

### W6399-18KB03/A Questions and Answers #3

#### Question #1

Can you elaborate or clarify the time lines for the training to be provided?

#### Answer #1

Training is to be provided on a year round basis when initiated by a call-up

#### Question #2

Class size could be between 6 and 21. Costing for a class of 6 will not be the same as for a class of 21 given the overhead involved. Would Canada accept a graduated costing or would Canada guarantee a standard size class?

#### Answer #2

As per Annex "C" Basis of Payment, and Attachment 1 to Part 3 – Pricing Schedule, the bidder must provide an all-inclusive firm daily rate per student for each course. This rate will be multiplied by the number of students attending each course to calculate course cost at time of Call-up.

#### Question #3

The requirements specify that site 1 is Petawawa and site 2 is to be within the locational requirements of the bid and provided by the contractor. Could you explain the need for the 2 locations?

- a. Is the intention to do the sport driving instruction on site 2 with the vehicle and terrain specific training done on site 1?
- b. Is the purpose of the 2 sites strictly for redundancy and flexibility purposes?

#### Answer #3

3 a) As per section 2.1 of the Statement of Work, two (2) location are required to provide DND flexibility in training locations. Location 2 will require the vehicles from location 1 but not necessarily terrain specific.

3 b) The purpose of two locations is for flexibility purposes and diversity of training.

#### Question #4

Given that the training is likely for military with military vehicles and military specific needs, would Canada agree to provide the vehicles and facilities, along with the support staff i.e. Mechanics and extra labour and agree to have the training done at Petawawa exclusively?

#### Answer #4

As per the RFSO and the Statement of Work, the training must have the flexibility to be done at two (2) locations, with the Contractor responsible for the vehicles, facilities, and support staff.

Training is required to be conducted on specific civilian pattern vehicles as per Section 3.5 of the Statement of Work.

**Question #5**

The requirements have specific mention of night vision goggle training. However there are no requirements in the evaluation tables for qualified instructors to provide this training. This is very specific training that requires qualified instructors. It would be an extreme danger to all if this training was provided without qualification. Risk to health and equipment with resulting liability would be highly probable. Could you Clarify or remove this requirement?

**Answer #5**

Night vision goggles will be provided as required for instructors. As for training intent, this is an introduction to the many challenges of night driving conditions. Risks are mitigated by appropriate safety measures.

**Question #6**

If the need to have Night Vision training is required, would Canada accept it as part of a plan to continually develop the driver's training, perhaps in the 2nd phase of the contract?

**Answer #6**

There will be only one phase to this requirement, and Night Vision training is required.

**Question #7**

Instructor qualifications are for resources with qualifications that have little or no connection to the requirements of the Military and the types of vehicles that would be utilized in military operations. Would Canada be willing to reclassify these requirements?

**Answer #7**

The instructor qualifications will remain as-is and were created with the requirements of this training in mind.

**Question #8**

Given the questions above and the impact on providing a proper response to this RFP, would Canada extend the closing for an additional 3 weeks minimum to allow for the collection of additional information to be provided in this response in order to satisfy requirements?

**Answer #8**

The bid-closing date will remain 18 February, 2020.

**ALL OTHER TERMS AND CONDITIONS REMAIN UNCHANGED**