



**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

Québec

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**

Ship Construction, Refit and Related  
Services/Construction navale, Radoubs et services  
connexes

11 Laurier St. / 11, rue Laurier

6C2, Place du Portage

Gatineau

Québec

K1A 0S5

<b>Title - Sujet</b> NEXT-ECS: Vessel Testing Platforms	
<b>Solicitation No. - N° de l'invitation</b> W8482-218019/B	<b>Amendment No. - N° modif.</b> 001
<b>Client Reference No. - N° de référence du client</b> W8482-218019	<b>Date</b> 2021-08-27
<b>GETS Reference No. - N° de référence de SEAG</b> PW-\$\$MC-035-28287	
<b>File No. - N° de dossier</b> 035mc.W8482-218019	<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> Eastern Daylight Saving Time EDT <b>on - le 2021-09-17</b> Heure Avancée de l'Est HAE	
<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> Roy, Tania	<b>Buyer Id - Id de l'acheteur</b> 035mc
<b>Telephone No. - N° de téléphone</b> (873) 355-3337 ( )	<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/</b> <b>de l'entrepreneur (taper ou écrire en caractères d'imprimerie)</b>	
<b>Signature</b>	<b>Date</b>

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W8482-218019/B  
Client Ref. No. - N° de réf. du client  
W8482-218019

Amd. No. - N° de la modif.  
001  
File No. - N° du dossier  
035mc.W8482-218019

Buyer ID - Id de l'acheteur  
035mc  
CCC No./N° CCC - FMS No./N° VME

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### **Solicitation Amendment 001**

This amendment is raised to:

- 1) Extend the solicitation closing date.
  - 2) Modify a technical requirement in the SOW and Evaluation criteria
  - 3) Answer Questions from potential Bidders
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#### **1) Extend the solicitation closing date:**

Delete:

Date closing: 2021/08/30 14:00 Eastern Daylight Time (EDT)

Replace with:

Date closing: 2021/09/17 14:00 Eastern Daylight Time (EDT)

#### **2) Modify a technical requirement in the SOW and Evaluation Criteria:**

Delete:

SOW – Section 2.2.1.1.4

- a. A sustained speed within the range of 14kts – 18kts (inclusive);

Replace with:

SOW – Section 2.2.1.1.4

- a. A sustained speed of no less than 12kts;

Delete:

Technical Criteria – MT2

- a. A sustained cruising speed within the range of 14kts – 18kts (inclusive);

Replace with:

Technical Criteria – MT2

- a. A sustained cruising speed of no less than 12kts;

Delete:

Technical Criteria – RT1

Related to MT2, a ranked scale will be used to allocate points to the bidder with a vessel with greatest fuel economy, when travelling at the defined cruising speed (14kts – 18kts inclusive).

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035mc  
CCC No./N° CCC - FMS No./N° VME

Replace with:

Technical Criteria – RT1

Related to MT2, a ranked scale will be used to allocate points to the bidder with a vessel with greatest fuel economy, when travelling at the defined cruising speed (no less than 12kts).

**3) Answer questions from potential Bidders:**

**Question 1:**

Annex A, Statement of Work, Section 2.2.1.1.3 (a) – *Capable of sustained maximum speed of, no less than, 30 kts, in sea state 3, as defined by the World Meteorological Organization (WMO);*

Bidder would like to understand why a 'sustained maximum speed of, no less than, 30 kts' is a requirement for this RFP. Bidder understands that during the RFI stage, the maximum speed was initially listed at '45 kts' and now has decreased. However, this speed requirement is still very restrictive for the local Atlantic / Eastern Canadian market. Because of this, and as it relates to Section 2.6 of the RFP, Bidder would request that this requirement either be explained as to why the RCN requires a maximum speed of 30 kts or change the sustained maximum speed to '15 kts' which would allow for other types of vessels to be offered for this requirement which would meet all other requirements and be incredibly well suited vessels to be utilized for this requirement.

**Response 1:**

In order for Canada to properly test and implement technology for the RCN, the requirement of the vessels, in which tests will be conducted, need to be as close as possible to the RCN fleet. For this reason, Canada will keep the maximum speed requirement at 30kts (approximately the maximum speed of the Halifax Class).

**Question 2:**

Annex A, Statement of Work, Section 2.2.1.1.4 (a) – *A sustained speed within the range of 14kts – 18 kts (inclusive);*

Bidder would like to understand why a 'sustained speed within the range of 14kts – 18kts (inclusive)' is required by the RCN. Most vessels in the area that could be offered top out at a maximum speed of 17 kts and being able to achieve 18kts is not possible. Please explain this requirement or please adjust to remove the need to hit 18 kts.

**Response 2:**

In order for Canada to properly test and implement technology for the RCN, the requirement of the vessels, in which tests will be conducted, need to be as close as possible to the RCN fleet. The vessel that is proposed to satisfy this criterion does not need to achieve a sustained speed of 18 kts, but rather a sustained speed 'within the range of 14kts – 18kts (inclusive)'. For example, a vessel that can sustain a speed of 14kts will satisfy this requirement, as it falls within that range.

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**ALL OTHER TERMS AND CONDITIONS REMAIN UNCHANGED.**