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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

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Title - Sujet MULTI ROLE BOAT (MRB) SYSTEM	
Solicitation No. - N° de l'invitation W8472-155557/C	Amendment No. - N° modif. 002
Client Reference No. - N° de référence du client W8472-155557	Date 2019-01-28
GETS Reference No. - N° de référence de SEAG PW-\$\$MC-031-27100	
File No. - N° de dossier 031mc.W8472-155557	CCC No./N° CCC - FMS No./N° VME
Solicitation Closes - L'invitation prend fin at - à 02:00 PM on - le 2019-06-03	Time Zone Fuseau horaire Eastern Daylight Saving Time EDT
F.O.B. - F.A.B. Plant-Usine: <input type="checkbox"/> Destination: <input type="checkbox"/> Other-Autre: <input type="checkbox"/>	
Address Enquiries to: - Adresser toutes questions à: Langdon(031mc), Jeremy	Buyer Id - Id de l'acheteur 031mc
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Instructions: See Herein

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Signature	Date

Amendment 002 is raised to update Annex D - Bidder Questions and CANADA Responses, to extend the RFP closing date to June 3, 2019 and to make the following changes to the solicitation:

1. Delete **Annex D - Bidder Questions and CANADA Responses** in its entirety and replace with the following:

Annex D

Bidder Questions and CANADA Responses – As of January 18, 2019

W8472-155557 – MULTI ROLE BOAT (MRB) SYSTEM

Q1. From Part 6, Para 6.1 & Part 7, Para 7.3. There are no security requirements associated with this bid solicitation, yet the Contractor is expected to integrate secure radios provided as GFE (see SOW 3.3.9). Please confirm the security requirements associated with the contract.

A1. Equipment with security requirements for the MRB is to be “fitted for but not with.” It is not intended that the Contractor be required to handle or store Classified information or equipment.

Q2. From Part 7, Para 7.27. Naval Boarding Party equipment will be provided as GFE and “must be fit” to the boat. Multiband V/UHF Radios will be provided as GFE and “to be used to fit for but not with” on each boat. Please explain the different obligations for each. Please provide drawings and if applicable associated documentation for these items prior to RFP closing in order to properly estimate integration effort and cost.

A2. GFE which “must be fit” will be supplied by Canada for integration and installation into each MRB. GFE which is “to be used to fit for but not with” is GFE that will not be provided to the Contractor, nor is the Contractor expected to store, handle, or purchase these systems; however Canada will provide data to ensure correct integration of these systems after Contract Award.

For further clarification please see the response to Question 3 below.

Q3. From Part 7, Para 7.27. MRB-308 indicates gun mounts are GFE, MRB-601 indicates a power converter is provided as GFE, MRB-602 indicates a power distribution box is GFE, etc. Para 7.27 and the SOW/SRD should be rationalized (per Para 7.11 in the event of conflict the Articles of Agreement take precedence).

A3. The GFE items identified under 7.27 are deleted in their entirety and replaced with the following:

- a) The following radio systems equipment, must be fit in each MRB;
 - i. Quantity 1 12-28V DC/DC Power Converter;

- ii. Quantity 1 28V Distribution Box;
- iii. Quantity 1 Antenna Couple;
- iv. Quantity 2 Multiband/multichannel RF Amplifiers;
- v. Quantity 1 Rugged HF Whip Antenna;
- vi. Quantity 1 Multiband Wideband capable UHF/L/5 band whip antenna COMROD UHF2252000VM or equivalent;
- vii. Quantity 1 Multiband capable UHF band whip antenna, model VALCOM VMB-11512-N or equivalent;
- viii. Quantity 1 UHF TacSat antenna capable of (MUOS, DAMA, IW and dedicated modes) model COMROD UHF2433805 or equivalent;

b) One set of the following Naval Boarding Party GFE will be supplied to ensure storage arrangements are suitable;

- i. Quantity 1 Pole Telescopic, Swimmer;
- ii. Quantity 1 Pole Telescopic;
- iii. Quantity 1 Pole, Swimmer, Telescopic;
- iv. Quantity 2 SKED;
- v. Quantity 1 Grappling Hook, Rap;
- vi. Quantity 2 Wheel, Cable;
- vii. Quantity 1 Hand Pole Stabilizer;
- viii. Quantity 1 Hook Grapnel;
- ix. Quantity 1 Hook Grapple;
- x. Quantity 2 Ladder Wire Compact;
- xi. Quantity 1 Base, Pole, Quick Release, Flexible;
- xii. Quantity 1 Deployment Reel, Ladder;
- xiii. Quantity 1 Marine Grapnel.

c) The following radio systems GFE is to be used to fit for but not with on each DND MRB, as follows:

- i. Quantity one (1) Multiband V/UHF radio;
- ii. Quantity one (1) Multiband Inter/Intra Team Radio; and
- iii. Quantity two (2) radio headsets.

SRD requirements MRB-603 and MRB-604 are also deleted in their entirety and replaced with the following:

MRB-603: The MRB must be fit for but not with a multiband/multichannel V/UHF/L/S band radio (GFE) with an installation envelop of 5 inches x 4 inches x 10 inches.

MRB-604: The MRB must be fit for but not with a multiband HF/VHF radio (GFE) with an installation envelop of 11 inches x 13.5 inches x 22 inches.

- Q4. From Part 7, Para 7.29. The Contractor will have Total System Responsibility (TSR) for the work performed and the TSR includes system design and total systems integration, which includes associated software. Given that radios (including secure radios) are GFE, please provide the necessary details of the specific GFE C4ISR equipment, including associated software, prior to RFP closing in order to properly estimate integration effort and cost.

- A4. Only the Multiband V/UHF radio and Multiband Inter/Intra Team radio are GFE. Any other radio(s), such as the marine VHF radio required by the Life-Saving Appliance Code, required to meet the MRB SRD are to be supplied by the Contractor.

Detailed information related to the integration of the GFE radios will only be provided to the Contractor after Contract Award. Bidders are to assume that the selected integration solution for the MRB C4ISR system (less the GFE radios and associated equipment) can interface directly to the GFE radios. Additional cost, if any, to acquire proprietary software from the GFE radio supplier to effect this integration will be borne by Canada.

- Q5. From Part 7, Para 7.29. The Contractor will have Total System Responsibility (TSR) for the work performed and the TSR includes system design and total systems integration, which includes associated software.
- a) Will the Contractor be expected to integrate the MRB C4ISR Suite with the Halifax-class frigates?
 - b) If so, what level of integration is anticipated?
 - c) Is the Contractor expected to interact with the Government of Canada or the Halifax-class frigate Combat Systems Integrator (CSI) with regards to systems integration?
 - d) If the latter, is the MRB bidder expected to price any costs charged by the HCM-CSI into its price?

A5.

- a) No.
- b) Not Applicable.
- c) No.
- d) Not Applicable.

- Q6. From Annex B, Total Estimated Cost for 2 Years of Spares and Special Tools. Please describe what is to be included in this line item. Is it only the predicted operational spares required for 1st and 2nd line maintenance, or does it also include items that may unexpectedly break (and will Canada assign blame for breakage to itself or to the Contractor and will the Contractor be given the opportunity to review/challenge this assignment)?

- A6. *Annex B - Total Estimated Cost for 2 Years of Spares and Special Tools* only includes the predicted operational spares and special tools required to support the identified MRB operational availability for 2 years.

- Q7. From Annex B, Total Estimated Cost for 2 Years of Spares and Special Tools. Please explain the obligations of the Contractor with respect to Canada's right to negotiate which spares will be delivered. Will the contract price be adjusted if Canada desires the quantity of spares to be adjusted?

- A7. If Canada elects to purchase more or less spares than identified in the proposed Spares and Special Tools list then the Contract will be renegotiated to reflect this change.

Q8. From Annex B, Para 1. Option for EO/IR Cameras – Canada requires that these cameras be available for purchase until nearly five years after contract award. The same configuration of these cameras cannot be assured for such a long duration, and Canada will pay a premium if the price is to be maintained for that duration. Suggest the option validity period be reduced to 24 months.

A8. The option period is now reduced to 24 months following Contract Award.

Q9. From SOW Para 3.3 & SOW Para 3.4. Additional information must be provided to bidders in order to properly scope and price the effort associated with interfacing to GFE. Please provide the OEMs and Part Numbers for the equipment that will be provided as GFE. If the Contractor is to obtain this information directly from the OEMs, what assurance does a Contractor have that the OEMs will provide this information? Does Canada already have the intellectual property rights to this data or will the bidder/contractor need to buy these rights and data?

A9. Please see responses to Question 4. Canada has the rights to supply this information to the Contractor after Contract Award.

Q10. From SRD MRB-017 & 146. Due to the requirement of operating the propulsion system in the cradle (prop must be fully lowered to do so), the maximum overall length of the 9.2m must therefore be measured with the prop lowered, is this correct?

A10. This is not correct. The maximum length of 9.2m must not be exceeded in any condition in which the MRB is stored or maintained (1st and 2nd line maintenance) on the Halifax-class in its cradle.

Q11. From SRD MRB-063.

- a) LSA code requires propeller guards which have a dramatic effect on performance - will this be an exemption?
- b) LSA code requires marine VHF with DSC. There is no marine VHF required in the communications requirement (598) - is this an exemption?
- c) Self-righting is a requirement for LSA Rescue Boats (063) and it is also inferred in 159 - ventilation openings, 174 - engine inversion switch, 237 - engine restart and 489/490 - battery installation. Please advise if a Self-Righting system is a mandatory requirement.

A11.

- a) Yes, Canada will exempt MRB from this specific LSA requirement.
- b) No, Canada will not exempt MRB from this specific LSA requirement.
- c) Self-Righting is desirable but not a required capability of the MRB. MRB must allow the engine to restart after a capsize and subsequent righting, the subsequent right may require additional assistance and not be an organic MRB capability. Canada will exempt MRB from this specific LSA requirement.

Canada would like to reiterate that as per MRB-063 "Canada reserves the right to invoke specific Military exceptions. Exemptions will be finalized during the design phases."

Q12. From SRD MRB-075, 079 & 080. Does this mean 4 leg sling with master link at apex to allow for single point lift as per 090?

A12. Yes.

Q13. From SRD MRB-081. Does this mean it is desirable to have an alternative lifting possibility with 3 leg sling with master link at apex for single point lift as per 090?

A13. Yes.

Q14. From SRD MRB-082. Does this mean it is desirable to lift with 2 slings - 1 forward and 1 aft? Is there a required fore/aft spacing between the lift points?

A14. Yes. As a non-mandatory requirement there are no additional criteria related to the lift point placement.

Q15. From SRD MRB-083. What is the failure mode envisioned?

A15. The envisioned failure mode is the breakage of a sling leg, the second eye hole in the lifting lugs would be emergency backup.

Q16. From SRD MRB-092 Is this requirement solely defining the sling master link and not implying supply of the release hook?

A16. Yes. The release hook is not part of the supply.

Q17. From SRD MRB-094. The 2:1 safety factor is on the Ultimate strength of materials; please confirm this supersedes the 6:1 on Ultimate strength requirement in IMO LSA Code (063).

A17. Appendix 1, MRB-094 is amended to the following:

The MRB must have boat lift points with a certified Safe Working Load (SWL) of not less than the Fully Loaded condition with a minimum safety factor of 6.

Q18. From SRD MRB-095. Does the 10:1 safety factor only apply to the Dyneema slings (076), shackles and master link and not to the permanently installed lifting hardware on the boat which is covered by 063 and/or 094?

A18. Yes. The safety factor of 10:1 does not apply to lifting hardware permanently installed on the boat.

Q19. From SRD MRB-103. What is meant by 80% throttle? Is it the ratio of engine RPM to max rated RPM, engine power to max rated power or boat speed to max speed at full power?

A19. "80 percent throttle" represents 80 percent of the as-delivered installed MRB engine power.

Q20. From SRD MRB-128. Does the 150% margin only apply to sensors and navigation system and not to the communication system?

A20. Yes.

Q21. From SRD MRB-260. How many tie down point are required?

A21. Appendix 1, MRB-260 deleted in its entirety and replaced with the following:

Appendix 1, MRB-260 , The MRB engine compartment hatch(es) must have not less than eight flush mounted, tie-down points that are suitable to hold 230 kg of equipment when operating up to and including SS5.

Q22. From SRD MRB-295. Please define the term "Open Cockpit".

A22. An "Open Cockpit" is one which does not enclose or shelter personnel and cargo from the surrounding environment.

Q23. From SRD MRB-535. Is this cover only for when the boat is not in use?

A23. Yes.

Q24. From SRD MRB-566-568. The requirement stipulates a fitted navigation system that utilizes DND and commercially available maritime navigation electronic charts. Must this system be compatible with fitted navigation systems in Halifax-class frigates?

A24. No.

Q25. From SRD MRB-599. Please identify where in the SRD are the details on the GFE that will enable bidders to estimate the cost of cabling, integrating, mounting and integrating (for example, our costs may differ if our system has already integrated one radio but not another).

A25. Appendix 1, MRB-601 through MRB 619 identify physical and electrical connections specific to the GFE radios and associated GFE components.

For further clarification Please see response to Question 4.

Q26. From SRD MRB-601. What is weight of 12-28 vdc converter?

A26. 7.71 kg.

Q27. From SRD MRB-602. What are dimensions and weight of 28 vdc distribution box?

A27. 11" x 7.6" x 4.7" – Weight 1.0 kg

Q28. From SRD MRB-603.

- a) Is V/UHF/LS band radio installed on dash?
- b) Is environmental protection required?
- c) What is receive/standby/transmit power requirement?

A28.

- a) The mounting location for the GFE Multiband V/UHF radio is to be confirmed during the design phases.
- b) The GFE Multiband V/UHF radio does not required additional environmental protection.
- c) The GFE Multiband V/UHF radio has the following power requirements: RX/Idle >0.6 Amps, TX: 2.2 Amps (Max) with 10W bursts on R/T/1 and 3.2W R/T/2. (All measurements assume 26.8 VDC).

Q29. From SRD MRB-604

- a) Is HF/VHF band radio installed on dash?
- b) Is environmental protection required?
- c) What is receive/standby/transmit power requirement?

A29.

- a) The mounting location for the GFE Multiband Inter/Intra Team radio is to be confirmed during the design phases.
- b) The GFE Multiband Inter/Intra Team radio does not required additional environmental protection.
- c) The GFE Multiband Inter/Intra Team radio has the following power requirements: RX/Idle: 1 Amp Max, (0.6 A typical) TX: 5 Amps (Max) @ 20W output. All measurements assume 26.8 VDC.

Q30. From SRD MRB-618. Please confirm there are only 2 stations required (as per 607, 608) for the intercom.

A30. Confirmed.

Q31. From SRD MRB-641. With regard to the detection of the person in the water at 2km:

Please confirm how to evaluate the size and status of the person in the water. Is the person supposedly in a survival suit? Is the person mainly floating at the surface of the water or would only a head and shoulders be visible above the water?

Can we assume the size of the body floating at the surface to be 1.8m x 0.5m average dimensions?

A31. Bidders are to assume the "person in the water" is floating on the surface with a projected area to the MRB EO/IR camera of 1.8m (long) x 0.5m (high).

Q32. All RCN training, in the past, has specified it had to be CFITES and SCORM 2004 3rd edition compliant. It is not mentioned in this RFP. Is this an oversight or not a requirement?

A32. It is not a requirement.

Q33. The possible solution includes rigid-hull inflatable boats and proposals also require the provision of training and potentially simulation solutions. Given the current evolution in maritime training, we are wondering, whether the training plans article 2.17 and DID-T-001 Training Plan in the reference, may include a Fast Response Boat (FRB) Simulator. If so, how would a proposal be scored with the inclusion of a FRB simulator(s) for the RFP evaluation?

A33. Inclusion of Simulators are not a requirement. Proposals will be scored in accordance with the specified scoring system in ANNEX M of the RFP.

Q34. For the information requested in the Mandatory and Point Rated tables, we request that the "Bidder" can include the needed information from tier 1 suppliers.

A34. For the purposes of this RFP, all criteria, including the Mandatory and Point Rated technical criteria must be met by the Bidder. For greater certainty, "Bidder" means the person or entity (or, in the case of a joint venture, the persons or entities) submitting a bid to perform a contract for goods, services or both. It does not include the parent, subsidiaries or other affiliates of the Bidder, or its subcontractors.

Q35. From SRD MRB-087. Is there a maximum height for the apex master link?

A35. Yes. The maximum height of the apex master link is approximately 3.50 m above the deck of the Halifax class when the MRB is in its cradle. This number will be confirmed with the contractor during the design phase.

Q36. From SRD MRB-152. We require an annual hours of operations estimate with breakdown of the hours (i.e - estimated time at idle, time at low speed, time at cruise speed, time at 80% throttle, time at max). This detail is required to get application approval from the engine supplier.

A36. On a 200 consecutive day deployment the MRB engines will experience 400 hours of usage, an average of 2 hours per day using the applied speed profile.

Max (40+ kn)	High Speed (35-40kn)	Cruise (10-34 kn)	Low (1-9 kn)	Idle (0 kn)
3%	10%	24%	36%	27%

Q37. From SRD MRB-275. In order to confirm hoisting trim requirement 093 and storage provisions more info is required on the NBP equipment.

A37. The following sizes are based on the current equipment, during critical design the exact equipment sizes will be confirmed.

Equipment	Ext. Length (mm)	Length (mm)	Width (mm)	Height (mm)	Weight (kg)	Quantity
GRAPPLING HOOK, RAP		304.80	406.40	469.90	2.27	1
POLE,TELESC,SWIMMER	15000.00	4100.00	72.00	72.00	15.50	1
POLE,TELESCOPIC	15200.00	4000.00	60.00	60.00	23.90	1
POLE,SWIMMERS,TELESCOPIC	8000.00	1900.00	54.00	54.00	4.00	1
WHEEL,CABLE		40.00	133.00	286.00	1.30	2
HANDLE,POLE STABILISER		434.00	234.00	40.00	2.11	1
HOOK,GRAPNEL		220.00	322.00	367.00	1.01	1
HOOK,GRAPPLE		220.00	322.00	367.00	0.94	1
LADDER,WIRE,COMPACT		406.40	406.40	150.00	4.22	2
BASE,POLE,QUICK RELEASE,FLEXIBLE		177.80	177.80	292.10	3.00	1
DEPLOYMENT REEL,LADDER		476.25	476.25	298.45	3.90	1
GRAPNEL,MARINE		238.00	145.00	226.00	0.59	1

Q38. From SRD MRB-483. "Full electrical draw for lights and radios" for 6 hours will require very large battery bank and seems unusual (eg. - floodlights, handheld searchlight, blue law enforcement lights don't normally operate continuously for long periods of time). Do the "lights" only refer to navigation lights and/or IR strobe? For the radios - what is the ratio of receive/standby/transmit and what is the power draw for each mode?

A38. MRB battery system must be sized to provide power 3 hours of power for continuous navigation lighting, operation of radios for 15 minutes per hour, continuous searchlight operation, and continuous EO/IR camera operation without running the engines while having sufficient power in reserve for two engine starts.

Q39. Paragraph 3.1.4, Exchange Rate Fluctuation, identifies Standard Acquisition Clauses and Conditions (SACC) Manual clause C3010T (2014-11-27), Exchange Rate Fluctuation Risk Mitigation which is used when it is proposed to offer bidders a choice to mitigate their risk by having Canada assume the risks and benefits of exchange rate fluctuations. SACC C3010T is used in conjunction with SACC Manual clause C3015C, Exchange Rate Fluctuation Adjustment.

Would Canada please confirm that SACC Manual clause C3015C (2017-08-17), will be incorporated by reference into and form part of the resulting contract?

A39. Canada confirms that SACC Manual clause C3015C (2017-08-17) will be incorporated into and form part of the resulting contract if the Bidder requests Canada to assume the risks and benefits of exchange rate fluctuations.

Q40. Is it acceptable for the Bidder to provide a cash neutral milestone payment plan?

A40. Canada may review suggested changes to the milestone payment structure once it has entered into contract with the winning Bidder.

Q41. From Annex M, Appendix 2. 1.d). What is unique about the requirement for Communication Equipment Experience on a qualifying vessel as opposed to another military or commercial platform?

A41. For purposes of Technical rated evaluation only experience gained on a *qualifying vessel* will be counted for criteria.

Q42. Please confirm that DID-M-007 applies to newly created and not legacy drawings, and that it is not intended for the Contractor to convert any existing drawings to comply with the requirements stated in the DID. Please confirm.

A42. DID-M-007 only applies to formatting of newly created drawings.

Q43. From SRD Requirement MRB-540. Please confirm whether this is a mandatory or desirable requirement.

A43. This is a mandatory requirement.

MRB-540 is to be deleted in its entirety and replaced with the following:

"The MRB multi-function displays, all indicators, gauges and lights on the console **must** turn on at the last dimming setting."

Q44. The requirement for the Technical Bid is to address clearly and in sufficient depth the points that are subject to the evaluation criteria against which the bid will be evaluated. Please confirm that only those points subject to the evaluation criteria in Annex M need be addressed in the response.

A44. All mandatory technical criteria are contained within Annex M. In addition to the mandatory technical criteria, Bidders must also respond to any other mandatory criteria contained within the RFP including, but not limited to, the Financial Bid, Certifications, etc.

Q45. DID-T-001 Instruction 2.0 states "All Contractor supplied training and the training material must be provided in English and French."

In addition to the training documentation that is to be provided in both languages, is it the intent of this solicitation to require training conduct also be provided in both English and French?

A45. Yes this is the intent.

Q46. In DID-T-001 Training Plan, what training level (per CFITES) is expected with Initial Cadre Training?

A46. Initial Cadre Training must be provided at a level where theory and principles enable critical thinking with independent and correct performance of duties and tasks.

Q47. SRD MRB-638 and MRB-639 state that the "EO/IR camera must be installed within 15 minutes by one person wearing PPE."

This instance of PPE is not defined. Please clarify what Personal Protective Equipment is included in this requirement.

A47. EO/IR camera securing components and fixtures to have simple arrangements that personnel can operate with a gloved hand. Personnel must be able to install the EO/IR Camera when dressed in PPE outfits, which includes but is not limited to, without having to remove items of dress;

- 1.) combat gear - NBP member equipped with body armour restricting maneuverability;
- 2.) heavy weather gear - bulky wet weather gear (ie: float jacket or floater suit);
- 3.) Search And Rescue gear - wet/dry suit with gloves, neoprene material; and
- 4.) Winter gear - inclusive of all gloves and mittens.

The exact models to be confirmed during the design phase.

Q48. SRD MRB-630 states "The MRB EO/ IR camera must have, as a minimum, High Definition 1080p media capture capability." MRB-645 states "The MRB EO/IR camera system must produce near real time imagery in a format compatible with GFE radios which can be readily recorded and transmitted."

Is there a requirement to provide recording, storage and playback on-board the MRB?

A48. Yes.

Q49. SRD MRB-635 states, "The MRB EO/IR system must search, detect, and track user identified targets of interest in luminance conditions ranging from direct unobscured sunlight to overcast starlight."

Does this requirement apply to the sensor only, the display, or both?

A49. This requirement applies to both.

Q50. Section 4.1, Phased Bid Compliance Process (PBCP), of Part 4, Evaluation Procedures And Basis Of Selection, contains the following statement in Section 4.1.1.1(b), paragraph 2: "THE BIDDER ACKNOWLEDGES THAT THE REVIEWS IN PHASE I AND II OF THIS PBCP ARE PRELIMINARY AND DO NOT PRECLUDE A FINDING IN PHASE III THAT THE BID IS NON-RESPONSIVE, EVEN FOR MANDATORY REQUIREMENTS WHICH WERE SUBJECT TO REVIEW IN PHASE I OR II AND NOTWITHSTANDING THAT THE BID HAD BEEN FOUND RESPONSIVE."

Are the "Mandatory Evaluation Criteria" in Annex M, Appendix 1 the only criteria used in Phase I and II of the PBCP process to determine whether a bid is compliant /

responsive? The above referenced statement uses the term "Mandatory Requirements" and not "Mandatory Evaluation Criteria." For clarification purposes, recommend the following change to the above referenced 4.1.1.1(b), paragraph 2:

Change From: "...EVEN FOR MANDATORY REQUIREMENTS WHICH WERE SUBJECT TO REVIEW IN PHASE I OR II"

Change To: "...EVEN FOR MANDATORY EVALUATION CRITERIA WHICH WERE SUBJECT TO REVIEW IN PHASE I OR II".

- A50. Phase I of the PBCP consists of a review of the Financial Bid to ensure all of the required financial information has been submitted. Phase II of the PBCP consists of a review of any eligible mandatory evaluation criteria. In the case of this RFP, Phase II applies only to the criteria listed in Annex M, Appendix 1, Tables 5 & 6.
- Q51. Can we submit a proposal based only on one element of the RFP or must the proposal be based on all criteria?
- A51. The RFP is for the entire MRB system including the boats, cradles, cameras, etc. In order for a submission to be considered compliant it must address all of the mandatory requirements of the RFP.
- Q52. From Annex B. The Milestone shows a separate amount for delivery of the cradles. Are the cradles not to be delivered with the boats?
- A52. They are to be delivered with the boats, however the payments and milestones are separate because not every boat will come with a cradle.
- Q53. From Pricing sheets page 42. Are the incremental milestone percentages based on the sub-total amount in A column C?
- A53. The incremental milestone percentages are based on the sub-total amount in A column A. Price Table 1 will be amended to indicate this field should be completed.
- Q54. From Pricing sheets page 43. Please define what number should be inserted in this line item?
- A54. This line item will be completed by Canada at a later date.
- Q55. From Pricing sheets Total Est cost of spares Page 40.
- a) You ask for a breakout of the spares. Is this a pricing breakout part number etc.?
 - b) Is this a mandatory item?
 - c) Can the customer provide a definition of 2 year recommended spares? This can vary greatly from one supplier to another.
- A55.

- a) The Bidder must provide a single price for 2 years of recommended spares and special tools required to support the identified MRB operational availability for 30 platforms.
- b) Yes, the breakout is informational only its provision with the bid is mandatory.
- c) "2 years of spares and special tools" is to be taken as all of the spares and special tools required to support the identified MRB operational availability for 2 years.

Q56. From SRD MRB 541.

- a) Can DND fully describe what is envisioned for NVIS displays? For instance engine suppliers and navigation panels to not come with NVIS filters available.
- b) Is this expected to be an aftermarket add on?

A56. The solution to the provision of NVIS compliant console displays and gages is the Bidders responsibility.

Q57. From SRD MRB 565. Is AIS information acceptable for vessel position relayed to the ship?

A57. No. While AIS will be relayed to the ship when operational, the GPS must interphase with the multi-purpose ruggedized computer to feed positional information to the secure Radios for the relay to the ship as well.

Q58. From SRD MRB 616.

- a) Is the computer to be mounted on the console and is it to be waterproof protected?
- b) Is the computer to be constantly linked to the crew comms, radios, nav and sensor systems? Please describe what sensors are to be linked to the computer, this could be bilge sensors, alarms ect. or just what is specified.

A58.

- a) No. The ruggedized multi-function computer is to be housed within the console.
- b) Yes. The multi-purpose ruggedized computer must be linked to all sensors and systems necessary to comply with the requirements identified as having to interface with the two control console multi-function displays as stated in the SRD. Bidders may utilize the multi-purpose ruggedized computer to interface other sensors and equipment to the multi-function displays that are not explicitly required in the SRD.

Q59. From SRD Drawings. Since the vessel drawings will be classed and approved by class we see no reason to provide structural drawing with the bid package, we suggest that a set of good GAs with various views be included with the bid package. Please confirm.

A59. The Bidder may provide General Arrangement drawings as part of the objective evidence required to meet certain Mandatory Technical Criteria.

Q60. From RFP 3.1.1. This section describes that the bidder must demonstrate understanding of the technical requirements. Can you please confirm the 'technical requirements' includes the SRD. As normally the SRD would be titled TSOR.

A60. Confirmed.

Q61. From Annex M, 1.1-1.3, to confirm these mandatory technical requirements only apply to Annex M?

A61. Confirmed.

Q62. With respect to MRB-641, the dimensions provided for a human body in the water (1.8m x 0.5m) are not realistic. It should be assumed that only the human head is entirely above the surface of the water. Please provide additional clarification.

A62. Bidders are to assume the "person in the water" is floating on the surface horizontally with floatation assistance and is projecting an area to the MRB EO/IR camera of 1.8m (long) x 0.5m (high)."

2. Annex B – Basis of Payment, Price Table 1 is amended as follows:

Delete:

Subtotal A	Total Contract Price (sum column C item #1-#14)			\$ _____
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Insert:

Subtotal A	Total Contract Price (sum column A item #1-#14) and (sum column C item #1-#14)	\$ _____		\$ _____
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3. Annex B – Basis of Payment, MILESTONE PAYMENT SCHEDULE, para. 2 is amended as follows:

Delete:

The percentage payments in Milestone No. 1 and 2 will be applied to the Contract Total Per Item (Subtotal A Column C) from Price Table 1. All other Milestones 2.1 to 16.2 are to be applied to (Subtotal A Column A) of Price Table 1. *(Example...The acceptance of Milestones 3.1 to 3.30. will result in a payment equal to 12% of the price at Subtotal A from Column A of Price Table 1)*

Insert:

The percentage payments in Milestone No. 1 and 2 will be applied to the Contract Total Per Item (Subtotal A Column C) from Price Table 1. All other Milestones 3.1 to 15.2 are to be applied to (Subtotal A Column A) of Price Table 1 *(Example...The acceptance of Milestones 3.1 to 3.30. will result in a payment equal to 12% of the price at Subtotal A from Column A of Price Table 1).*

4. The closing date of the RFP is extended to June 3, 2019 14:00 EDT.
5. The bid validity period is extended from 180 to 270 days.

ALL OTHER TERMS AND CONDITIONS REMAIN THE SAME