



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

LETTER OF INTEREST

LETTRE D'INTÉRÊT

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

Title - Sujet Air Cushion Vehicle	
Solicitation No. - N° de l'invitation F7013-220301/A	Date 2022-06-09
Client Reference No. - N° de référence du client F7013-220301	GETS Ref. No. - N° de réf. de SEAG PW-\$\$MC-004-28702
File No. - N° de dossier 004mc.F7013-220301	CCC No./N° CCC - FMS No./N° VME
Solicitation Closes - L'invitation prend fin at - à 02:00 PM Eastern Daylight Saving Time EDT on - le 2022-07-28 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"/>	
Address Enquiries to: - Adresser toutes questions à: Dubé, Jonah	Buyer Id - Id de l'acheteur 004mc
Telephone No. - N° de téléphone (343) 541-6976 ()	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 See Herein – Voir ci-inclus	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	

REQUEST FOR INFORMATION AIR CUSHION VEHICLE FLEET REPLACEMENT FOR CANADIAN COAST GUARD

1. Background and Purpose of this Request for Information (RFI)

The Canadian Coast Guard (CCG) fleet of Air Cushion Vehicles (ACV) primarily supports the Search and Rescue (SAR), icebreaking and marine navigation services mandate in the Central Region, and the Western region. See Annex B for operational areas for both ACV bases in Vancouver and Trois-Rivières.

The ACV has the unique capability of navigating shallow waters and mudflats as it hovers on an air cushion above surfaces. This vehicle provides medium lift capability and access to areas inaccessible to all other vessels. As such, the ACV also conducts numerous secondary missions including support to law enforcement and response to emergency situations and natural disasters in cooperation with other federal, provincial, and municipal government agencies. For more information about the ACV visit the following web page: <https://inter-j01.dfo-mpo.gc.ca/fdat/vessels/98>.

The current ACV fleet is composed of 2 vehicles commissioned in 1998, one commissioned in 2008 and the last one commissioned in 2014. These vehicles have a relatively short in-service life expectancy due to their aluminum build and icebreaking core duty in harsh environment.

The CCG is beginning the procurement process for the replacement of its aging ACV fleet and is therefore seeking information on existing vehicles and proven designs. Understanding market availability of applicable and suitable technical solutions will be key to help shape the procurement strategy.

This RFI is a consultative initiative, led by PSPC, on behalf of the CCG, hereafter referred to as Canada. The purpose of this RFI is to achieve the following:

- Apprise potential bidders of the requirements of this project;
- Collect information regarding the technical feasibility of the requirements;
- Seek industry feedback to streamline the technical and solicitation requirements; and
- Seek costing information from industry for budgetary purposes.

Shipyards and ship designers are encouraged to respond. For shipyards, any proposed candidate vessel must be one that has been built and delivered to an external client.

2. Nature of Request for Information

This is not a bid solicitation. This RFI will not result in the award of any contract. As a result, potential suppliers of any goods or services described in this RFI should not reserve stock or facilities, nor allocate resources, as a result of any information contained in this RFI. Nor will this RFI result in the creation of any source list. Therefore, whether or not any potential supplier responds to this RFI will not preclude that supplier from participating in any future procurement. Also, the procurement of any of the goods and services described in this RFI will not necessarily follow this RFI. This RFI is simply intended to solicit feedback from industry with respect to the matters described in this RFI.

3. Nature and Format of Responses Requested

Respondents are requested to provide their comments, concerns and, where applicable, alternative recommendations regarding how the requirements or objectives described in this RFI could be satisfied. Respondents are also invited to provide comments regarding the content, format, and organization of any draft documents included in this RFI. Respondents should explain any assumptions they make in their responses.

- a) Cover Page: If the response includes multiple volumes, respondents are requested to indicate on the front cover page of each volume the title of the response, the solicitation number, the volume number and the full legal name of the respondent.
- b) Title Page: The first page of each volume of the response, after the cover page, should be the title page, which should contain:
 - i. the title of the respondent's response and the volume number;
 - ii. the name and address of the respondent;
 - iii. the name, address and telephone number of the respondent's contact;
 - iv. the date; and
 - v. the RFI number.
- c) Numbering System: Respondents are requested to prepare their response using a numbering system corresponding to the one in this RFI. All references to descriptive material, technical manuals and brochures included as part of the response should be referenced accordingly.
- d) Medium: It is preferred that responses be provided electronically by email.

4. Response Costs

Canada will not reimburse any respondent for expenses incurred in responding to this RFI.

5. Treatment of Responses

- a) Use of Responses: Responses will not be formally evaluated. However, the responses received may be used by Canada to develop or modify its procurement strategy, to assist in drafting performance specifications (which are subject to change) and for budgetary purposes.. Canada will review all responses received by the RFI closing date. Canada may, in its discretion, review responses received after the RFI closing date.
- b) Review Team: A review team composed of representatives of the CCG and PSPC will review the responses. Canada reserves the right to hire any independent consultant, or use any Government resources that it considers necessary to review any response. Not all members of the review team will necessarily review all responses.
- c) Confidentiality: Respondents should mark any portions of their response that they consider proprietary or confidential. Canada will handle the responses in accordance with the Access to Information Act.
- d) Follow-up Activity: Canada may, in its discretion, contact any respondents to follow up with additional questions or for clarification of any aspect of a response. Canada may, at its discretion, hold industry engagement activities (e.g. Industry Day, Industry one-on-one sessions) with Industry on this RFI. The date, time and location of any engagement activities, if required, will be published on BuyandSell.gc.ca at a later date. These engagement activities, if required, will provide interested vendors with an opportunity to seek clarifications on the objective and content of this RFI.

6. Contents of this RFI

- a) This RFI contains a High Level Mandatory Requirements document (Annex A). This document remains a work in progress and respondents should not assume that new clauses or requirements will not be added to any bid solicitation that is ultimately published by Canada. Nor should respondents assume that none of the clauses or requirements will be deleted or revised. Comments regarding any aspect of the draft document are welcome.
- b) This RFI also contains specific questions addressed to industry (Annex C).

7. Security Requirement

There is no security requirements associated with responding to this RFI. For more information about security requirements governing contracts, visit the Canadian Industrial Security Directorate website at <http://www.tpsgc-pwgsc.gc.ca/esc-src/index-eng.html>.

8. Enquiries

Because this is not a bid solicitation, Canada will not necessarily respond to enquiries in writing or by circulating answers to all potential suppliers. However, respondents with questions regarding this RFI may direct their enquiries to:

Contracting Authority: Jonah Dubé
E-mail Address: Jonah.dube@tpsgc-pwgsc.gc.ca
Telephone: (343) 541-6976

9. Submission of Responses

- a) Time and Place for Submission of Responses: Suppliers interested in providing a response should deliver it to the Contracting Authority identified above by the time and date indicated on page 1 of this document.
- b) Responsibility for Timely Delivery: Each respondent is solely responsible for ensuring its response is delivered on time to the correct location.
- c) Identification of Response: Each respondent should ensure that its name and return address, the solicitation number and the closing date appear legibly on the outside of the response.

ANNEX A

Air Cushion Vehicle

High level Mandatory Requirements

Vehicle Characteristics	Current ACV Vehicle	Candidate Vehicle
a. Length (Overall)	28.5m	No more than 29m*
b. Beam	12m	No more than 12m*
c. Air Draft (semi-submerged with mast down).	5.4 m	No more than 5.4 m*
d. Disposable load capacity	19 500 Kg	No less than 19 500 Kg
e. Endurance	1 day (12 hours) without resupply @ cruising speed	Min 1 day (12 hours) without resupply @ cruising speed
f. Speed	Cruising Speed 35-45 knots. Max. speed 50 knots	Cruising Speed no less than 35-45 knots.
g. Amphibious	Able to transit over different surfaces; earth, water or ice without having to change configurations. Able to clear obstacles of 0.75m above surfaces.	Must be able to transit over different surfaces; earth, water or ice without having to change configurations. Must be able to clear obstacles of 0.75m above surfaces.
h. Main deck space	40 m ²	No less than 40 m ²
i. Removable crane	Capacity 6 600 kg	Minimum capacity 6 000 kg
j. Maneuverability	Capable of turning within its own length	Must be capable of turning within its own length
k. Crewing complement (No berth)	8	No less than 8
l. Gradient	6% slope	No less than 6% slope
m. Sea state	Max 2.4m waves	No less than 2.4m waves
n. Operational outside Temperature	-30 to + 35 C	No less than -30 to + 35 C
o. Winds	35 knots (Gusts 45 Knots)	No less than 35 knots (Gusts 45 Knots)
p. Class & TC Req.	Home Trade II, TP 5579E	Home Trade II, TP 5579E

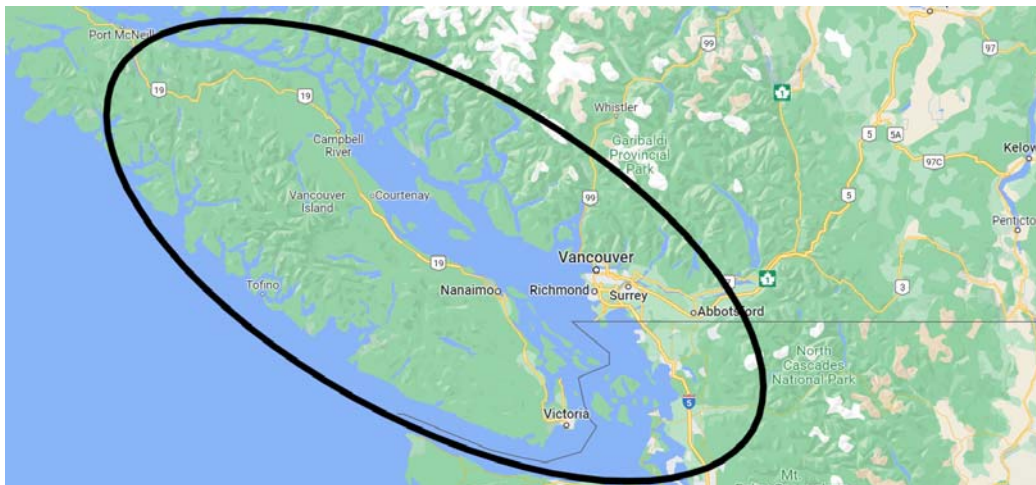
*Vehicle overall dimensions are limited by operational environment infrastructure and maintenance facilities.

ANNEX B

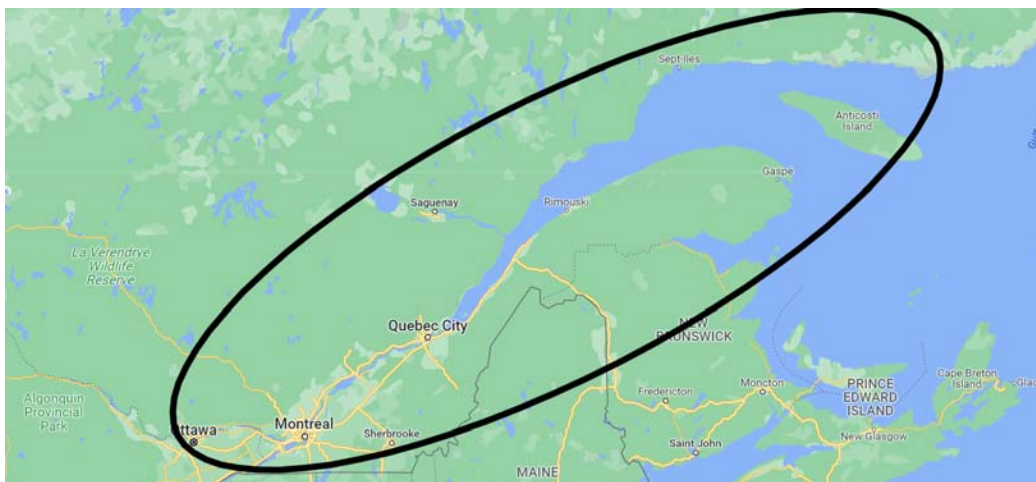
Air Cushion Vehicle

Areas of operation

Vancouver base



Trois-Rivières Base



ANNEX C

Air Cushion Vehicle

Questions to Industry

- A. Are you responding to this RFI as a shipyard or as a ship designer or both? Please provide a short description of your company, its facilities and locations, and the types of products and services it provides.
- B. Would your company be able to provide a candidate vehicle that meets the HLMRs described in Annex A? Please provide a description of your proposed vehicle.
- C. Are there any High Level Mandatory Requirements (listed at Annex A) that are not currently addressed by your proposed vehicle? If so, please identify them.
- D. Is the proposed vehicle currently deployed in countries that conduct activities similar to those described in this RFI? Are any countries in the process of procuring your proposed vehicle?
- E. Do you own the Intellectual Property (IP) to the design of the proposed vehicle?
- F. What considerations does Canada need to take into account in order to have sufficient IP access or licensing and access to TDP, specifications, plans and designs, to ensure it is enabled to sustain the proposed vehicle throughout its lifespan?
- G. For your proposed vehicle, are you capable of and willing to provide Technical and Engineering Support for from its delivery, and over its entire lifecycle?
- H. Does your company currently offer in-service support capabilities for the proposed vehicle?
- I. What would be a Rough Order of Magnitude (ROM) estimate for this project?
- J. What would be a realistic delivery date of the first proposed vehicle, in number of weeks after contract award?
- K. Based on your experience, what are the biggest risks that Canada is likely to face in this project?
- L. Do you have other concerns, comments or elements that you would like to bring to Canada's attention?