



Transport  
Canada

Transports  
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Tower "C", Place de Ville  
330 Sparks Street

Ottawa, Ontario, K1A 0N5

February 10, 2021

### **Summary of ADDENDUM's # 1, 2 and 3**

**Subject: Request for Proposal T8080-200405  
Enhancing the Cybersecurity Readiness of Canada's Road Infrastructure  
Owner/Operators for Higher Levels of Connectivity and Automation**

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**No consideration will be given for extras and/or changes because the tenderer was not familiar with the contents of this Addendum.**

Questions have been received from a potential tenderer about the subject Request for Proposal.

The purpose of these Addendum's, to the Request for Proposal, is to summarize the questions and answers to inform all potential bidders.

**The Addendum's No. 1, 2 and 3 were issued to provide answers to the following questions received:**

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**QUESTION NO. 35:**

Can Transport Canada please confirm that the closing date for the proposal is now March 1st, 2021 as Addendum 2 provided some conflicting information?

**ANSWER NO. 35:**

Yes, the closing date has been amended to March 1, 2021 at 02:00pm Eastern time.

**QUESTION NO. 34:**

Can Transport Canada please confirm if some documents or graphics, such as the project schedule, can be submitted on an 11x17 spread?

**ANSWER NO. 34:**

Yes, graphics such as the project schedule can be submitted on an 11x17 page.

**QUESTION NO. 33:**

Can Transport Canada please confirm if the last date to submit questions is Feb 22nd, given that the proposal has been extended to March 1st as a closing date?

**ANSWER NO. 33:**

Yes, all enquiries must be submitted in writing to the Contracting Authority no later than seven (7) calendar days before the bid closing date.

**QUESTION NO. 32:**

Can Transport Canada please confirm if April 1st or alternatively April 5th would be the project start date that bidders should use now that the closing date has been extended to March 1st?

**ANSWER NO. 32:**

Bidders should use March 15, 2021 as the starting date for the purpose of responding to this criterion. This is to provide consistency in the project plan across all bids, and facilitate their review. The actual project start date will occur once the contract has been awarded.

**QUESTION NO. 31:**

For section 5.3 Cybersecurity Self-Assessment Toolkit Tailored for TMS Operations and Associated Infrastructure, would the Department accept an existing COTS product configured to meet all stated requirements rather than ONLY a custom developed option?

**ANSWER NO. 31:**

Transport Canada does not have a specific preference as long as all requirements are met, including those relating to IP, customization, and maintenance.

**QUESTION NO. 30:**

b) The Cybersecurity Current Profile Assessment Tool and the Cybersecurity Target Profile Assessment Tool may be delivered as a single combined tool as long as the requirements of 5.3.3 and 5.3.3 are met. The software/file type (e.g. Excel, Adobe Acrobat or Web-based (HTML)) will be determined in discussion with the Technical Authority. The final decision on the format rests with Transport Canada. Please clarify what is meant by "software/file type (e.g. Excel, Adobe Acrobat or Web-based (HTML))" Is this referring to the output of the 'Tool' i.e. the report generated or are you referring to the 'Tool's' development stack, i.e. how the 'Tool' is developed / underlying programming / technology? Please clarify at what stage of the development process we can anticipate Transport Canada to make the final decision on the format of (a) the 'Tools' development stack and (b) the 'Tools' output i.e. software/file type.

**ANSWER NO. 30:**

The software/file type is referring to the development stack. The final decision would be made following deliverable #8 (task 5.3.1). The project plan (task 5.1) and timing of deliverables will be reviewed with the contractor and may be modified to facilitate earlier schedule of deliverable.

**QUESTION NO. 29:**

5.3.4 Common design requirements for 5.3.2 and 5.3.3 a) The tool must function as a standalone product on a single computer (i.e. user computer) and without the need for maintenance or additional developer support over time. The tool must be user-friendly and follows User Experience (UX) best practices. Please clarify what is meant by "The tool must function as a standalone product on a single computer (i.e. user computer)." Does this mean that the tool is not required to access resources / information beyond those available on the installed computer (i.e. user computer)? Does this mean that there is no requirement to collect, communicate, transfer, pool or consolidate data for reporting purposes to a central location i.e. database or agency? If there is a requirement for communication can transmission be accomplished via the internet?

**ANSWER NO. 29:**

Correct. The tool is not required to access information beyond those available on the installed computer. There is no requirement for central data collection.

**QUESTION NO. 28:**

We are writing with an additional question in regards to the above referenced RFP. Given the scope of the RFP which requires development of a project plan and associated work, we inquire whether a 2week deadline extension can be granted?

**ANSWER NO. 28:**

Yes, the due date has been extended to March 1, 2021 at 14:00 Eastern Standard Time (EST)

**QUESTION NO. 27:**

Can Transport Canada please clarify if the same staff member can be put forward for multiple roles?

**ANSWER NO. 27:**

Yes.

**QUESTION NO. 26:**

Will Transport Canada allow for the Organization Chart to be on an 11 x 17 page spread?

**ANSWER NO. 26:**

Yes.

**QUESTION NO. 25:**

Can Transport Canada please clarify in the Required Clearance Level table (found on the first page of the IM/IT Security Classification Guide), if the Number Required column refers to the number of resources that are required to have Reliability and Secret Level clearance respectively (i.e. 3 resources are required to have Reliability Clearance level and 3 resources are required to have Secret Level Clearance)?

**ANSWER NO. 25:**

This information was posted in error. There are no expectations around the number of resources that can be proposed.

**QUESTION NO. 24:**

Can Transport Canada please clarify what contract general conditions document Transport Canada will be working with from the options listed on both the website and in the RFP?

**ANSWER NO. 24:**

2035 (2020-05-28) General Conditions - Higher Complexity – Services and Supplemental General Conditions and 4007 (2010-08-16) Canada to Own Intellectual Property Rights in Foreground Information, apply to and will form part of the Contract.

**QUESTION NO. 23:**

Can Transport Canada please clarify the amount of Professional Liability and General Liability that bidders need to carry for insurance purposes?

**ANSWER NO. 23:**

The Contractor is responsible for deciding if insurance coverage is necessary to fulfill its obligation under the Contract and to ensure compliance with any applicable law. Any insurance acquired or maintained by the Contractor is at its own expense and for its own benefit and protection. It does not release the contractor from or reduce its liability under the Contract.

**QUESTION NO. 22:**

Annex B of the RFP indicates that the bidder should quote a fixed price for deliverables 1-25. The area of cyber security in Canadian road infrastructure is a relatively new endeavor and there is a measure of uncertainty associated with the effort required for a number of the deliverables in the RFP. Given the level of uncertainty for this particular contract, a fixed price contract has the possibility of resulting in win-lose relationship instead of a win-win relationship. A professional services per-diem based contract (possibly with limitation of expenditures) would mitigate some of the risk associated with such uncertainty. We inquire whether Transport Canada would consider per-diem based professional services for some of deliverables 1-25?

**ANSWER NO. 22:**

We have considered the request and understand the concern, however will not be switching to a per-diem rate for deliverables 1-25. We encourage bidders to review the details outlined in the RFP and determine an appropriate bid for the work. Bidders are welcome to submit questions if additional clarifications are needed regarding individual tasks or deliverables.

**QUESTION NO. 21:**

Would TC consider a web-based centralized tool through a collaborative environment such as a Risk Register that would tie into a potential solution in order to manage the continuous improvement process? Doing so would allow multiple users to record information which can be correlated and generate reports which describe TC's risk posture.

**ANSWER NO. 21:**

Transport Canada and the contractor will consider the detailed proposed approach to develop the tool as part of the design phase and through the stakeholder consultations.

**QUESTION NO. 20:**

In section 5.3.4 a) the tool must function as a standalone product on a single computer (i.e. user computer) and without the need for maintenance or additional developer support over time. Could you please provide some insight or rationale for that decision to help bidders more accurately understand the functionality Transport Canada envisions, so that we better determine the effort and cost?

**ANSWER NO. 20:**

This flexibility is sought to ensure the toolkit can be made available at no cost to users, and can be updated by the Crown or any user without restrictions and at minimal cost.

**QUESTION NO. 19:**

In Appendix B, page 43, you made reference to the US opensource CSET tool. Is your expectation that a similar tool be developed with the same components?

**ANSWER NO. 19:**

No. The reference information was provided to help bidders understand the purpose of the tools. The requirements for the tools are outlined in section 5.3 of the RFP.

**QUESTION NO. 18:**

In section 1.2 Summary, section 1, 2 and 3 you mention "Develop cybersecurity profile assessment tools" and "Develop guidance on creating or improving a cybersecurity risk management program" and "and establish cybersecurity continuous improvement programs. How do you envision the steps following the assessments, such as managing the Risks identified, on a day to day basis, to support continuous improvements? Are you contemplating each organisation (e.g. provinces, territories, municipalities) to have their own Risk Management solution (Risk Register) once the assessments are done? Can the tools

include a platform to manage the Risks in a collaborative environment that would assist in continuous improvement programs?

**ANSWER NO. 18:**

These types of elements would be discussed with the contractor and determined as part of the design phase and through stakeholder consultation. Stakeholders (namely provinces, territories, municipalities) will be free to use the toolkit at their discretion, and to the extent they so choose.

**QUESTION NO. 17:**

With reference to section 5.5.4.2, could the Contracting Authority clarify if it expects the bidder to provide hosting services for the online course content, or if the Contracting Authority will provide its own hosting services such as Learning Management System (LMS)?

**ANSWER NO. 17:**

Transport Canada expects the contractor to develop the training materials, record a training webinar and deliver six training sessions. Transport Canada will host and provide the platform for the delivery of the training sessions using the training materials (deliverable item 25).

**QUESTION NO. 16:**

With reference to section 2.7, could the Contracting Authority clarify if the Cybersecurity Self-Assessment Toolkit source code will also become part of the intellectual property of (Transport) Canada?

**ANSWER NO. 16:**

Yes.

**QUESTION NO. 15:**

With reference to section 5.3.4, paragraph (b), could the Contracting Authority clarify at what point in the project the final decision on the software/file type will be made? Rationale: Our concern is having resource(s) with appropriate software knowledge and security clearance available for the Cybersecurity Self-Assessment Toolkit development and being able to meet estimated timeline/schedule as per Table 1, Page 32.

**ANSWER NO. 15:**

This decision would be made following the completion of Task5.3.1 (Design Document and Questionnaire).

**QUESTION NO. 14:**

With reference to section 5.3.4, paragraph (b), could the Contracting Authority clarify why the selection of software is deferred to the project phase as opposed to either specifying in the RFP document or leaving it to the vendor to make the selection? Rationale: Our concern is possible scope creep given one of the main decisions (SW/technology selection) is done after the competitive bid is submitted and accepted.

**ANSWER NO. 14:**

This is to allow Transport Canada and the contractor to consider different options as part of the design phase, and select the option that best meets the requirements.

**QUESTION NO. 13:**

With reference to section 5.6.3, could the Contracting Authority clarify if the facility (for penetration testing and vulnerability testing) refers to an indoor facility such as the lab, or is it expected for the bidder to also have access to the outdoor testing facility for vehicles and field testing?

**ANSWER NO. 13:**

The facility is assumed to be an indoor facility where common TMS field equipment (e.g. traffic signal, traffic signal controller, lane controller, camera, roadside unit) can be tested. There is no requirement for vehicle testing.

**QUESTION NO. 12:**

This would be an "all-inclusive" RFP, correct? Responders are to bid on all requested deliverables (excluding the optional items).

**ANSWER NO. 12:**

Yes this is an all-inclusive RFP. Transport Canada expects the bidders to complete and submit the Pricing schedule found at "Annex E".

**QUESTION NO. 11:**

Is Transport Canada looking for a proprietary, software-based assessment tool that has the functionality to do security risk based profile assessments specifically designed for Transport Canada? Would the following options meet the requirements of the RFP?

- a. A custom developed tool;
- b. Recommendation of an existing a tool based on a comprehensive analysis;
- c. A template (i.e., specialized spreadsheet) that has the full functionality of security profile assessment

**ANSWER NO. 11:**

Transport Canada is seeking to develop non-proprietary tools to help road authorities identify their current and target cybersecurity and risk management state. These tools would not have ongoing licensing costs or usage restrictions, in order to facilitate their availability and adoption. Transport Canada and the contractor will consider different options as part of the design phase and through stakeholder consultation.

**QUESTION NO. 10:**

Clause 2.7 says that all IP resides with the Crown. I would like some clarity on this. We have tools that have their own IP for pen testing and vulnerability testing etc. In cases where bidders bring forward their own IP with associated tools (that can be licensed), how does clause 2.7 deal with that?

**ANSWER NO. 10:**

While the Intellectual Property arising from the performance of the work resides with the Crown, Clause 2.7 does not apply to the tools used in the performance of the work (such as penetration testing and vulnerability testing).

**QUESTION NO. 9:**

On page 71, the table "Total Tender Prices", the following references aren't clear:  
Row 1 : "Tender price for Tasks 5.1-5.5 in 2.1 (Table A) (excluding HST)", It is not clear what "2.1" refers to. Row 3: "Tender Price for Estimated Travel Costs in 2.3 (excluding HST)" It is not clear what "2.3" refers to. Row 4: "Tender Price for Estimated Consultation/Training Costs in 2.4 (excluding HST)" It is not clear what "2.4" refers to. Row 5: "Tender Price for Estimated Equipment Costs in 2.5 (excluding HST)" It is not clear what "2.5" refers to.

**ANSWER NO. 9:**

The reference numbers in the table appear in error. Row 1 (2.1) refers to the "Table A – core work cost proposal" in the "Professional Services and Associated Costs" section under "Pricing Schedule" in Annex E. Row 3 (2.3) refers to the "Travel Receipt Based Expenses" section under "Pricing Schedule" in Annex E. Row 4 (2.4) refers to the "Consultation and Training Receipt Based Expenses" section under "Pricing Schedule" in Annex E. Row 5 (2.5) refers to "Purchase of Equipment to be Tested Receipt Based Expenses" section under "Pricing Schedule" under Annex E.

**QUESTION NO. 8:**

How do we obtain the necessary facility clearance as required for the TC project work and what would be the timeline to obtain the clearance?

**ANSWER NO. 8:**

Clearance of the facility is done through an onsite inspection performed by CISD once the contract is awarded. The facility must already have Document Safeguarding designation before that will be done. The timeline is determined both by CISD workload and by the preparation that the company does. It can be faster if the company has had this type of assessment before but each contract requires the site visit.

**QUESTION NO. 7:**

Can we submit a response to this RFP without the level of clearance that is required in the SRCL?

**ANSWER NO. 7:**

Yes, but clearance for personnel and document safeguarding must be in place before the contract award and this could cause delays.

**QUESTION NO. 6:**

Would our US employees be eligible to work on this assignment, were we awarded the work?

**ANSWER NO. 6:**

~~Only if they have Canadian clearance in place and are able to perform the work in Canada (i.e. not from a location outside of Canada).~~

The previous answer for this question is retracted. A revised response will be published shortly.

**QUESTION NO. 5:**

Would you be able to communicate the overall budget that Transport Canada has allocated to this RFP? I see that it has set a LOE of 560 person days, but if you have a \$ amount/limit that would be useful?

**ANSWER NO. 5:**

An overall budget shall not be provided for this RFP. Bidders are to provide their cost to complete the work, based on the information provided in the RFP.

**QUESTION NO. 4:**

Are you looking for bids that cover all of the key objectives/tasking's or are you open to bids that cover some aspects of the tasking's / most aspects?

**ANSWER NO. 4:**

For a bid to be compliant it would need to meet all the mandatory criteria and the minimum points for the technical criteria. Bids must cover all of the tasks documented in the RFP. Bidders are permitted to partner or sub-contract parts of the RFP, subject to subcontractors and partners meeting the requirements stated in the RFP (e.g. security).

**QUESTION NO. 3:**

The Point Rated Technical Criteria R1, pages 56-67, of the RFP states "For the purpose of preparing the project plan, the bidder is to assume a contract award date of Feb. 1, 2021". Would the crown consider changing this date to a date following the solicitation closing date?

**ANSWER NO. 3:**

Bidders may use March 15, 2021 as a starting date for the purpose of responding to this criterion. The actual project start date will be revised upon contract award (expected in March 2021).

**QUESTION NO. 2:**

As per Part 3 – Bid Preparation Instructions, page 7 of the RFP, Bidders are instructed to submit their response in three separate documents:

Section I: Technical Bid

Section II: Financial Bid

Section III: Certifications not included in the Technical Bid.

On page 8 of the RFP the Bid Preparation Instructions list Section IV: Additional Information, followed by a list of security requirements. Please clarify if bidders are asked to submit Section IV: Additional Information or if the substantiation to the security requirements should be included in Section III: Certifications.

**ANSWER NO. 2:**

The security requirement information should be included in Section III: Certifications not included in the Technical Bid.

**QUESTION NO. 1:**

We respectfully request consideration of extending the response date - beyond Feb 15th. Given the exceptional challenges facing all organizations in early 2021, from federal institutions to private entities, we would suggest that a short extension may provide innumerable benefits to the solution being solicited from industry. Your consideration of this request is much appreciated.

**ANSWER NO. 1:**

At this time Transport Canada will not be extending the closing date for this solicitation.

All other terms and conditions of the solicitation document remain unchanged.

**Canada**