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**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

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Title - Sujet High Frequency Rail (HFR) High Frequency Rail (HFR) - RFEOI	
Solicitation No. - N° de l'invitation T8128-210188/A	Amendment No. - N° modif. 003
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File No. - N° de dossier nb003.T8128-210188	CCC No./N° CCC - FMS No./N° VME
Solicitation Closes - L'invitation prend fin at - à 03:30 PM Eastern Daylight Saving Time EDT on - le 2022-05-31 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"/>	
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AMENDMENT #03

This RFEOI Amendment # 03 is raised to:

To post the information session Questions and Answers held on April 6, 2022

Information Session Questions & Answers

Question		Answer
1	Will this slide deck be shared following the meeting?	The video presentation of the information session is available on the HFR website (tgf-hfr.ca). The presentation deck has also been published by PSPC as an amendment to the Request for Expression of Interest (RFEOI).
2	Is there any local content requirement for the rolling-stock? If so, how much?	The HFR Project, by its nature, will have significant economic benefits for Canada, both in construction and operations activities. Specific project requirements will be made available during the future phases of the procurement process (RFQ and RFP).
3	Would you consider other technology for the traction such as hydrogen solution? If so, would hydrogen production facilities be part of the project?	As indicated in the RFEOI, the technology being contemplated is electrification for the majority of the alignment. At this time other alternatives are not being considered.
4	Where will the RFQ be available, once it is released?	It is expected that the RFQ would only be issued on canadabuys.canada.ca, the SAP Ariba system. All participants are encouraged to register right away to canadabuys.canada.ca to ensure they have access. Instructions are attached to the RFEOI. Participants who already have a SAP Ariba account may use it to register for

Question		Answer
		federal opportunities in canadabuys.canada.ca .
5	Can you confirm that the participation of rolling stock and system providers isn't forecast during the Procurement Phase?	This is a correct interpretation of the RFEOI document, the rolling stock and systems providers are not currently anticipated as being evaluated by Canada at the RFQ stage. The intent of this approach is to align the evaluation of general contractors and suppliers, including rolling stock and system providers, at the stage of the project when they will be most engaged. This would avoid the need to tie them exclusively to specific teams at the RFQ stage. Section 6.3 of the RFEOI indicates which entities Canada anticipates evaluating at the RFQ stage. Canada is interested in receiving input on this approach as part of RFEOI responses, to inform future stages of procurement.
6	What would happen with the new fleet delivered or yet to be delivered, which is not electrified?	Canada will work with the Proponents during the RFP and ultimately with the Private Developer Partner through the Co-Development Phase to assess the rolling stock requirements for the project. This will include rolling stock requirements for both Local Services and HFR Services and the use of the new Siemens fleet as part of the new integrated service. It should be noted the new Siemens fleet has the potential to be converted to be bi-modal (both electric and diesel).
7	Has a ridership study been carried out for this project? By whom? What do the results show? Do the revenues cover the operating costs? Do they allow a return to investors that would provide capital?	An Investment Grade Ridership study has been undertaken by the advisors to the Integrated HFR Project Team and will continue to be updated. It was performed by Steer Davies Gleave North America Inc. The report will be made available to Proponents during the RFP stage as part of a data room.

Question		Answer
8	The project scale of HFR is massive and somehow larger than another upcoming railway project in Canada, Regional Express Rail (RER), in which for RER the market players believe it is too large and slightly hesitate to take part. To avoid recurrence, will you consider that HFR can be split into more manageable sizes?	Given the size and complexity of the HFR Project, it is anticipated that the Private Partner will subdivide and procure construction work into phases or packages as they see fit under certain contracting parameters set by Canada. Canada is aware of the challenges that arise when executing a linear infrastructure project of this size and scale particularly in areas such as utility relocations, permitting, site conditions and third-party interfaces. Canada is currently exploring various options to ensure fair and optimal risk allocation for a project of the size and complexity of the HFR Project. It is expected that the RFP stage and Co-Development Phase will allow for a collaborative approach to risk management and allocation. Canada is interested in receiving input on this approach as part of RFEOI responses to inform future stages of procurement.
9	Will transit oriented design (TOD) be introduced and become a separate part of the project?	As detailed in the RFEOI, Canada expects that the infrastructure developer and railway operator will be a member of the Private Developer Partner, particularly from an early stage to enable integration of infrastructure planning, including potential TOD opportunities. Canada expects to provide more information about TOD during future procurement stages. Canada is interested in receiving input on this topic as part of RFEOI responses to inform future stages of procurement.
10	Is Canada planning to allow for Commercially Confidential Meetings with Interested Parties prior to May 31, or shortly thereafter?	Canada intends to hold Commercially Confidential Meetings during the RFP stage of the procurement, the process for which will be described in the RFQ and RFP documents. As part of the RFEOI process, Canada is intending to reach out to Interested Parties in relation to their

Question		Answer
		responses to the RFEOI, as appropriate and if needed, to seek further clarification.
11	What is VIA Rail's role during and post Co-Development stages?	Canada will be creating a wholly-owned subsidiary of VIA Rail. Canada's intent to do so was described in RFEOI. This new entity is being established for the purposes of developing and implementing the HFR Project on behalf of the Minister of Transport, including managing the Pre-Development Agreement during the Co-Development Phase. VIA Rail, the parent corporation, will also be providing advice and information on the technical and operational aspects of passenger railway services throughout all phases of the project. More information on VIA Rail's role will be provided in the future stages of the procurement.
12	Major construction companies will need to be involved in such a project. However, the procurement process seems to exclude them from participation in the early stages. What are the views of the Integrated HFR Project Team on this matter?	The intent of this approach is to align the evaluation of general contractors and suppliers, including rolling stock and system providers, at the stage of the project when they will be most engaged. This would avoid the need to tie them exclusively to specific teams at the RFQ stage. Section 6.3 of the RFEOI indicates which entities Canada anticipates evaluating at the RFQ stage. Canada is interested in receiving input on this approach as part of RFEOI responses, to inform future stages of procurement.
13	Are Ineligible and Restricted Parties currently aware that they are included on those lists?	More information on Ineligible and Restricted Parties will be released with the RFQ. Canada expects to release a list of intended Ineligible Parties and Restricted Parties in advance of the RFQ. Canada is aiming to minimize the number of Ineligible Parties by actively seeking mitigation measures to ensure a competitive landscape for the procurement. As Canada identifies potential Ineligible or Restricted Parties, it will communicate this with those

Question		Answer
		specific parties prior to adding them to the list. It is expected that this list be evergreen and will continue to be developed over time. Any subsequent updates would be communicated through the RFQ and RFP documents, and subsequent amendments thereto, as applicable.
14	What criteria have been and will continue to be used to determine Ineligible Parties?	Ineligible Parties will be identified to ensure the integrity of the procurement process. Ineligible Parties will include parties that, by virtue of their involvement in the HFR Project, are not eligible to participate as a team member or advisor to a Respondent team or Proponent team. This will include the parties named, their representatives and any of their subcontractors, advisors, consultants or representatives that are engaged with respect to the HFR Project. If a firm believes it should not be ineligible, there will be a process for discussion and consideration. Additionally, there is an independent Fairness Monitor that is engaged for this process, who will also flag any fairness issues identified throughout the process.
15	Could you please expand on the current advancement of planning for the alignment? Has an alignment for all segments of the HFR line been chosen (brownfield versus greenfield)? Or will the alignment only be confirmed during the Co-Development Phase.	Given the project is in the early stages of development, Canada welcomes the expertise of the private sector in developing and shaping the HFR Project, including the alignment, to maximize potential Project Outcomes. That said, the information on the corridors across various segments studied to date will be available to Proponents in the RFP stage as a part of a data room. The objective of this approach is to provide the Private Developer Partner with the opportunity to help shape the specifications of the HFR Project that they would ultimately operate and maintain. Further details about the alignment will be provided at future stages of the procurement.

Question		Answer
16	Who will set fares for both HFR Services and the integrated Existing VIA Services?	It is anticipated that the Private Partner will have the ability, within the parameters of the HFR Project requirements, to set train schedules, fare strategies and service standards for existing Local Services and new HFR Services, operating the Corridor as an integrated network. It is expected that there will be certain minimum service requirements for operations in the Corridor. Approaches to measure and manage performance during the operating period will be provided to the Private Partner and balanced with revenue management risk transfer and customer service expectations. Canada expects to inform certain high level parameters related to rate policy to meet objectives related to fare equity, which will be further described in the RFP stage.
17	Will segmented revenue service as constructed be allowed?	Revenue entry to service will be discussed during the RFP stage with Proponents, and Canada will work with Private Developer Partner during the Co-Development Phase to finalize the approach.
18	Can the proposed system have higher speed than the said 200km/h?	Canada has established Project Outcomes, which are minimum requirements, and will share more detailed information during the RFQ and RFP stages. Project Outcomes detailed in the RFEOI are preliminary and are not intended to act as a constraint on future HFR Project development. Canada expects the Project Outcomes to be achieved or exceeded by Proponents when developing their RFP Proposals, and by the Private Developer Partner when finalizing its solution during the Co-Development Phase. This means that higher speeds in certain segments may be considered if they represent good value for Canadians.
19	Will the Federal Impact Assessment be able to take into account various alignment options	More details about the process of the Federal Impact Assessment will be outlined

Question		Answer
	considering constraints such as land acquisitions and host railways?	in the RFQ and RFP. The Integrated HFR Project Office is currently engaging in pre-planning in anticipation of the Impact Assessment process and has begun targeted outreach with communities and has initiated engagement and consultations with Indigenous people.
20	Will there be any incentive to provide schemes that better travelling experience to passengers (i.e. shorter travelling time)?	Canada expects the Project Outcomes to be achieved or exceeded by Proponents when developing their RFP Proposals, and by the Private Developer Partner when finalizing its solution during the Co-Development Phase. The procurement documents will be structured to promote solutions that will achieve or exceed Project Outcomes.
21	During the Procurement Phase (RFQ and RFP) do you intend to provide a stipend?	No stipend will be paid for participation in the RFQ stage. However, for the RFP stage, the Proponents that comply with specified deliverables will be eligible to receive Proposal Development Fees. More information can be found in section 8.3.3 of the RFEOI.
22	When will the list of Interested Parties that have submitted responses to the RFEOI be published?	Canada is not planning on releasing the list of parties who have responded to the RFEOI.
23	The RFEOI asks about the potential involvement of the CIB. At what point will a decision be made about its involvement?	The final negotiations of CIB facilities, as well as the associated terms and conditions, will be determined during the Co-Development Phase. At that point, the CIB's final investment decision will be contingent on approval by its Board of Directors. Until then, the CIB will continue to act as an advisor to Canada throughout the Procurement and Co-Development Phases.
24	Taking revenue risk is a big ask of the private sector and not something that has been well received in other past Ontario Alternative	How much government support is required and how much farebox risk is transferred to the Private Partner will be determined during

Question		Answer
	Financing and Procurement (AFP) projects. Will there be any mechanism to backstop the limit of this risk transfer and provide comfort to the private sector for something they have limited control over?	the RFP stage and refined in the Co-Development Phase. More information about the proposed deal structure will be provided in future stages of the procurement.
25	Given the time it takes to get the security clearances, do you anticipate issuing the level required ahead of the RFQ?	The HFR Project will represent a significant infrastructure asset for Canada and will be subject to security requirements, which are currently being assessed. Canada is planning to provide a summary of the security requirements for the different phases of the HFR Project in the RFQ document. Potential bidders are encouraged to visit the website provided in Section 8.5 of the RFEOI to learn more about the security program for contracting with the Government of Canada, particularly for new suppliers to Canada and foreign suppliers, where more complex processes may apply.
26	Will any previous studies with regard to HFR be made available, and at what time?	The RFQ and RFP will provide more information about the HFR Project, and relevant studies performed by Canada. These studies will be made available during the RFP stage as a part of a data room.
27	Could you clarify what a Class 2 Value is?	Please refer to the definition of Class 2 Cost Estimates provided in section 11 of the RFEOI.
28	How and when will the transfer of the operations from VIA Rail to the Private Partner happen?	It is expected that Existing VIA Services within the Corridor will be transitioned to the Private Partner following Financial Close of the Project. Details on the transition of current VIA operations in the Corridor will be detailed in the RFQ and RFP documents. The transition of Existing VIA Services will be undertaken in accordance with a change management strategy that will be jointly developed by Canada and the Private Partner with the objective of minimizing impacts for current VIA Rail employees

Question		Answer
		dedicated to the Corridor, as well as to respect existing collective agreements through the process. The exact timing after Financial Close has yet to be determined.
29	Can Via Rail be one of the Consortium members of the PDP?	No, VIA Rail cannot be a consortium member. Canada is creating a wholly-owned subsidiary of VIA Rail to manage the Pre-Development Agreement during the Co-Development Phase.
30	Would there be a stipend for contractors and suppliers to bid to the PDP?	No stipend will be paid for participation in the RFQ stage. However, for the RFP stage, the Proponents that comply with specified deliverables will be eligible to receive Proposal Development Fees. More information can be found in section 8.3.3 of the RFEOI. For the Co-Development Phase, Canada is planning to make regular payments to the Private Developer Partner associated with the work performed during this phase. More information will be provided in the RFP document.
31	Is previous experience of intercity operations a mandatory requirement or is commuter operational experience sufficient?	The specific requirements will be detailed in the RFQ and RFP documents. It is not anticipated that experience on intercity operations would be a mandatory requirement for participation in the procurement process. However, Canada expects to include point-rated criteria that would seek a PDP with experience in infrastructure development, with prior experience developing intercity or commuter passenger railways, as well as experience with railway operations, including experience operating an intercity railway, as detailed in Section 6.3 of the RFEOI. Further, Canada expects to be looking for previous experience with large, transformative passenger rail projects to help Canada develop a transportation system that maximizes passenger trips in an efficient manner that will promote long-term

Question		Answer
		revenues and profitability. Canada continues to refine its intended evaluation strategies and will communicate its intended evaluation criteria in the RFQ and RFP documentation, which is subject to change from anticipated requirements indicated here or in the RFEOI.
32	Will the new HFR Services be expanded into Southwestern Ontario?	HFR Services would complement and be integrated with Existing VIA Services in the full Windsor - Québec City Corridor and the Private Partner would become responsible for the delivery of integrated operations in this Corridor and its Local Services and new dedicated HFR Services. Communities in Southwestern Ontario will benefit from the new express services planned for Toronto to Quebec City as passengers are expected to be able to connect to the new service via Local Services at Major Cities' stations. Looking forward, the Government intends to study options to extend HFR Services to Southwestern Ontario.
33	How will the Government of Canada work with Indigenous communities to ensure economic opportunities?	The participation of Indigenous Peoples is essential to the success of the HFR Project, and Canada will seek a Private Developer Partner that prioritizes and values meaningful relationships with Indigenous Peoples. For example, during the RFP stage, Canada is planning to evaluate the Indigenous participation plans of Proponents to encourage collaboration opportunities with Indigenous Peoples, businesses, communities, and organizations. The Integrated HFR Project Team has started engagement with Indigenous Peoples to make sure there is an understanding of expectations and views with regards to the HFR Project to ensure socio-economic development opportunities in the future stages of the Procurement and the Co-Development Phases.

Question		Answer
34	What is the schedule for this project? When will HFR be operational?	As with any large-scale infrastructure project, Canada is advancing using a phased approach to leverage the procurement process to gather information to inform the next steps and decisions to advance the project. Many steps remain to be completed before HFR would be fully operational, including the procurement process, the Federal Impact Assessment process, negotiations with host railways, construction, and assessing the rail safety regime. Indicative schedules will be provided as part of the RFQ and RFP documents, which will be further refined as the project advances. Canada is interested in receiving input on the schedule as part of RFEOI responses to inform future stages of procurement.
35	Given the scale of this project, are there concerns around supply chain?	Canada has done a series of market soundings that were conducted during the pre-RFEOI phase. These indicate there is market interest and capacity to take a project on of this scale. However, this is something that will evolve. Canada invites Interested Parties to provide their perspective through an RFEOI submission, including any steps that would be recommended for consideration, such as any limitation of capacity of the supply chain.
36	Will the rolling stock envisaged be of the push-pull type (Locomotives + cars) like the existing service or self-propelled units?	Canada will work with the Proponents during the RFP and ultimately with the Private Developer Partner through the Co-Development Phase to assess the rolling stock requirements for the project.
37	Very few elements are described in terms of actual technical significance, such as the route, the location of stops and decisions about technology. Can the government provide more information on the scope of the project?	This is intentional. Canada welcomes the expertise of the private sector in developing and shaping the HFR Project, including the alignment, to maximize potential Project Outcomes. That said, certain technical

Question		Answer
		information developed to date will be available to Proponents in the RFP stage as part of a data room. The objective of this approach is to provide the Private Developer Partner with the opportunity to help shape the specifications of the HFR Project that they would ultimately operate and maintain.
38	You mentioned that land studies and land ownership aspects will be dealt with after the choice of the PDP. Who will mark the level of discussions and commitments with the potentially impacted owners?	It is expected that Canada and the Private Developer Partner will work closely together during the Co-Development Phase to begin the process of acquiring the land rights required for the HFR Project, pending an impact assessment decision. Further details will be provided in the Request for Proposals.
39	Would electrification be also required on CN track?	Canada will work with the Proponents during the RFP and ultimately with the Private Developer Partner to advance the design of the project. Canada, in collaboration with the Proponents, the Private Developer Partner, and host railways, will assess interoperability of electrification to achieve or exceed Project Outcomes. More details will be provided during the future stages of the procurement.
40	Could you please expand on the types of parties that are envisioned to fill the infrastructure developer role in the PDP? Are these real estate developers?	As mentioned in Section 6.3 of the RFEOI, it is expected that the infrastructure developer will have prior experience developing intercity or commuter passenger railways. It is expected that the Private Developer Partner will leverage past experience to help Canada develop a transformative transportation system that maximizes passenger trips in an efficient manner that will promote long-term profitability. This would involve integrating a lifecycle planning approach into design development of the transportation system. As it would be necessary to engage and collaborate with multiple stakeholders to achieve success, it is expected that the Private Developer

Question		Answer
		Partner has extensive negotiation, collaboration and project management skills. Finally, the Private Developer Partner will also need to raise private capital to help fund and finance the construction of the project and manage operations and revenue risk during the operations phase. As a result, it would be necessary to demonstrate the ability and prior experience in raising significant private debt and equity on infrastructure projects.
41	Design and Technical expertise largely lies within the General Contractors and Systems Integrators/Systems suppliers. Are these capabilities part of the evaluation of the Developer Partner?	The intent of this approach is to align the evaluation of general contractors and suppliers, including rolling stock and system providers, at the stage of the project when they will be most engaged. This would avoid the need to tie them exclusively to specific teams at the RFQ stage. Section 6.3 of the RFEOI indicates which entities Canada anticipates evaluating at the RFQ stage. Canada is interested in receiving input on this approach as part of RFEOI responses, to inform future stages of procurement.
42	How does Canada expect the PDP to reach a mature design and Class 2 Cost Estimate (that enables raising of private capital) without the input from contractors and suppliers?	It is anticipated that the Private Developer Partner may engage with contractors, suppliers and advisors to develop a cost estimate as they see fit under certain contracting parameters set by Canada. The intent of this approach is to align the evaluation of general contractors and suppliers, including rolling stock and system providers, at the stage of the project when they will be most engaged.
43	Any idea of the Magnitude of the Cost of the project (O&M EXCLUDED)?	The HFR Project is still in the early stages of development. As key activities advance, such as engagement activities with communities, consultations with Indigenous people, ongoing negotiations with host railways, and further advancement of engineering and design, the Government

Question		Answer
		will continue to refine its cost estimates as the project is further defined.
44	The presentation noted that "GoC to maintain responsibility for "Payment Regime". What does this mean in the context of farebox revenues?	The Payment Regime refers to the financing and funding structure for the project during construction and operations. Details of the Payment Regime will be made available to bidders during the RFQ and RFP stages. How much government support is required and how much farebox risk is transferred to the Private Partner will be determined during the RFP stage and refined in the Co-Development Phase. More information about the proposed deal structure will be provided in the RFQ and RFP documents.
45	Will Canada adopt legislation to deal with the expropriation of land required for the HFR's land assembly requirements	Throughout the upcoming Procurement and Co-Development Phases, the Government of Canada will assess strategies to advance the process of acquiring land rights that are required for HFR, within the existing legislative and regulatory framework. With that said, the Government of Canada is committed to ongoing dialogue with key stakeholders, such as landowners, host railways, Indigenous stakeholders and communities, and provincial governments.
46	Do you anticipate train set manufacturers being part of the Private Developer Partner teams?	The intent of this approach is to align the evaluation of general contractors and suppliers, including rolling stock and system providers, at the stage of the project when they will be most engaged. This would avoid the need to tie them exclusively to specific teams at the RFQ stage. Section 6.3 of the RFEOI indicates which entities Canada anticipates evaluating at the RFQ stage. Canada is interested in receiving input on this approach as part of RFEOI responses, to inform future stages of procurement.

Question		Answer
47	It was mentioned that the Corridor will be electrified, but is there interest in off-wire capability (with batteries, H2, etc.)	As indicated in the RFEOI, the technology being contemplated is electrification for the majority of the alignment. At this time other alternatives are not being considered.
48	Would there be a scope to bring services from UK to Canada, such as the support of Site Access Control, Fatigue Management and reporting for live sites? If so where would we introduce our software and control room services?	Given the project is in the early stages of development, Canada welcomes the expertise of the private sector in developing and shaping the HFR Project to maximize potential Project Outcomes. The HFR Project allows the private sector to be involved in making decisions on design and operational choices that will maximize Project Outcomes.
49	Are you going to involve Independent Safety Assessment companies in the RFQ?	At this time, an Independent Safety Assessment company is not contemplated to be evaluated as part of the RFQ. Section 6.3 of the RFEOI indicates which entities Canada anticipates evaluating at the RFQ stage. Canada is interested in receiving input on this approach as part of RFEOI responses, to inform future stages of procurement.
50	Why is it not going to be Merx?	Canada no longer uses Merx as its official electronic tendering service. It is expected that the RFQ would only be issued on canadabuys.canada.ca, the SAP Ariba system. All participants are encouraged to register right away to canadabuys.canada.ca to ensure they have access. Instructions are attached to the RFEOI. Participants who already have a SAP Ariba account may use it to register for federal opportunities in canadabuys.canada.ca.
51	Which are the normatives you intend to apply to the project?	More information will be provided in the RFQ and RFP stages.

Question		Answer
52	Concerning Rolling Stock, are you going to have inspection services?	During the RFP stage, Canada will provide more information on safety and regulatory requirements.
53	Have renovated and new stations been identified?	Canada intends to provide a certain level of flexibility on which stations can be used by the new HFR services as long as they meet Project Outcomes. More information will be provided during the RFP stage.
54	At what point in procurement process will work undertaken to date as part of pre procurement work under the JPO and previous studies for VIA Rail - including reference/concept designs, city interfaces, ridership forecasts, asset condition etc - be made available to potential bidders	Background information, including relevant work and studies undertaken to date, will be made available to Proponents during the RFP stage as part of a data room.
55	At which procurement stage do you expect the construction contractors to be part of the Proponent team (after Co-Development Phase)?	The intent is to align the evaluation of general contractors and suppliers, including rolling stock and system providers, at the stage of the project when they will be most engaged. This would avoid the need to tie them exclusively to specific teams at the RFQ stage. Section 6.3 of the RFEOI indicates which entities Canada anticipates evaluating at the RFQ stage. Canada is interested in receiving input on this approach as part of RFEOI responses, to inform future stages of procurement.
56	Has an OCS design range been identified for use on this project? or will the range(s) differ within specific areas?	Given the project is in the early stages of development, Canada welcomes the expertise of the private sector in developing and shaping the HFR Project to maximize Project Outcomes. The HFR Project allows the private sector to be involved in making decisions on design and operational choices that will maximize Project Outcomes.

Question		Answer
57	Is it expected that full co development teams including architects and engineers are formed for the RFQ stage?	Section 6.3 of the RFEOI indicates which entities Canada anticipates evaluating at the RFQ stage. The RFQ will detail the requirements for Respondent teams at the RFQ stage and provide greater detail on expectations for Proponent teams and the Private Developer Partner team.
58	Is the PDP also expected to be the Private Partner during the project Execution Phase or is the PDP expected to select the Private Partner, but not be part of the execution?	It is anticipated that the Private Developer Partner would become the Private Partner following the Co-Development Phase, a positive final investment decision by Canada, and the successful execution of a Project Agreement.
59	Why is the project scope limited to 200 km/h trains? Why wasn't "true" high speed rail (300 km/h+) considered?	Canada has established Project Outcomes, which are minimum requirements, and will share more detailed information during the RFQ and RFP stages. Project Outcomes detailed in the RFEOI are preliminary and are not intended to act as a constraint on future HFR Project development. Canada expects the Project Outcomes to be achieved or exceeded by Proponents when developing their RFP Proposals, and by the Private Developer Partner when finalizing its solution during the Co-Development Phase. This means that higher speeds in certain segments may be considered if they represent good value for Canadians.
60	Is there any estimation of the financial engagement expected to be provided by the PDP?	The HFR Project is still in the early stages of development. As key activities advance, such as engagement activities with communities, consultations with Indigenous people, results from the ongoing negotiations with host railways, and further advancement of engineering and design, the Government will continue to refine its cost estimates and financing requirements as the project is further defined. At this point, it is premature to share orders of magnitude of cost estimates or capital requirements.

Question		Answer
61	What types (examples) of items are anticipated for the indicative pricing component of the RFP?	More information will be provided in the RFQ and RFP documents.
62	Have Cities on the HFR route been engaged to adjust their Urban Plans to maximize benefits to their Communities?	Canada is committed to ongoing dialogue with the public recognizing that the views of Canadians will be integral to the overall success of the HFR Project. Canada has initiated engagement and consultation activities on the HFR Project and will continue to engage Canadians and consult Indigenous peoples over the next several years. Since 2020-2021, the Joint Project Office has been engaging Indigenous peoples as part of preparatory work towards an Impact Assessment. Concurrently, the Joint Project Office also conducted a range of public engagement activities, including meeting with municipalities and Chambers of Commerce across Ontario and Quebec. Ongoing engagement and consultations activities would continue as preparatory work towards and during the Federal Impact Assessment Process
63	How are you envisaging to secure the commitment and the continuity of a Private Developer Partner involved in the Co-Development Phase, considering the need of still finalizing the agreement for the execution (construction and O/M) phase?	The Private Developer Partner will be compensated for works completed during the Co-Development Phase as per the terms of the Pre-Development Agreement, and it is expected that this would be commensurate with the level of effort involved during the Co-Development Phase within an established maximum amount. Payments are anticipated to be structured on a progress payment or milestone basis for eligible costs, the details of which will be defined during the RFP process, with elements expected to be integrated into the RFP evaluation process. It is anticipated that the Private Developer Partner would become the Private Partner following the Co-Development Phase, a positive final investment decision by Canada, and the

Question		Answer
		successful execution of a Project Agreement.
64	Is it anticipated that the PDP will have opportunities to pursue the construction phases of the project (similar to CMAR or other collaborative procurement models)?	As indicated in the RFEOI, given the size and complexity of the HFR Project, it is anticipated that construction work may be subdivided into phases or packages that are ultimately managed and competitively procured by the Private Developer Partner during the Co-Development Phase or by the Private Partner during the Execution Phase. To effectively engage the construction supply chain, the transaction will take into consideration private sector risk tolerance and constraints via a hybrid contracting approach that includes elements from fixed price, target price and cost-plus construction contracts. More information will be provided in the RFQ and RFP documents.
65	What happens if during the RFP phase it is clear that the role of Equity and Revenue risk is not viable? Will you then engage directly with General Contractors, Systems Integrators and Suppliers and Rolling stock suppliers in the Co-Development Phase otherwise the optimization of the Design versus Operations will not be achieved.	Canada is aware of the challenges that arise when executing a project of this size and scale. In this context, Canada is paying specific attention to appropriate risk allocation and mitigation strategies, alongside the Canada Infrastructure Bank which was created to manage and help de-risk project revenue risk in particular. How much government support is required and how much farebox risk is transferred to the Private Partner will be determined during the RFP stage and refined in the Co-Development Phase and will depend on the financial solution and structure developed alongside the Canada Infrastructure Bank.
66	On the RER project - it became clear that Revenue Risk or even Equity PPP was not a viable approach. What makes you think it will be viable for this project?	Canada has done a series of market soundings that were conducted during the pre-RFEOI phase. These indicate there is market interest and capacity to take a project on of this scale. However, this is something that will evolve. Canada is paying specific attention to appropriate risk allocation and mitigation strategies,

Question		Answer
		alongside the Canada Infrastructure Bank which was created to manage and help de-risk project revenue risk in particular. How much government support is required and how much farebox risk is transferred to the Private Partner will be determined during the RFP stage and refined in the Co-Development Phase and will depend on the financial solution and structure developed alongside the Canada Infrastructure Bank.
67	Is the intent to continue to use existing stations, ex. Union Station in Toronto, or build new ones?	Canada intends to provide a certain level of flexibility on which stations can be used by the new HFR Services as long as they meet Project Outcomes. More information will be provided during the RFP stage.
68	Are the existing union station in Toronto and Montreal Central Station required to be serviced as part of the HFR, or are alternative connections in Toronto and Montreal allowed?	Canada intends to provide a certain level of flexibility on which stations can be used by the new HFR Services as long as they meet Project Outcomes. More information will be provided during the RFP stage.
69	Is the intention to procure all external support through the PDP or will there be other procurements for technical advice and program delivery support to the expanded HFR Project Office for the Co-Development and Execution Phases?	As requirements are identified, Canada anticipates it would continue to procure external advisors with the expertise required to support the Integrated HFR Project Team and to enable Canada to be an efficient and effective counterparty to Proponents, the Private Developer Partner, and the Private Partner during the various phases of the project.
70	Would you be open to amend the project's path to exclude the PDP from operating the local service and the new line which would continue with VIA?	As indicated in the RFEOI, the operations of new HFR Services and Local Services will be treated as an integrated system for the entire corridor between Quebec City and Windsor. In this context, the Private Partner would be expected to provide operations and maintenance services for existing Local Services and new HFR Services. Canada is interested in receiving input on this

Question		Answer
		approach as part of RFEOI responses, to inform future stages of procurement.
71	At the RFEOI stage, will the "final" group already have to be formed with all the required skills or can we build our teams by Winter 2022? To clarify, can the RFEOI response be made by a single entity that has only certain competences?	Teams do not need to be formed at the RFEOI stage or to provide responses to the RFEOI. The RFQ will detail the requirements for Respondent teams at the RFQ stage and provide greater detail on expectations for Proponent teams and the Private Developer Partner team.

ALL OTHER TERMS AND CONDITIONS OF THE RFEOI REMAIN UNCHANGED.