



**RETURN BIDS TO:**

**RETOURNER LES SOUMISSIONS À:**

**Bid Receiving - PWGSC / Réception des soumissions -  
TPSGC**

**11 Laurier St. / 11, rue Laurier**

**Place du Portage, Phase III**

**Core 0B2 / Noyau 0B2**

**Gatineau**

**Quebec**

**K1A 0S5**

**Bid Fax: (819) 997-9776**

**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)**

**400 Cumberland Street**

**400, rue Cumberland**

**Cumberland House 11th Floor - 11B2**

**Maison Cumberland 11e étage - 11B2**

**Ottawa**

**Ottawa**

**K1N 1J8**

<b>Title - Sujet</b> raft / pontoon solution	
<b>Solicitation No. - N° de l'invitation</b> W847S-190074/A	<b>Amendment No. - N° modif.</b> 002
<b>Client Reference No. - N° de référence du client</b> W847S-190074	<b>Date</b> 2019-02-12
<b>GETS Reference No. - N° de référence de SEAG</b> PW-\$JSS-009-27123	
<b>File No. - N° de dossier</b> 009jss.W847S-190074	<b>CCC No./N° CCC - FMS No./N° VME</b>
<b>Solicitation Closes - L'invitation prend fin</b> <b>at - à 02:00 PM</b> <b>on - le 2019-05-08</b>	
<b>Time Zone</b> <b>Fuseau horaire</b> Eastern Standard Time EST	
<b>F.O.B. - F.A.B.</b> <b>Plant-Usine:</b> <input type="checkbox"/> <b>Destination:</b> <input checked="" type="checkbox"/> <b>Other-Autre:</b> <input type="checkbox"/>	
<b>Address Enquiries to: - Adresser toutes questions à:</b> Connolly, Gary	<b>Buyer Id - Id de l'acheteur</b> 009jss
<b>Telephone No. - N° de téléphone</b> (613) 992-1189 ( )	<b>FAX No. - N° de FAX</b> ( ) -
<b>Destination - of Goods, Services, and Construction:</b> <b>Destination - des biens, services et construction:</b>	

**Instructions: See Herein**

**Instructions: Voir aux présentes**

<b>Delivery Required - Livraison exigée</b>	<b>Delivery Offered - Livraison proposée</b>
<b>Vendor/Firm Name and Address</b> <b>Raison sociale et adresse du fournisseur/de l'entrepreneur</b>	
<b>Telephone No. - N° de téléphone</b> <b>Facsimile No. - N° de télécopieur</b>	
<b>Name and title of person authorized to sign on behalf of Vendor/Firm</b> <b>(type or print)</b> <b>Nom et titre de la personne autorisée à signer au nom du fournisseur/ de l'entrepreneur (taper ou écrire en caractères d'imprimerie)</b>	
<b>Signature</b>	<b>Date</b>

**Amendment 002 to the Sea to Shore Connector Request for Proposal (RFP), W847S-19-0074, is being issued to:**

- a) Provide questions and answers to potential bidders
- b) Modify Statement of Work (SOW), paragraph 5.2 SEA TO SHORE CONNECTOR GENERAL DESIGN CHARACTERISTICS

**Therefore, the RFP is amended as follows:**

**a) Questions from Industry**

1. Article 3.1.3.1 defines the term "Bidder". Please confirm that a Bidder may submit, and be evaluated as compliant with the requirements set forth in Annex G, Table 3 based upon the submission of experience of a member of the Bidder's team which meets those requirements. It should be noted that article 1.2.2 and 1.2.3 limits this procurement to Canadian Bidders which already limits the number of companies that can bid on this requirement and further justifies our request herein. If Canada is not prepared to provide such confirmation, kindly explain why this is the case, clarifying Canada's legitimate operational requirement in this regard and how, providing the confirmation requested would unreasonably impact Canada's ability to establish its procurement requirements in order to meet such legitimate operational requirement?

Answer 1: Yes, the submission of a member of the Bidder's team meets those requirements. There are no provisions requiring that the design, fabrication and testing of the Sea to Shore Connectors is to be completed in Canada. Please refer to RFP amendment 001. Nonetheless, part of the Sea Acceptance Trials requirements in the SOW will have to be completed at a Department of National Defence Royal Canadian Navy facility so some testing will have to be conducted in Canada.

2. Article 4.3.1: Please confirm that for the purpose of determining the lowest evaluated price, the "Total Firm Contract Price" from Annex B, first table will be used?

Answer 2: Yes, Canada will base the lowest evaluated price on the Total Firm Contract Price identified in Annex B, para 1 table.

3. Article 7.2.5 a.: This states that attendance at STW and any other tests is additional work which means the cost is not included in the firm price in Annex B. This is contradicted as it is listed in the firm work table in Annex B and is a requirement of the SOW and DID's. Please clarify?

Answer 3: The RFP requires that those costs be included in the firm price at Annex B article 1 serial 3. Your bid price must include attendance at STW and any other tests.

The purpose of articles 7.2.5 a, b, and c, are to provide examples of potential work Canada could call upon if it chooses to conduct additional/unscheduled work. Note, our present estimate is that we will

not require additional/unscheduled work but if ever the need arises, we wish to be able to do so. Annex B articles 2, 3 and 4 discuss how rates at which the additional/unscheduled work would be costed.

4. Article 7.3.2: We respectfully request Canada remove clause 1028 from the RFP in view of the fact that this is a complex project that in addition to manufacture of pontoons, requires design, testing and procurement of sub-systems. This clause requires exclusive use of Canadian labour which prevents the Bidder from being able to partner and share a portion of the work with a non-Canadian team member. Also, Canadian labour cannot be used for the manufacture of a proprietary foreign sourced propulsion unit. This clause also contains IP rights clauses that contradict SACC 4006. This clause contains payment terms for "Design changes and Modifications" that contradict the Additional/Unscheduled Work described in article 7.2.5 of the RFP. This clause presupposes that all work will be performed at a shipyard (1028 08) which is not a requirement for this project.

Answer 4: There is no requirement to limit this procurement to Canada, please refer to RFP amendment 001.

1028 02 states that "to the full extent consistent with availability, proper economy and the expeditious performance of the Contract", makes allowance for use of non-Canadian labour.

With respect to the Design changes, Canada does not see a contradiction as any design changes must be approved by Canada. In addition, any proposal meeting the SOW will be acceptable to Canada.

With respect to 1028 08, this refers to the supplier providing Canada with suitable accommodations for visits and inspections, if required. The SOW would confirm the requirements.

5. Article 7.7.2: The last paragraph refers to a "firm markup of X%". Please confirm that for the purpose of this clause the firm mark-up will also include profit as permitted in 1031-2?

Answer 5: On the use of subcontractors for the Additional/Unscheduled Work portions, if called upon by Canada, Canada will pay for the actual costs plus a firm mark-up rate based on the bidder's proposal. Profit will be negotiated on each additional/unscheduled work request.

6. Annex A, SOW 5.1: Other than specifying the required speed in 5.1.6 there is almost no specification for the propulsion unit. Is the unit to be diesel, gasoline, electric? Where is it to be located on the barge? Is it removable or permanently mounted? Is there any weight and size limitation? Must it provide the ability to steer the barge? Is one unit or more than one unit required? Are there any specific operator requirements?

Answer 6: Propulsion units to be operated using fuel in accordance with the NATO F-76 specification. That specification was omitted in the SOW so this should clarify.

The propulsion units are indicated in plural, implying more than one. Article 5 of SOW highlights primary functions such as ability to move a load. Moving a load from ship to shore implies navigating

the pontoon system through routes and channels requiring the ability to steer and maintain direction control of the pontoon system. The ability to steer the barge is essential.

Table 5-1 of the SOW indicates weight values and cargo area minimums.

Operator requirements are mentioned in SOW Articles 7.3 and 7.4. It is left to the bidder to outline how to use the system and the ability to safely operate and steer it is to be outlined.

7. Re Annex B, item 5: Is it acceptable for the Bidder to provide a cash neutral milestone payment plan?

Answer 7: Annex B, Item 5, Milestone 3 provides for the supplier to receive a payment for the delivery of individual systems when delivered, completed and accepted by Canada. The milestone does not require the supplier to deliver all 5 systems at once before being able to receive a payment. Milestone 4 can also be completed out of sequence if delivered, completed and accepted by Canada. We estimate that Milestones 1 and 2 will require to be completed in that sequence.

8. Re Annex B, item 6: Please consider removing the requirement to provide a cost breakdown with the proposal since this is a competitive solicitation? It is understood that in the event a proposal is deemed sole-source that Canada is entitled to a cost breakdown.

Answer 8: Canada concurs. We will waive this requirement if the Contract is awarded on a competitive basis. If not, then Canada will require a cost breakdown.

9. Annex D: Please confirm that all deliverables are to be in English. It is noted that English is specified for training in SOW article 7.3.4

Answer 9: Canada concurs. General Conditions 2030 article 24 further provides governance on the use and translation of written material delivered to Canada.

10. Annex D, DID-EN-01, 10.1 p: Please confirm that any reference to proprietary rights are as described in SACC 4006?

Answer 10: The intent of this procurement is for the supplier to retain any Intellectual Property Rights while providing Canada with a licence to exercise and make reasonable use of the goods procured to ensure safe and reliable operations.

11. Annex D, DID-EN-02, 10.1: The referenced DND specification for levels of engineering drawings requires in article 3.1 of that standard that the procurement instrument identify the level(s) of drawings to be acquired, please provide this information?

Answer 11: Canada requires Level 3 drawings on delivery. We estimate that the bidder will likely have to provide Level 1 and 2 drawings as the design and production advances. We estimate that this would

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be detailed in the Project Management Plan whereby Canada will have the opportunity to review and concur with the design before production.

12. Annex D, DID-LOG-01, 10.2.2: According to SOW article 6.2.3, the JSS ships will not be available for SAT's. Will the JSS ships be available for training iaw this DID in view of the requirement to perform the contract within 3 years as detailed in RFP article 7.5.1? If the ships are not available please provide an alternate specification to allow the Contractor to complete the work? Please note that the Contractor cannot get paid for Milestone 3 in Annex B without the completion of training.

Answer 12: If the JSS is not available, the training will be completed Jetty side using the Jetty as the ship's deck. Canada will provide the crane and small boats and any other equipment that the ship is designated to provide.

13. 5.2 SEA TO SHORE CONNECTOR GENERAL DESIGN CHARACTERISTICS

9. No individual section/module of the system is to exceed six (6) tonnes;

Can the propulsion system be considered as an individual module?

Answer 13: If it is, it can. The vender needs to tell us, but the statement stands, no individual component can be over 6 tonne in weight or we will not be able to use the crane on the ship to assemble/disassemble the system.

14. 5.2 SEA TO SHORE CONNECTOR GENERAL DESIGN CHARACTERISTICS

11. The system must have redundant propulsion systems and be able to operate in Sea State 2 while maintaining a speed of five (5) knots;

If the pontoon is equipped with two independent propulsion unit, is the 5 knots requirement valid if one propulsion unit is non-working?

Answer 14: A minimum of 5 knots in sea state 2 with both propulsion units functioning is required. In the event of the failure of one propulsion unit during operations Canada expects the system to be able to make some headway in sea state 2 and not be left adrift.

15. 5.2 SEA TO SHORE CONNECTOR GENERAL DESIGN CHARACTERISTICS

15. The bow sections/modules must have or be configurable to a ramp to enable entry and exit of wheeled or tracked vehicles.

What is the configuration of the wheeled or track vehicle: Weight and Wheel configuration and what is required the length of the ramp?

Answer 15: Maximum weight of any Vehicle to be used in conjunction with this system is 24 tonne, i.e. a TEU Container Handler.

Solicitation No. - N° de l'invitation  
W847S-19-0074

Amd. No. - N° de la modif.  
002

Buyer ID - Id de l'acheteur  
009JSS

Client Ref. No. - N° de réf. du client  
W847S-19-0074

File No. - N° du dossier  
W947S-19-0074

CCC No./N° CCC - FMS No./N° VME  
n/a

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All and any manner of vehicle fitting this weight perimeter used by the CAF could be cargo from snowmobiles to large trucks or tractors. As such it is expected by Canada that ramps would be solid, vice tracks. However, It is for the Contractor to design and indicate to Canada what it thinks is the best solution.

**B) At paragraph 5.2 SEA TO SHORE CONNECTOR GENERAL DESIGN CHARACTERISTICS of SOW**

**Insert:**                    Propulsion units must use fuel in accordance with NATO F-76 Specifications

**All other terms and conditions of the RFP remain the same.**