

Question	Official Response
<b>Will the main crane be replaced as part of VLE?</b>	Yes, the 40 tonne crane will be replaced.
<b>Where will vessel be viewed?</b>	St.John's, Newfoundland
<b>Is 365 day warranty on Labour and Material?</b>	The 365 day warranty is on equipment failures and hull coatings. Details will be provided in the RFP.
<b>When we say 'contractor conducts sea trials' does that mean executing the SATs or providing a contractor crew to take the ship to sea as well.</b>	Yes, CCG to take vessel to sea to test performance of equipment. CCG will provide the crew.
<b>Will No Substitute List Items be part of the bid evaluation price? Concern is that bidders may not be treated equally by Canada's directed supplier</b>	Yes, the bid price must include identified no-substitute items, noting that Canada identifies part numbers for the no-substitute equipment, but does not direct bidders to specific suppliers.
<b>For the supporting PM team, do they all have to be different individuals as well?</b>	Yes, the individuals identified for the Project management team as well as the engineering resources must be all different individuals.

<p><b>The selection is currently based on lowest price, including life cycle cost. This requires bidders to select the complete equipment package, including the SSI for the propulsion system prior to contract award. This locks both CCG and the winning yard, prior to the conduct of any engineering. Or, is it the intent that the yard is expected to have to pay for a huge amount of engineering as part of the bid cost. This creates greater risks. Has CCG/PSPC given this any consideration? Why is this approach being taken instead of doing initial design and equipment selection first and then providing a package to yards to bid?</b></p>	<p>An RFI was posted to gather input regarding the bundling procurement approach. PSPC took into account the feedback in the development of the procurement strategy, and has considered the effort required for bid preparation.</p> <p>The approach mitigates risks in that the bundling of equipment with the subsequent VLE promotes end-to-end ownership and familiarity of the requirement.</p> <p>There is a 5-6 month period to prepare the bids and to contact suppliers/engineering firms/sub-contractors using the specifications, for input and quotations required to submit pricing.</p> <p>Detailed engineering is expected to be conducted during the Initial Work Period, prior to the VLE Work Period.</p>
<p><b>Can you speak to any Canadian Content Value requirement? Does this apply to either the contractor, or tier 1 suppliers?</b></p>	<p>Shipbuilding and repair is exempt from the Canadian Content Policy. The sourcing strategy relating to this procurement will be limited to Canadian suppliers, and the VLE work must be carried out at a docking facility located in Eastern Canada.</p>
<p><b>The Shipyard experience is very focused on the contractors overall capability; whereas the criteria for the Engineering Integration work is much more focused on individual capability (i.e. Resume / CV based). Does Canada intend to evaluate the contractors overall capability to deliver engineering integration projects?</b></p>	<p>The proposed engineering firm must demonstrate and support previous experience in conducting vessel integration work involving larger equipment installations. Note that not all of the details were elaborated on during the presentation; general information was provided. Integration engineering is also evaluated based on the CVs of the supporting resources and the shipyard's previous experience in carrying out refits.</p>

<p><b>In the initial work period of 8 months, some of the items are highly specialised (gear boxes) has the timeline for LLI considered the feasibility of procuring said items in this 8 month schedule?</b></p>	<p>The longer lead items are not expected to all come in during the 8 month Initial Work Period. There is a subsequent 16 month installation period (Vessel Work Period) and it is assumed that delivery and installation of the long lead items can take place within the 24 month window.</p>
<p><b>Is there any requirement for green(er) fuel use/hybrid propulsion solutions?</b></p>	<p>The Tier 2 specified is a significant improvement over existing equipment. However, if a supplier can provide a Tier 3 solution that will fit in the existing ship envelope and meet all mandatory requirements, it will be evaluated accordingly.</p>
<p><b>How is the accuracy of the total life cycle cost presented by bidders verified?</b></p>	<p>It will be verified by supporting documentation provided by the manufacturer. The documentation must be published information. Additional details will be provided in the RFP.</p>
<p><b>Does this VLE project fall within NSS, is there a minimum \$ value for ITB requirements, ie 0.5% of the bid?</b></p>	<p>Yes the VLE project falls under the National Shipbuilding Strategy. <i>The Industrial and Technology Benefits Policy</i> does not apply to the contract because its estimated value is below the threshold for applicability on Canadian Coast Guard procurement. <a href="https://www.ic.gc.ca/eic/site/086.nsf/eng/home">https://www.ic.gc.ca/eic/site/086.nsf/eng/home</a></p>
<p><b>Aspects of the Total Life Cycle Cost may have a significant dependency upon how the system is integrated into the vessel (e.g. Major Overhauls could be very different depending on how the system is integrated). Is it expected that the Contractor have an initial integration solution to support thier bid estimate?</b></p>	<p>The bidder will need to determine the all inclusive price of a solution that satisfies all of the items in the Statement of Work, including the purchase of the driveline equipment and its integration into the vessel.</p>

<p><b>Given the vessel's home port of St.John's, must the engineering deliverables be authenticated (stamped) by engineers registered in NL?</b></p>	<p>Any provincial or territorial engineering body in Canada is acceptable.</p>
<p><b>Is there an advantage of an IMO Tier III engine without after treatment versus an older Tier II.</b></p>	<p>The Tier 2 specified is a significant improvement over existing equipment. However, if a supplier can provide a Tier 3 solution that will fit in the existing ship envelope and meet all mandatory requirements, it will be evaluated accordingly.</p>
<p><b>Will any companies that assisted with the spec preparations be allowed to participate in the VLE contract?</b></p>	<p>Bidders will need to comply with article 18 Conflict of interest — unfair advantage, of the Standard Instructions - Goods or Services - Competitive Requirements.  <a href="https://buyandsell.gc.ca/policy-and-guidelines/standard-acquisition-clauses-and-conditions-manual/1/2003/25#conflict-of-interest">https://buyandsell.gc.ca/policy-and-guidelines/standard-acquisition-clauses-and-conditions-manual/1/2003/25#conflict-of-interest</a></p>
<p><b>How is project success to be measured? Is there an incentivization model proposed?</b></p>	<p>No incentivized models have been included in the solicitation.  Project success is measured by adherence to schedule, cost, quality of work and overall performance.</p>