



**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

**RETURN BIDS TO:
RETOURNER LES SOUMISSIONS À :**

By e-mail to: - Par courriel au :
Tamana.Makhni@TC.gc.ca

Attention: - Attention :
Tamana Makhni

<p>Solicitation Closes - L'invitation prend fin</p> <p>At - à : 2:00 PM - 14:00</p> <p>On - le : 18 October 2021</p> <p>Time Zone - Fuseau Horaire : Eastern Standard Time (EST) Heure normale de l'Est (EST)</p>
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<p>Title - Sujet Development of Guidance Documents and Supporting Documents related to Higher Speed Rail operations-Class 6 and Higher</p>		<p>Amendment No. - N° modif. 1&2</p>
<p>Solicitation No. N° de l'invitation T8080-200093/A</p>	<p>Date of Amendment Date de modification 22 September 2021</p>	
<p>Address enquiries to : - Adresser toute demande de renseignements à : Tamana Makhni</p> <p>Telephone No. - N° de telephone E-Mail Address - Courriel 250-600-1295 Tamana.Makhni@TC.gc.ca</p>		
<p>Destination See herein - Voir aux présentes</p>		

Instructions: Municipal taxes are not applicable. Unless otherwise specified herein all prices quoted must include all applicable Canadian customs duties, GST/HST, excise taxes and are to be delivered Delivery Duty Paid including all delivery charges to destination(s) as indicated. The amount of the Goods and Services Tax/Harmonized Sales Tax is to be shown as a separate item.

Instructions : Les taxes municipales ne s'appliquent pas. Sauf indication contraire, les prix indiqués doivent comprendre les droits de douane canadiens, la TPS/TVH et la taxe d'accise. Les biens doivent être livrés « rendu droits acquittés », tous frais de livraison compris, à la ou aux destinations indiquées. Le montant de la taxe sur les produits et services/taxe de vente harmonisée doit être indiqué séparément.

<p>Delivery required Livraison exigée See herein - Voir aux présentes</p>	<p>Delivery offered Livraison proposée Not applicable - Sans objet</p>				
<p>Vendor/Firm Name and Address Raison sociale et adresse du fournisseur/de l'entrepreneur</p>					
<p>Person authorized to sign on behalf of Vendor/Firm (type or print): La personne autorisée à signer au nom du fournisseur/de l'entrepreneur (taper ou écrire en caractères d'imprimerie) :</p> <table> <tr> <td>Name - Nom</td> <td>Title - Titre</td> </tr> <tr> <td>Signature</td> <td>Date</td> </tr> </table>		Name - Nom	Title - Titre	Signature	Date
Name - Nom	Title - Titre				
Signature	Date				

THIS SOLICITATION AMENDMENT IS RAISED TO:

1. Provide clarification and answers to questions from potential suppliers; and
2. Amendment 1 extended the solicitation closing date and Amendment 2 now extends the solicitation closing date for a total of 5 weeks from September 13 to October 18, 2021.

QUESTIONS AND ANSWERS:

1. We understand that participation in this opportunity potentially exposes the proponent to key information and / or could influence the development of guidance processes and practices for trains operating at Class 6 or higher speeds in Canada. Would participation in this project have any conflict of interest implications with the VIA Rail High Frequency Rail project or other VIA Rail high-speed projects as referenced in Section 2.1 of the RFP document?

ANSWER: To clarify, it is assumed that the reference in the question is to Section 2.1 of Annex A – Statement of Work (SOW). With this in mind, Section 4.1.2.1 of Annex A – SOW indicates that, as part of the Literature Review Report #1, Transport Canada (in agreement with VIA Rail) will be supplying some preliminary work that VIA Rail has done for a future higher speed rail operation. As per any conflict of interest implications, Transport Canada (TC) does not see a conflict of interest as it relates to completing the work laid out in this contract. TC will be managing and supervising the specific work objectives of the SOW for this project with the goal of creating the required guidance documents for the overall, federally regulated railway industry in Canada – not just VIA Rail. It is expected that the contractor may factor in some of the work that VIA has done but must factor in more than this per the SOW.

2.

RFP Section	Question
<p>4.1.2 Task 1 – Requirements and Deliverables Subsection 4.1.2.1.3</p> <p>4.1.2.1.3 The existing documentation that the Contractor is to use for the Literature Review Report #1 must include, but is not limited to, information from the United States Federal Railroad Administration (FRA), American Railway Engineering and Maintenance-of-way Association (AREMA) and International Union of Railways (UIC) in Europe (France).</p>	<p>The RFP mentions Europe and in particular France in its Statement of Work section. While the UIC Headquarters is based in France, its railway standards are used in other parts of Europe (and other parts of the world) outside of France that also have systems that qualify as “higher” speed rail. Please clarify that the reference to UIC is intended to include experience from France and locations outside of France that rely on these standards.</p>

	<p>ANSWER: Yes, the reference to UIC is to the internationally recognized organization. The link to France was solely designed to indicate where UIC is headquartered.</p>
<p>2.0 Mandatory Technical Criteria and Table 2 Point Rated Technical Criteria</p>	<p>Can one individual be identified for more than one role?</p> <p>ANSWER: Yes, one individual can be identified for more than one role. It will still be up to the bidder to demonstrate that this individual meets the required experience for each individual criteria.</p>

3.

RFP Reference:	Question:
<p>P.1 Solicitation Close Date</p>	<p>In order to better be able to review the applicable documents and prepare the submission would an extension of (2) two weeks kindly be granted, to the submission close date?</p> <p>ANSWER: To support the industry in responding, the closing date will be extended by three (3) weeks</p>
<p>1.21. High Speed Rail Operations – Class 6 and Higher</p>	<p>Can Transport Canada confirm the highest class to be considered for the development of the Guidance Documents is class 9 or lower?</p> <p>ANSWER: TC's Track Safety Rules does not make reference to a maximum speed limit above class 5 track. For the purposes of this project, TC would limit the work to classes 6 to 9.</p>

<p>1.21. High Speed Rail Operations – Class 6 and Higher</p>	<p>Can Transport Canada confirm if the higher class is to be dedicated to high-speed passenger trains only?</p> <p>ANSWER: Currently, the only known interest in high speed trains is with passenger trains. Should consideration be made towards freight trains that may create changes to the guidance documents that will be generated from this contract, the Contractor must identify that in their work. Further, it should be noted though that the passenger trains may operate on rail lines that would have mixed traffic (passenger and freight) and that aspect will need to be considered in this work.</p>
<p>1.21. High Speed Rail Operations – Class 6 and Higher, inclusive in Ontario</p>	<p>Can Transport Canada confirm the development of the Guidance Documents, is limited to the Toronto-Ottawa-Montreal rail corridors?</p> <p>ANSWER: The guidance documents are intended for the entire Canadian, federally regulated railway industry, not just the Toronto-Ottawa-Montreal rail corridor.</p>
<p>3.4.A. Bidders must submit their financial bid in accordance with Attachment 1 to Part 3: Pricing Schedule; Tables: 2.1 Pricing Schedule, 3.1. Optional Phase 1 thru 3.5 Optional Phase 4</p>	<p>Are the pricing sheets available in an Excel format?</p> <p>ANSWER: No, they are not available in excel format. You can use you own template to submit your financial bid, as long as it contains the information we are requesting.</p>
<p>4.1.2 Financial Evaluation</p>	<p>Is there a maximum budget set by Transport Canada for these works?</p> <p>PROPOSED ANSWER: At present, there is potential flexibility on the budget. Ultimately, the selection of the winner bidder will be based on the results of the evaluation.</p>
<p>4.1.2.3.2 c) Guidance Document #1</p>	<p>Can Transport Canada confirm if both Diesel and Electric locomotives are to be considered in the development of the Guidance Document, or is it to be based on current diesel locomotive technologies?</p> <p>ANSWER: The Guidance Document should consider not just diesel locomotives but also other types of locomotives that may be used for high speed operations.</p>
<p>7.15 Post-Contract Award Meeting to be held at the Contractor's facility</p>	<p>Can Transport Canada confirm which cities in Ontario are acceptable to facilitate in-person meetings (if required)?</p> <p>ANSWER: If required, although unlikely, either Toronto or Ottawa, with a preference for Ottawa, could be locations for in-person meetings.</p>

Attachment 1 to Part 3 – Pricing Schedule 2. Period of the Contract	Can Transport Canada provide an anticipated Contract Award Date? ANSWER: Given existing timelines, it is anticipated that the contract will be awarded in December of this year. This is only an estimate.
7.15 Insurance	Can Transport Canada confirm that insurance requirements are limited to Professional Liability Insurance only? ANSWER: As per what is detailed in section 7.15 Insurance of the RFP it is up to the bidder to determine which insurance coverage is necessary to fulfill any obligation under this Contract which typically does include Professional liability insurance, and Commercial General Liability Insurance.

4. We understand from the request for proposal that Transport Canada is not seeking the insertion of corporate description of the firm submitting the proposal nor projects descriptions in addition to curriculum vitae for the required resources. Please confirm.

ANSWER: All the information to be provided is in TABLE A: REQUIRED FORMAT FOR DEMONSTRATING EXPERIENCE.

5. Can Transport Canada clarify how a proposed addition by a bidder of expertise/resources not listed in the resources, but that the bidder deem relevant, would be treated?

ANSWER: Transport Canada will only be evaluating on the criterion that has been identified in the RFP itself. Anything beyond those requirements would not be included in the selection process.

6. Please confirm that candidates identified as a 'M resource' can also be identified as a 'R resource'.

ANSWER: Yes, a candidate identified as a 'M' resource can, and would be anticipated to be a 'R' resource as well.

7. The description for the position R5 cumulates expertise of multiple resources (design, operations, other risks...). These are expertise that are usually not exhaustively found into a single resource. 2 questions:
a. Can the candidates under R5 be candidates proposed under the other M and/or R positions?

ANSWER: Yes, the candidates under R5 could be proposed under other 'M' and/or 'R' positions. It is up to the bidder though to demonstrate how they meet the requirements of each individual criteria.

- b. Can we identify multiple experts who, collectively (as opposed to individually), meet the requirements (in this case, please confirm how would the scoring be handled) ?

ANSWER: Should multiple experts be proposed for a criteria, the scoring would be based on the candidate that provides the greatest amount of experience for the individual aspect of the given

criteria. Specific to R5, the expertise revolves around conducting risk assessments with respect to higher speed rail systems.

- 8. It is assumed that for any resources outside Canada, no in-person meeting in Canada would be required and that all meetings can be done remotely using existing technologies. Please confirm.

ANSWER: This is correct, in-person meetings are not required and all meeting can be done remotely using existing technologies.

9.

RFP Section	Question
Section 3.3 A	<p>Should Bidders be including an "Understanding of the Requirements" in their response? Section 3.3 A indicates that "In their technical bid, Bidders should demonstrate their understanding of the requirements contained in the bid solicitation and explain how they will meet these requirements. Bidders should demonstrate their capability in a thorough, concise and clear manner for carrying out the work". This requirement, however, is not included in the Mandatory or Point Rated Technical Requirements. Please confirm whether this requirement is to be included in our response.</p> <p>ANSWER: The technical bid encompasses everything including the mandatory and the point-rated requirements. By responding to the mandatory and point-rated technical criteria as outlined in TABLE A: REQUIRED FORMAT FOR DEMONSTRATING EXPERIENCE, it will demonstrate whether or not the bidder has an understanding of our requirement.</p>

<p>Mandatory and Point Rated Technical Requirements</p>	<p>Similar roles identified in the Mandatory and Point Rated Technical Requirements have different minimum requirements.</p> <p>For example, for M4, the “Bidder must include at least one proposed resource that has a minimum of five (5) years of experience in the last eight (8) years in the operating system required for higher speed rail” and for R2, “the Bidder should include at least one proposed resource that has at least six (6) years of experience in the last eight (8) years in the operating system required for higher speed rail.”</p> <p>Also for M5, “Bidder must include at least one proposed resource that has a minimum of five (5) years of experience in the last eight (8) years in the evaluation or qualification of railway equipment/rolling stock used in higher speed rail systems” and for R3, “the Bidder should include at least one proposed resource that has at least six (6) years of experience in the last eight (8) years in the evaluation of railway equipment/rolling stock used in higher speed rail systems.”</p> <p>Should these requirements be the same for the Mandatory and Point Rated Technical Requirements, and if so, what are the requirements?</p> <p>ANSWER: For requirements that have similar roles, the Mandatory requirements set out the minimum experience required whereas the Rated requirements set out the additional years of experience being sought. The bidder will get points towards the evaluation scoring for those additional years of experience beyond the minimum requirements, as stipulated in Basis of Selection.</p>
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10. In preparing our response, we have noted that on page 12 of 43 we are to include as part of the Evaluated Price Optional Phases (The sum of 3.1 to 3.5, excluding taxes). The details provided for 3.5 on page 14 of 43 are identical to those provided for 3.4 on the prior page. Was this intended to be a unique optional phase 5 from September 1, 2025 up to and including August 31, 2026?

ANSWER: Yes, you are correct, the optional phase 5 would run from Sept 1, 2025 to Aug 31, 2026. The RFP will be corrected accordingly.