of industry to fill gaps and provide key maritime services to Canadians." The services will be requested if and when required from the issuance date of the Supply Arrangement.

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**The tables to be completed by the supplier are included in Word format as part of this modification, as requested by a supplier.**

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**All other clauses and conditions from the bidding solicitation remain the same.**