

QUESTIONS AND ANSWERS – APRIL 4, 2014

**FOR THE NEW BRIDGE FOR THE ST. LAWRENCE CORRIDOR
PROJECT (NBSLC)**

FOR THE GOVERNMENT OF CANADA

QUESTION NO.	QUESTION	ANSWER
1	RFQ Reference: Section 3.4.2. Section 3.4.2 of the RFQ requests Packages 2 through 7 be provided in six separate packages. Since Packages 6 and 7 (both O&M packages, one general O&M, the other tolling O&M) are limited to under 35 pages each, please advise whether PWGSC will accept these packages being packaged in the same binder, clearly separated by the appropriate tabs.	All Packages are to be submitted in separate packages as instructed in subsection 3.4.2 of the RFQ.
2	RFQ Reference: Appendix C, Package 3, s3-1 to s3-4, Financial Package. Item a) in the submission requirements for the various Financial Packages required in Package 3 refers to audited financial statements. For publically traded companies that produce public annual reports, please advise whether it is sufficient to submit only the financial statements (together with accompanying notes to those statements) portion of these annual reports. This would reduce the volume of pages included in these sections and would streamline PWGSC's	There are no page limits for Appendix C, Package 3, s3-1 to s3-4. Proponents should submit all materials necessary to fulfill the Financial Capability and Financing Abilities requirements.

	evaluation process for these elements.	
3	How much will the proposed honararium be?	Further details will be made available in a future RFQ addendum.
4	Is the preferred proponent expected to put up bid security totalling \$10 million (2.2.3. and 2.2.4)? Under what circumstances is this forfeit?	Please refer to section 2.2 of the RFQ. Further details will be made available in the RFP.
5	<p>There seems to be very restrictive requirements on teams; for example, partnering requires three projects where two or more of the team members worked together previously, and the director of finance should be able to reference three projects that closed since 2010.</p> <p>Why are these in place? Are they there because of the very tight timeline for this project? (Perhaps having these requirements will make assessment of potential proponents faster, speeding up the process?)</p>	The integration of different project elements: design; build; operate; and maintain is a key contributing success factor and generates value-for-money. Ultimately, the degree of integration of project elements will require team work across the members of a consortium.
6	Is the government concerned that the size of this project will limit the number of bidders? With the requirement for a \$300 million letter of credit or bonds totalling \$1.75 billion, the potential pool is very small.	Canada has conducted market research and concluded that there is global capacity to complete all aspects of the Project including the financing requirements.
7	<p>We are the only public relations and social acceptability agency to have developed a communications strategy for eight (8) bridges in Quebec and the rest of Canada.</p> <p>Can you tell use whether there is a need for our firm in the NBSL</p>	The Government of Canada, in collaboration with the Institut pour le partenariat public privé (IPPP) and the Fédération des chambres de commerce du Québec, held an industry day on March 31, 2014, in Montreal. The industry day enabled potential respondents to the request for qualification for the New Bridge St. Lawrence Corridor Project to meet with local, regional and national suppliers of goods and services, and to build

	project?	relationships with them.
8	I would like to find out whether I could get a copy of the business case for the New Bridge for the St. Lawrence produced by PricewaterhouseCoopers.	As per section 1.6 of the RFQ, a summary of the business case is available at http://www.tc.gc.ca/eng/mediaroom/backgrounders-nbsl-7463.html . However, the business case is confidential and cannot be released.
9	Package 3, Section 3-1 to 3-4: If the financial statements are confidential, can they be submitted in a sealed envelope?	Financial Statements may be submitted in a sealed envelope.
10	Package 3, Section 3-1 to 3-4: Is it acceptable for the financial statements to be stated in the currency of the home country of the respective team member?	Financial Statements may be stated in the currency of the home country of the respective team member.
11	In the request for qualification document, it says that two studies are in progress (a geotechnical study by LVM Inc. and topographic surveys and photogrammetric mapping by Perron, Hudon, Belanger Inc and SM International Inc). When will these studies be made available? Will they be made available before the RFP phase?	Canada plans to make the studies in question available no later than RFP issuance.
12	Do the geotechnical studies cover the entire project corridor?	The geotechnical studies cover the parts of the corridor where construction is planned.
13	Same question for the environmental characterizations of the soil.	The environmental characterizations of the soil mainly cover areas where construction is planned, especially along the A-15 (Highway 15).
14	Has the location of the toll booth or station been determined? If not, who is responsible for this?	Canada plans to make this information available when the RFP is issued.
15	Is the design and construction of the infrastructure for the public transit station on Nuns' Island (aka Île des Soeurs) part of the	The design and construction of the infrastructure for the public transit station on Nuns' Island (aka Île des Soeurs) is not part of the mandate. However, certain civil engineering elements will have to be integrated into the

	mandate?	project in order to facilitate future work at this location.
16	Was a detailed inspection of the St-Pierre collector conducted recently in order to specifically characterize the structural condition of the collector near the project in view of future work that will have an impact on the collector? Same question for the metro (i.e. subway) tunnel.	Canada plans to make this information available no later than RFP issuance.
17	Are data on the exact location of the St-Pierre collector available? Same question for the metro (i.e. subway) tunnel.	Canada plans to make this information available no later than RFP issuance.
18	Have there been any impact and urban integration studies conducted on the project, including the reconstruction and widening of Highway 15 (aka Autoroute 15) on the Island of Montreal and on Nuns' Island (aka Île des Soeurs)?	<p>The issue of the widening of Highway 15 was examined in the environmental assessment which, under subsection 1.6 of the RFQ, is available at the following address http://www.tc.gc.ca/eng/programs/bridges-new-bridge-for-the-st.lawrence-2814.htm</p> <p>As for the reconstruction of Highway 15, Canada plans to make this information available no later than RFP issuance.</p>
19	Are there any architectural and landscape development studies on the project?	Canada plans to make this information available no later than RFP issuance.
20	Is there a detailed inspection report available on the Clément Bridge and the federal section of the Bonaventure Expressway (aka Bonaventure Autoroute)?	Canada plans to make this information available no later than RFP issuance.
21	Can the TQC (total quality control) plans for the current Nuns' Island Bridge be made available before the RFP phase?	No. Canada plans to make this information available no later than RFP issuance.
22	Please confirm that there are only two snow chutes adjacent to the St-Pierre collector in the project corridor.	There are two snow chute areas (Butler and Verdun). Three snow chutes are in the Butler area (near Butler Street) and one snow chute is in the borough of Verdun (near the main viaduct... aka the Viaduct Principal), amounting to a grand total of four snow chutes.

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Who will be responsible for reaching agreements with the following third parties: City of Montreal, MCCCCF and the Mohawk Community with respect to work on archaeological sites on Nuns' Island?

Canada.