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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

Marine Chartering Services Directorate/Direction des
services d'affrètements maritime

11 Laurier St./ 11, rue Laurier

Place du Portage, Phase III, 6C2

Gatineau

Quebec

K1A 0S5

Title - Sujet RFI - MSMM Vessels Request for Information - Mid-Shore Multi-Mission (MSMM) Vessels	
Solicitation No. - N° de l'invitation F7013-190110/A	Amendment No. - N° modif. 004
Client Reference No. - N° de référence du client F7013-190110	Date 2021-04-29
GETS Reference No. - N° de référence de SEAG PW-\$SMB-007-28096	
File No. - N° de dossier 007mb.F7013-190110	CCC No./N° CCC - FMS No./N° VME
Solicitation Closes - L'invitation prend fin at - à 02:00 PM Eastern Daylight Saving Time EDT on - le 2021-06-30 Heure Avancée de l'Est HAE	
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: Martin, Erik	Buyer Id - Id de l'acheteur 007mb
Telephone No. - N° de téléphone (613) 296-7863 ()	FAX No. - N° de FAX () -
Destination - of Goods, Services, and Construction: Destination - des biens, services et construction: Specified herein. Précisé dans les présentes.	

Instructions: See Herein

Instructions: Voir aux présentes

Delivery Required - Livraison exigée	Delivery Offered - Livraison proposée
Vendor/Firm Name and Address Raison sociale et adresse du fournisseur/de l'entrepreneur	
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

RFI No. - N° de la DDR
F7013-190110/A

Amd. No. - N° de la modif.
004

Buyer ID - Id de l'acheteur
007MB

Client Ref. No. - N° de réf. du client
F7013-190110

File No. - N° du dossier
007mb.F7013-190110

CCC No./N° CCC - FMS No./N° VME

UNCLASSIFIED - NON CLASSIFIÉ

This Amendment number 004 is raised in order to answer questions from the industry as follows:

QUESTIONS AND ANSWERS:

Question #35:

Would Canada accept bids from a design firm located outside of Canada?

Answer #35:

Canada encourages Canadian entities to signal their interest in participating in the future procurement, however the current intention is to openly compete the Request for Proposal (RFP) for the MSMM Design. The goal of the RFI/A is to receive comprehensive feedback from the industry on various subject including this one. Once all the information is received by the stipulated closing date, Canada will analyse all information received before taking a final decision for the Design RFP.

Question #36:

It is not clear to us if we can participate in the RFI and later RFP as an European registered company or if 'the Industry' is defined as Canadian registered companies only. Could you please clarify?

Answer #36:

Canada encourages Canadian entities to signal their interest in participating in the future procurement, however the current intention is to openly compete the Request for Proposal (RFP) for the MSMM Design. The goal of the RFI/A is to receive comprehensive feedback from the industry on various subject including this one. Once all the information is received by the stipulated closing date, Canada will analyse all information received before taking a final decision for the Design RFP.

Question #37:

Will the concept and contract design phases be limited to Canadian design companies only?

Answer #37:

Canada encourage Canadian entities to signal their interest in participating in the future procurement, however the current intention is to openly compete the Request for Proposal (RFP) for the MSMM Design. The goal of the RFI/A is to receive comprehensive feedback from the industry on various subject including this one. Once all the information is received by the stipulated closing date, Canada will analyse all information received before taking a final decision for the Design RFP.

Question #38:

How many Design House can we accommodate in our bidding?

Answer #38:

Until Canada has received and analyzed all information provided by industry under this RFI/A or possible subsequent RFIs, Canada will not make final decisions on the terms and conditions of the proposed Design Request for Proposal (RFP).

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004

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Question #39:

For the Procurement Strategies and Scenarios (slides 41, 42 and 43 of the Industry Day Presentation). It is not clear in any of the three options presented, where the roles and responsibilities of both the Design Authority and Design Agent reside. In order to ensure the integrity of the chosen platform over the in-service life of the vessels, it is recommended that the Design Authority remain with the provider of the chosen design. This is a lesson learned (with many items) which will manage the overall risk to the MSMM program. The Design Agent could also remain with the design provider or could be achieved through government engineering services. Can Canada clarify how these vital functions will be carried out in the MSMM program?

Answer #39:

CCG has developed the engineering capability to be the Design Authority, accountable for the vessel design of the MSMM program from concept design, contract design and other design phases as well as after vessel delivery for the life cycle material management.

CCG has not planned to retain the Design Agent as Design Authority during the new building phase for the life cycle material management of the MSMM program.

Question #40:

Canada's letter of interest F7013-190110/A Annex A, chapter 6.2 mentions ice class DNV-GL ICE-1B. This is a contradiction to the MSMM primary missions of icebreaking. Assistance from icebreakers is normally assumed when navigating in ice bound waters as per DNV-GL ship rules for ICE-1B.

In order to allow for icebreaking capabilities and additional safety of operation is Canada open for a specification as per the International Association of Classification Societies (IACS): Polar Class 6?

Answer #40:

Canada intends to have the MSMM vessel's ice performance designed to navigate in moderate first year ice conditions of 0.4m at 3 knots. MSMM vessels do not have the mandatory requirement for Polar Class capability, strength and construction.

ALL OTHER TERMS AND CONDITIONS REMAIN UNCHANGED.