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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
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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. 010
Client Reference No. - N° de référence du client F7013-190110	Date 2021-11-05
GETS Reference No. - N° de référence de SEAG PW-\$\$MB-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 Standard Time EST on - le 2021-11-30 Heure Normale du l'Est HNE	
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.
010

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 no. 010 is raised in order to answer questions from the industry as follows:

QUESTIONS AND ANSWERS:

Question #45:

In reference to the RFI - Annex C, Question #2: There seems to be a long-time interval between Contract design award (Fall 2022) and construction contract award (Fall 2024) in the proposed scope and schedule of the MSMM Vessel project. Could this interval be shortened?

Answer #45:

Canada welcomes industry feedback on ways to shorten this interval.

Question #46:

In reference to the RFI – Annex C, Question #7: At the end of a long design process, even with the best effort made to stay under the limit, the vessel design may be over the lightship weight benchmark for a very good reason. In this situation what will Canada do?

Answer #46:

Until Canada has completed its analysis of all information received by industry, including additional engagement(s) with industry if necessary to refine its procurement strategy for the MSMM vessel, Canada will not be providing additional information on the 1000T limit.

Question #47:

In reference to the RFI - Annex C, Question #8: It is recommended that Canada identify early in partnership with the contractor, its requirement for an ILS package, both from a breadth and depth perspective. Will the ILS information be required to develop the training packages for the crew? How will ILS information be used while the vessel is in service?

Answer #47:

The ILS training requirements will be clearly describe in the relevant procurement process.

Question #48:

In reference to the RFI - Annex C, Question #9: What extent or to what detail is the 3D model to be developed?

Answer #48:

The requirements for the 3D model will be clearly described in the relevant procurement process.

Question #49:

In reference to the RFI - Annex C, Question #9: Final “as-fitted” 3D model can require extensive effort and budget depending on the end use requirement of the model. For example, will the requirements be for a “class” model or vessel specific model?

Answer #49:

The requirements for the 3D model will be clearly described in the relevant procurement process.

RFI No. - N° de la DDR
F7013-190110/A

Amd. No. - N° de la modif.
010

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

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Question #50:

In reference to the RFI – Annex C, Question #15: Is the goal to have reduced fuel consumption, lower greenhouse gas emissions, less noise, better seakeeping etc.?

Answer #50:

These objectives of adapting green technologies and innovations will be clearly described in the relevant procurement process.

Question #51:

In reference to the RFI - Annex C, Question #24: How comprehensive will be the computer-based training solutions for new ship construction? Is it Integrated bridge/watch crew training, or individual operator/maintainer training?

Answer #51:

The detailed training requirements will be clearly describe in the relevant procurement process.

Question #52:

In reference to the RFI - Annex C, Question #28: Why are there only 2 concept designs? Can there be more? Why not invite a design consortium at the start for example can the shipyard be the design agent?

Answer #52:

Canada's aim is to obtain the best and most optimal design for the MSMM. Canada is currently reviewing all suggestion provided by interested respondents and as such it invites industry to provide options on how to best achieve these aims.

Question #53:

In reference to the RFI - Annex C, Question #39: Option 2: Design ownership – concept design is about having a lot of balls up in the air and juggling them rapidly, can the supporting studies really be that adaptive/flexible, who makes the design decisions?

Answer #53:

The goal of this option is to engage expert firms in the concept design to provide opportunity for innovation and efficiency. Supporting studies by external firms would present information to CCG with design decisions being made by CCG's engineering team in consultation with industry experts.

Question #54:

In reference to the RFI - Annex C, Question #39: If CCG are developing a concept design (as outlined in Option 1, 2, & 3) how is the technical risk managed as the design matures in the Contract design and Construction stages? Will the selected designer be required to accept the assumptions and technical developments provided by CCG?

Answer #54:

The design activity by CCG will establish the validated Design Requirements specified as part of the Design contract for the MSMM. The Contract Designer must develop a design solution that fully meets the technical requirements provided by CCG.

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Question #55:

In reference to the RFI - Annex C, Question #41: Key Design Criteria for the Modularity should be considered. Most likely the Modules will be added at later stage. Who and how will handle design and construction of those special purpose modules?

Answer #55:

The procurement strategy for the modules has not yet been determined.

Question #56:

Would Canada consider use of a proven existing design as the starting point for the conceptual validation and procurement of the MSMM?

Answer #56:

Canada recognises that there could be a significant positive impact on the project risk, schedule and cost if a proven design can be efficiently and effectively adapted to meet the operational requirements of the MSMM. Canada would be opened to Industry's recommendations on this matter. Any information can be provided to the Contracting Authority prior to the RFI/A closing date of November 30th, 2021.

ALL OTHER TERMS AND CONDITIONS OF THIS REQUEST FOR INFORMATION REMAIN UNCHANGED.