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**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
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Issuing Office - Bureau de distribution
Electronics, Simulators and Defence Systems Div.
/Division des systèmes électroniques et des systèmes de
simulation et de défense
11 Laurier St. / 11, rue Laurier
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K1A 0S5

Title - Sujet Remote Minehunting and Disposal Sys	
Solicitation No. - N° de l'invitation W8472-105270/B	Amendment No. - N° modif. 005
Client Reference No. - N° de référence du client W8472-105270	Date 2018-09-18
GETS Reference No. - N° de référence de SEAG PW-\$\$QF-101-26162	
File No. - N° de dossier 101qf.W8472-105270	CCC No./N° CCC - FMS No./N° VME
Solicitation Closes - L'invitation prend fin at - à 02:00 PM on - le 2018-11-30	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: Michael Rancourt	Buyer Id - Id de l'acheteur 101qf
Telephone No. - N° de téléphone (819) 420-1734 ()	FAX No. - N° de FAX (819) 956-5650
Destination - of Goods, Services, and Construction: Destination - des biens, services et construction:	

Instructions: See Herein

Instructions: Voir aux présentes

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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 Request for Information process (RFI) amendment 5 is to notify industry on updates to the draft System Requirements Document (SRD), and to provide answers to various questions:

1. Annex B Appendix 3 updates

The following changes that can influence costs are applicable to the RMDS SRD. Responses are requested to all amendments posted to date and further action items discussed at the one-on-one industry engagement meetings by 19 October 2018. Any further changes made to the SRD will be communicated to industry through subsequent amendments to the RFI.

SRD Line

3.2.1.2. The Man Portable Autonomous Underwater Vehicle (AUV) must not exceed a dry, in-air mass of 70kg;

3.2.1.4. The Man Portable AUV must be able to reach a speed relative to current of at least 4 kts;

3.2.2.2. The High Endurance AUV must not exceed a dry, in-air mass of 450kg;

3.2.2.5. The High Endurance AUV must be deployable from a ship or from shore with a suitable handling system. The Handling System must be embedded in the Payload, and/or part of the Transportable Command Center (TCC) sub-system.

2. QUESTIONS

Question 1

With KINGSTON Class already at 20 years of in-service life and Canada procuring new state-of-the-art RMDS equipment, is Canada seeking a portable RMDS solution that can be moved between assets with the KINGSTON Class envisioned as the initial launch unit or is the RMDS solution one that will be solely deployable from the KINGSTON Class?

Answer:

Canada is seeking a portable and autonomous RMDS solution. The Kingston-Class will be the initial primary platform of operations however other Royal Canadian Navy (RCN) ships and vessels of opportunity will be used. Shore-based operations are also a requirement.

Question 2

Regardless of the answer to question one above, since the KINGSTON Class is specified in the RFI as the unit to employ the RMDS solution, when can a ship visit be organized for industry to ensure containerized solutions will be optimized to meet Canada's requirements?

Answer:

The RMDS functional, non-explosive, systems are expected to fit inside one or two standard ISO 20' TCC sea container(s). Operations may be conducted directly from the TCC container(s) with a requirement to be autonomous and not tie into a ship's systems, power or internal spaces. Since the Kingston Class is already equipped to handle these containers, a ship visit is not envisaged at this time.

Question 3

When will the specified draft Request for Proposal (RFP) documents be made available to industry?

Answer:

The draft RFP documents are being released as amendments to the continuous RFI process for industry comment and feedback. To date, only draft technical documents have been released. As the requirement continues to develop, it is Canada's intention to release a full draft RFP for industry feedback and comments, including other elements such as terms and conditions, and Industrial and Technological Benefits with Value Proposition documents.

Question 4

Once the draft RFP documents have been issued, does Canada envision any further one-on-one meetings with industry to present potential solutions and alternatives?

Answer:

As per answer to question 3, it is Canada's intention to include the full draft RFP under the RFI process. As stated in the tender notice and attached solicitation document the RFI process will provide a continuous single point of official communication with industry that will remain open until a formal RFP is released. This continuous RFI process will allow the project to use the RFI process for multiple purposes including the announcement of potential

engagement activities (as required) such as Industry Day Events and additional One-on-one meetings.

Question 5

Is the CONOP set for a UUV solution, or is there opportunity for a mature USV solution?

Answer:

The concept of operations (CONOP) requires an unmanned underwater vehicle (UUV) solution. An unmanned surface vehicle(USV) option is out-of-scope for the RMDS project and beyond the budget. After engaging industry over the summer, the RMDS program manager representing the Project Lead has pursued the matter with the operational authority and a future amendment to the RMDS RFI may be issued to seek further USV information (including costing). This information would help Canada assess the feasibility for this capability, as well as explore options to potentially acquire a USV (i.e. RMDS scope or a separate procurement process).

Question 6

Is the system developed for Route/Harbor Clearance or Expeditionary mine operations?

Answer:

Both. Section 1.2 of the Project Charter (the Executive Summary) states "This project will also support deployed RCN operations. These systems will be used to search for, detect, classify, localize, reacquire, identify and dispose of any sea mines or maritime Improvised Explosive Devices (IEDs) found in Canada's harbours or approaches. They will likewise be used in support of Canadian operations in North America and around the world. RMDS will also be used to assist other government departments in domestic operations, such as Search and Rescue (SAR) and maritime security in support of events, such as the 2010 Vancouver Olympics." The RMDS project is related to the Route Survey Life Extension Project which is now in the implementation phase.

Question 7

A USV-towed sonar mine countermeasure detection system can achieve an ACR higher than a typical UUV based mission as a function of search speed and fewer USV-towed systems would be required to meet search rates, is that beneficial to the RCN?

Answer:

Towed naval mine counter measure (NMCM) systems are out of scope, however we asked for other ways to execute the full spectrum of naval mine countermeasures and increase the standoff distance. This question may be considered to be in line with that. Thank you for following our guidelines for RFI responses. The RMDS program manager will raise this point with the operational authority.

Question 8

The USV system searches at significantly greater speeds than UUVs, is there benefits for such a high clearance rate system?

Answer:

Yes, but out of scope for RMDS. See answer to Q5.

Question 9

If industry is developing a neutralizing capability onboard the USV to deliver in-stride mine hunting, is that beneficial to RCN?

Answer:

Out of scope but this capability might be available through an expedition involving an allied Navy task force with RMDS included. Depending on the capabilities of the RMDS C2 mission planning system delivered, a composite picture of the AOO and any ACR increase may be visible to the RMDS operators.

Question 10

Regarding the AUV and Mine Disposal System (MDS) - "must be proven and fielded, employed with another Allied navy". How is this defined? In service at time of RFP or Delivery?

Answer:

We define it as in service at the time of bid. If there is a need we might stretch it to "or in contract with another allied Navy at the time of bid." Additionally, based on RFI responses, we may refine the requirement to ask for 'in-service with at least one allied Navy within the last 10 years' on a component basis rather than a system or subsystem basis. For example, if a man-portable AUV has been in-service before the time of the RFP with one Navy but a medium weight AUV has been in service with another Navy at the time of the bid, this is a possible refinement to the procurement instrument. Additionally, the MDV-C must have gone through a successful S3 evaluation and qualification process validated by the Chair of the Ammunition Suitability and Safety Board, and the supporting confirmation documents and publications must have been made available for

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005
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Buyer ID - Id de l'acheteur
101qf
CCC No./N° CCC - FMS No./N° VME

DND to conduct its own review. Refer to RMDS RFI amendment 3. Finally, we recognize that the TCC subsystem contains some components that are specific to RMDS.

Canada also recognizes that using a combination of Prime contractor and subcontractor experience may be required to satisfy such evaluation requirements.

END