

RETURN BIDS TO:
RETOURNER LES SOUMISSIONS À:
National Shipbuilding Procurement Strategy /
Stratégie nationale d'approvisionnement en matière
de construction navale
270 Albert St. / 270, rue Albert
Suite 270 / Salle 270
Ottawa
Ontario
K1A 0S5
Bid Fax: (613) 944-7870

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
JOINT SUPPORT SHIP PROJECT(JSS)
4th Floor - 105 Hôtel de Ville Str
4-106
Gatineau
Québec
K1A 0K2

Title - Sujet T3PEA	
Solicitation No. - N° de l'invitation EN578-150229/A	Amendment No. - N° modif. 002
Client Reference No. - N° de référence du client 20150229	Date 2014-06-03
GETS Reference No. - N° de référence de SEAG PW-\$JSS-007-24492	
File No. - N° de dossier 007jss.EN578-150229	CCC No./N° CCC - FMS No./N° VME
Solicitation Closes - L'invitation prend fin at - à 02:00 PM on - le 2014-06-17	
Time Zone Fuseau horaire Eastern Daylight Saving Time EDT	
F.O.B. - F.A.B. Specified Herein - Précisé dans les présentes Plant-Usine: <input type="checkbox"/> Destination: <input type="checkbox"/> Other-Autre: <input checked="" type="checkbox"/>	
Address Enquiries to: - Adresser toutes questions à: Fox, Erin	Buyer Id - Id de l'acheteur 007jss
Telephone No. - N° de téléphone (613) 943-3341 ()	FAX No. - N° de FAX (613) 944-7870
Destination - of Goods, Services, and Construction: Destination - des biens, services et construction: See herein / Dans le document	

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

This amendment 002 is raised to insert additional scope relating to shipbuilding risks. The changes are made to section 3 of the RFI. For convenience, the entire RFI, including these updates, is included below. This version of the RFI supersedes the previous version.

Technical Third Party Expert Assistance (T3PEA) Request for Information (RFI)

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1. Purpose:

The purpose of this Request for Information (RFI) is to request that interested companies provide feedback and recommendations by way of written response to the questions posed herein. The questions posed are regarding a potential solicitation for the provision of independent shipbuilding and ship-design review and advisory services to Canada's National Shipbuilding Procurement Strategy (NSPS).

The objectives of this Request for Information (RFI) are to:

- a) Provide Industry with general information on the potential scope of work, requirements, and provisions of a supply arrangement (or other method of supply) for Technical Third Party Expert Assistance (T3PEA);
- b) Enable Canada to request information and input from Industry regarding the scope of work; and,
- c) Enable Canada to progress a potential solicitation for this work.

This RFI is neither a call for tender nor a Request for Proposal (RFP). No agreement or contract will be entered into based on this RFI. The issuance of this RFI is not to be considered in any way a commitment by the Government of Canada, nor as authority to potential respondents to undertake any work that could be charged to Canada. This RFI is not to be considered as a commitment to issue a subsequent solicitation or award contract(s) for the work described herein.

Although the information collected may be provided as commercial-in-confidence (and, if identified as such, will be treated accordingly by Canada), Canada may use the information to assist in drafting performance specifications (which are subject to change) and for budgetary purposes.

Respondents are encouraged to identify, in the information they share with Canada, any information that they feel is proprietary third party or personal information. Please note that Canada may be obligated by law (ex. In response to a request under the Access of Information and Privacy Act) to disclose proprietary or commercially-sensitive information concerning a respondent (for more information: <http://laws-lois.justice.gc.ca/eng/acts/a-1/>).

Respondents are asked to identify if their response, or any part of their response, is subject to the Controlled Goods Regulations.

Participation in this RFI is encouraged, but is not mandatory. There will be no short-listing of potential suppliers for the purposes of undertaking any future work as a result of this RFI. Similarly, participation in this RFI is not a condition or prerequisite for the participation in any potential subsequent solicitation.

Respondents will not be reimbursed for any cost incurred by participating in this RFI.

2. Background Information:

Through the National Shipbuilding Procurement Strategy (NSPS), Canada has established long-term strategic sourcing relationships with two Canadian shipyards.

<http://www.tpsgc-pwgsc.gc.ca/app-acq/sam-mps/snacn-nsps-eng.html>

These shipyards were selected through a national competition to build Canada's large ships: Irving Shipbuilding Inc. for the combat vessels package; and, Vancouver Shipyards Co. for the non-combat vessels package. The combat package includes the Navy's Arctic/Offshore Patrol ships and the Canadian Surface Combatant ships (replacing for the current fleet of destroyers and frigates). The non-combatant package includes the Navy's Joint Support Ships and the Canadian Coast Guard's Offshore Science Vessels and new Polar Icebreaker.

Canada has identified the need for independent shipbuilding and ship-design review and advisory services in support of the ongoing management of the NSPS, in the form of in-depth knowledge of the industry, its drivers, its techniques, and its strategies. Canada envisions the need for specialized and varied engineering, naval architecture, and technical inspection services (the latter for inspection and acceptance work during ship construction).

3. Potential Work Scope and Constraints:

A long-term Supply Arrangement (or other method of supply) for the work described above may be entered into with multiple organizations for approximately three years with option year periods totaling up to an additional 15 years of work (or, for the duration of NSPS). This would

not be full-time work. Rather, the service would be called-up on an as-and-when needed basis.

This potential Supply Arrangement for independent specialized and varied engineering, naval architecture, and technical inspection services would include the following streams of work:

a) Inspection Services (as on-site customer representative at Vancouver Shipyards Co. and/or Irving Shipbuilding Inc. for inspections during ship construction);

b) Technical Review Services (for the review of technical documents, specifications, proposals, designs, etc.);

c) Technical Advisory Services (to advise on approaches, strategies, studies, trends through benchmarking, design-to-cost tradeoffs, etc.); and,

d) Shipbuilding Risk Advisory Services (review shipyard practices and processes to identify and assess hazards, and review incidents to determine cause, impact, and quantum).

A company contracted for this requirement would likely be provided access to commercial-in-confidence information. As such, successful bidders in a potential follow-on procurement could be required to sign a Non-Disclosure Agreement prior to entering into any contract. Various levels of Security clearance (e.g.: Secret, Protected B), and Controlled Goods registration could be required for specific services.

In some instances (such as assistance with the inspection and acceptance of ships), the company contracted for certain work would need to be and remain independent from the shipyard to which the work applies (i.e.: the company could not also provide services to the shipyard, as it would create a potential conflict of interest). As such, non-eligibility clausuring and/or conflict of interest clausuring (applicable as required, and tailored to each specific instance) could be included in a follow-on solicitation.

4. Legislation, Trade Agreements, and Government Policies:

The following is indicative of some of the legislation, trade agreements, and government policies that could impact any follow-on solicitations:

a) North American Free Trade Agreement (NAFTA), and World Trade Organization — Agreement on Government Procurement (WTO-AGP): do not apply to any follow-on solicitations;

b) Agreement on Internal Trade (AIT): may apply to any follow-on solicitations;

c) Defence Production Act: may apply to any follow-on solicitations;

d) Industrial and Regional Benefits (IRBs): may apply to any follow-on solicitations;

- e) Defence Procurement Strategy (DPS): may apply to any follow-on solicitations;
- f) Controlled Goods Program (CGP): may apply to any follow-on solicitations;
- g) Federal Contractors Program for Employment Equity (FCP-EE): will apply to any follow-on solicitations; and,
- h) Comprehensive Land Claim Agreements (CLCAs): may apply to any follow-on solicitations.

5. Schedule:

In providing responses, the following schedule should be utilized as a baseline:

- a) RFI: June 2014
- b) Potential Solicitation (RFSA): July ~ August 2014
- c) Potential Supply Arrangement Established: August 2014

6. Notes to Interested Respondents:

Interested Respondents may submit their responses to the PWGSC Contracting Authority, identified below, preferably via email:

Erin Fox
 Supply Team Leader
 National Shipbuilding Procurement Strategy Secretariat
 270 Albert Street, Suite 710, office 705
 Ottawa, ON K1A 0S5
 Tel: 613-943-3341
 Fax: 613-944-7870
 E-mail address: erin.fox@pwgsc-tpsgc.gc.ca

A point of contact for the Respondent should be included in the package.

Changes to this RFI may occur and will be advertised on the Government Electronic Tendering System. Canada asks Respondents to visit Buyandsell.gc.ca regularly to check for changes, if any.

7. Closing Date:

Responses to this RFI are to be submitted to the PWGSC Contracting Authority identified above, on or before 17 June 2014.

8. Information Requested:

Canada requests industry to provide responses to the following four questions:

1. Are there companies that can provide all the services described, or are these services usually provided by different types of companies? If the latter is true, how is the expertise usually split?
2. It is envisioned that a supply arrangement could be issued to qualified companies. Is this the most ideal method of supply? If not, what other method of supply option(s) should Canada consider, and why?
3. Canada is considering potentially issuing a Request for Supply Arrangement with minimal mandatory requirements, similar to the three points below:

i. Firm must demonstrate a minimum of five (5) years experience in the past eight (8) years providing review and/or advisory services of a naval architecture/engineering nature regarding the shipbuilding industry (the industry includes one or more of the following: ship design, shipbuilding, ship refit, and/or repair and overhaul of ships). Such review and advice must relate to common marine industry practices, procedures, approaches, and/or trends.

ii. Firm must demonstrate it has provided review and advisory services of a naval architecture and/or engineering nature regarding the shipbuilding industry on a minimum of two (2) major ship design or shipbuilding projects, each valued at or more than \$300M CAD in the last four (4) years. Such review and advice must relate to common marine industry practices, procedures, approaches, and/or trends.

iii. Firm must demonstrate it has provided inspection and acceptance services (such as customer representative) on a minimum of two (2) major shipbuilding projects, each valued at or more than \$300M CAD in the last three (3) years.

Would these mandatory requirements be achievable by multiple companies? Would companies meeting these criteria have enough industry knowledge to provide the services described? What adjustments, if any, would you recommend?

4. Is there any other information Canada should consider prior to pursuing a potential follow-on solicitation?