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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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800, rue de La Gauchetière Ouest  
7e étage, suite 7300  
Montréal  
Québec  
H5A 1L6

<b>Title - Sujet</b> DP Ceva Services d'op. et techniques de CEVA de TC à Blainville	
<b>Solicitation No. - N° de l'invitation</b> T8127-200020/D	<b>Amendment No. - N° modif.</b> 004
<b>Client Reference No. - N° de référence du client</b> T8127-200020	<b>Date</b> 2022-08-25
<b>GETS Reference No. - N° de référence de SEAG</b> PW-\$MTP-555-16487	
<b>File No. - N° de dossier</b> MTP-0-43118 (555)	<b>CCC No./N° CCC - FMS No./N° VME</b>
<b>Solicitation Closes - L'invitation prend fin</b> <b>at - à 02:00 PM</b> Eastern Daylight Saving Time EDT <b>on - le 2022-09-15</b> Heure Avancée de l'Est HAE	
<b>F.O.B. - F.A.B.</b> <b>Plant-Usine:</b> <input type="checkbox"/> <b>Destination:</b> <input type="checkbox"/> <b>Other-Autre:</b> <input type="checkbox"/>	
<b>Address Enquiries to: - Adresser toutes questions à:</b> Mirfatahi, Kaveh	<b>Buyer Id - Id de l'acheteur</b> mtp555
<b>Telephone No. - N° de téléphone</b> (514) 260-4106 ( )	<b>FAX No. - N° de FAX</b> ( ) -
<b>Destination - of Goods, Services, and Construction:</b> <b>Destination - des biens, services et construction:</b>	

**Instructions: See Herein**

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<b>Name and title of person authorized to sign on behalf of Vendor/Firm</b> <b>(type or print)</b> <b>Nom et titre de la personne autorisée à signer au nom du fournisseur/ de l'entrepreneur (taper ou écrire en caractères d'imprimerie)</b>	
<b>Signature</b>	<b>Date</b>

Solicitation No. - N° de l'invitation  
T8127-200020/D

Amd. No. - N° de la modif.  
004

Buyer ID - Id de l'acheteur  
MTP555

Client Ref. No. - N° de réf. du client  
T8127-2-00020

File No. - N° du dossier  
MTB-0-43118

CCC No./N° CCC - FMS No./N° VME

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## **Project Title**

Operation and technical services for Transport Canada Motor Vehicle Test Centre (MVTC) Blainville, Quebec

This amendment provides a summary of the site visit, answers bidders' questions, and makes changes to the Request for Proposal (RFP).

The above mentioned RFP is hereby amended as follows:

### **A. Provide a summary of the Site Visit.**

#### **Motor Vehicle Test Centre (MVTC) Site Visit: Visit Summary & Q&As**

#### ***GOVERNMENT OF CANADA REPRESENTATIVES:***

##### *Transport Canada (TC):*

Francois Dorval    Head of Operations, MVTC  
Suzanne Tylko    Head Engineer, Developmental Unit  
Katrina Beecraft    Senior Policy Analyst, Collaboration, Innovation  
Centre

##### *Public Services and Procurement Canada (PSPC):*

Kaveh Mirfatahi    Team Leader, Goods and Services  
Jocelyn Decoste    Fairness Monitor

#### ***SIGN-IN AND HEALTH AND SAFETY, AND WELCOME AND OPENING REMARKS:***

Greeting from Transport Canada and Public Service and Procurement Canada, introductions and sign-in at the MVTC front gate.

The group was directed to the large boardroom for a security brief and participants were asked to leave their personal belongings in the boardroom.

#### ***TOUR OF MVTC FACILITIES AND EQUIPMENT:***

The tour was guided by Francois Dorval. The following MVTC facilities and equipment were showcased to the group.

- The following tracks are visited:
  - Kilo (gravel road for off-road testing)
  - Alpha (low-speed track)
  - Bravo (high-speed track)
  - Charlie (brake test track), including the immersion pit
  - Delta (dynamic testing area)
  - Hotel (hill track/braking ramp)
  - Mike (urban intersection)

Solicitation No. - N° de l'invitation  
T8127-200020/D

Amd. No. - N° de la modif.  
004

Buyer ID - Id de l'acheteur  
MTP555

Client Ref. No. - N° de réf. du client  
T8127-2-00020

File No. - N° du dossier  
MTB-0-43118

CCC No./N° CCC - FMS No./N° VME

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- Bunker 7: It was explained that Bunker 7 is reserved for Transport Canada storage. Bunker 7 is heated at 5 degrees Celsius during winter months, and is not cooled during summer months. It will undergo a clean-up this year to destroy records that no longer need to be retained. Maintenance of the bunkers is included in the scope of the Operator responsibilities.
  - The following buildings and laboratories, guided by Francois Dorval and Suzanne Tylko, were visited:
    - Administration building
    - Environmental chambers
    - Main lab, including Vehicle test structure (VTS) and Connected and automated vehicle (CAV) preparation area
    - Mechanical room
    - Technician office
    - Supply store
    - Machine shop, including 5-axis milling machine
    - Scales, preparation area and bumper pendulum
    - Electrical room
    - Crash lab mezzanine
    - Power supply lighting
    - Seattle Safety Acceleration sled
    - Messring Hydro-Brake Deceleration sled
    - Impact block
    - Load cell wall
    - Quasi-static rollover device
    - Crash preparation area, including scale and 3D positioning instruments
    - Acceleration ramp
    - Pedestrian laboratory, including Bia impactor
    - Wash bay
    - Car-to-car crash area, including motor room and a selection of crash accessories
    - Exterior crash pad
    - Anthropomorphic test device (ATD) laboratory

Following the tour of the MVTC facilities and equipment, the group returned to the large boardroom for discussions and clo server room, the engineering and technologist offices, and the instrumentation laboratory.

## **B. Answer the following bidders' questions:**

### **B.1 Industry Questions from the MVTC Site Visit:**

The following seventeen (17) questions were asked by participants from the industry at the Motor Vehicle Test Centre (MVTC) Request for Proposal (RFP) site visit. Transport Canada (TC) and Public Service and Procurement Canada (PSPC) provided responses during the visit to some of the questions, as detailed below.

Additional information beneficial to the industry is also being provided in this section to complement verbal responses provided at the site visit.

#### **1. In what year were the buildings constructed?**

*Site visit response:*

- The MVTC was constructed in 1977. Bidders should refer to the summary of the *Building Condition Report* in the Request for Proposal (RFP) for specific years and details [refer to

Solicitation No. - N° de l'invitation  
T8127-200020/D

Amd. No. - N° de la modif.  
004

Buyer ID - Id de l'acheteur  
MTP555

Client Ref. No. - N° de réf. du client  
T8127-2-00020

File No. - N° du dossier  
MTB-0-43118

CCC No./N° CCC - FMS No./N° VME

---

*Appendix N: Description of the Facility of the RFP's Annex A: Statement of Work]. The assessment and resulting report were commissioned by PSPC on behalf of TC.*

**2. Are the tracks used in the wintertime, and more specifically Kilo (i.e., the gravel road for off-road testing)?**

*Site visit response:*

- Currently, the snow is removed from Kilo, as it is used for safety and security purposes (site patrol).

*Additional information:*

- All test tracks at the MVTC (including Kilo) are kept open all year long, with the exception of Bravo (the high-speed track) and Hotel (the hill track/braking ramp) which are closed during most of the winter season due to no snow removal.

**3. Where are the geographical limitations of the MVTC? Specifically, what are the contractor's [operator's] responsibilities for different geographical locations? Can a map be provided? What are our [the operator] responsibilities for the land outside of the fence? Are the non-fenced area and the encroached areas the responsibility of the contractor [operator]?**

*No responses were provided at the site visit.*

*Additional information: Canada is currently working on providing an answer. It will be included in a future amendment to the RFP.*

**4. Do the tracks have weight restrictions?**

*No responses were provided at the site visit.*

*Additional information:*

- Yes, MVTC tracks have weight restrictions. Weight restrictions are identical to the provincial weight limitations established by the ministère des Transports du Québec (MTQ): 20,000 pounds/axle (9,000 kg/axle). MTQ thaw period restrictions are also followed at the Motor Vehicle Test Centre.

**5. (1) What is the frequency of private tests? (2) Please explain Transport Canada's needs for priority access.**

*Site visit response for (1 & 2):*

- Transport Canada's test programs must be completed by March 31, and programs are outlined at the beginning of each fiscal year.
- Delays for test programs may occur if vehicles cannot be delivered on time or if compliance related information is not received on time. Compliance vehicles are typically delivered later in the year to capture the latest models. Private testing scheduled for the end of fiscal year may be delayed, as the compliance tests and the reports must be accepted by March 31<sup>st</sup> for payment to be issued.

**6. What is the maintenance frequency for all equipment?**

*Site visit response:*

- To clarify, is the industry referring to the calibration schedule? If referring to calibration, the schedule varies. Calibration is typically once a year, however, instruments like ATDs subjected to severe test conditions will often require additional calibration and/or repairs.

**7. Does the MVTC have an interest in 3D printing? Does the MVTC have a 3D printer?**

*Site visit response:*

Solicitation No. - N° de l'invitation  
T8127-200020/D

Amd. No. - N° de la modif.  
004

Buyer ID - Id de l'acheteur  
MTP555

Client Ref. No. - N° de réf. du client  
T8127-2-00020

File No. - N° du dossier  
MTB-0-43118

CCC No./N° CCC - FMS No./N° VME

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- The MVTC does not have a 3D printer. However, we have a Mazak 5-axis milling machine, it is used extensively to fabricate custom parts.

**8. Is the electrical room the single source of power for the MVTC? What would happen if power in this room was disrupted?**

*Site visit response:*

- The MVTC has a generator for emergency power. The propulsion system has specific power failure protection measures. Desktop computers used in data processing have a UPS backup.

**9. Is the MVTC entirely enclosed, meaning entirely fenced?**

*Site visit response:*

- The MVTC is not entirely fenced.

*Additional information: Canada is currently working on providing an answer. It will be included in a future amendment to the RFP.*

**10. What is the arrangement regarding the weather tower? What are the contractor's responsibilities related to the weather tower? If it falls and damages the intersection, what are the implications on the contractor's insurance?**

*No responses were provided at the site visit. It was stated that industry would send the question in writing following the site visit.*

*Additional information: Canada is currently working on providing an answer. It will be included in a future amendment to the RFP.*

**11. Why do activity centers for the cold chambers have the same hourly rate for both the small and the large chambers? This does not reflect industry reality.**

*No responses were provided at the site visit.*

*Additional information:*

- After reviewing the matter, Canada has decided to split the hourly rate between the small and large cold chambers according to the surface area of the respective cold chambers. The Basis of Payment and resulting contract clauses will be updated in a future amendment to the RFP to reflect this change.
- The calculation for the new rates is as follows:
  - The current hourly rate for the cold chambers is \$153.15.
  - The small cold chamber is 24 square meters. The large cold chamber is 106 square meters.
  - The new small chamber rate is calculated as such:  $\$153.15 \times 24 / (24 + 106) = \mathbf{\$28.27}$ .
  - The new large chamber rate is calculated as such:  $\$153.15 \times 106 / (24 + 106) = \mathbf{\$124.88}$ .

**12. Why is Year one (fiscal year 2021-2022) identified in the first column of the 5-year Capital Investment Plan incorrect? According to the table, TC invested \$25M in a Commercial Vehicle and Bus Safety Research Laboratory. Where is it the work that was completed? How does the construction of a new activity centre affect the hourly rates for the activity centers? On what will the next rates be based?**

*Site visit response:*

- Canada's planning cycle sees the investment plan updated each fall. The items in the plan are not necessarily funded but reflect TC's intentions and priorities for spending in capital projects.

Solicitation No. - N° de l'invitation  
T8127-200020/D

Amd. No. - N° de la modif.  
004

Buyer ID - Id de l'acheteur  
MTP555

Client Ref. No. - N° de réf. du client  
T8127-2-00020

File No. - N° du dossier  
MTB-0-43118

CCC No./N° CCC - FMS No./N° VME

---

- TC can issue the 2022-2023 Capital Investment Plan as an amendment to this Request for Proposal.

*Additional information:*

- As mentioned at the site visit, Transport Canada has updated the expenditures for fiscal year 2021-2022 in *Appendix J: 10-year Historical Financials* and fiscal year 2022-2023 in *Appendix L: 5-year Capital Investment Plan* in *Annex A: Statement of Work*. Both Appendices have been updated in an effort to provide bidders with the most up-to-date information.
- Transport Canada would also like to specify that all planned capital investments in *Appendix L: 5-year Capital Investment Plan* are projects that would likely be completed by the operator, with the exception of the Commercial Vehicle and Bus Safety Research Laboratory.
- Article **7.8.7.3 Calculation of the Monthly Credit applicable to optional periods** of the RFP explains how new the rates will be calculated. A calculation similar to the one for the current rates will be done once again at the time of the exercise of the option period to determine the new rates.

**13. Have frozen child seats ever been tested on the sled?**

*Site visit response:*

- Frozen child seats have been tested on the sled under the TC research program for child restraints, although Transport Canada did not publish the results.

**14. The Basis of Payment requires clarification. According to us [the industry], the cost recovery model related to the test tracks and the environmental chambers does not reflect TC's need to support the local ecosystem. It is also impossible for a bidder to predict the number of hours used. Would Canada consider a conversion to a percentage of profit for these two activity centers?**

*No responses were provided at the site visit. It was stated that industry would send the question in writing following the site visit.*

*Additional information: Canada is currently working on providing an answer. It will be included in a future amendment to the RFP.*

**15. Do contract minimum guarantees for compliance and research include parts?**

*No responses were provided at the site visit, although the Canada committed to providing a response in writing following consultations with costs analysts.*

*Additional information:*

- Contract minimums include all costs related to the Transport Canada programs, such as consumable material, repairs, calibration and replacement parts.

**16. Who is responsible for quality control on data generated for the Transport Canada research and compliance programs?**

*Site visit response:*

- The contractor [operator] is responsible for the quality of all data generated and provided to Transport Canada for the research and compliance programs.

**17. (1) Is the data considered Protected B? (2) Why does the site have Protected B requirements?**

*Site visit response for (1):*

- Data is not considered Protected B.

Solicitation No. - N° de l'invitation  
T8127-200020/D

Amd. No. - N° de la modif.  
004

Buyer ID - Id de l'acheteur  
MTP555

Client Ref. No. - N° de réf. du client  
T8127-2-00020

File No. - N° du dossier  
MTB-0-43118

CCC No./N° CCC - FMS No./N° VME

---

*Additional information for (2):*

- Please refer to the MVTC RFP Amendment #003 posted on August 10<sup>th</sup>, 2022, as it includes the amendments to the RFP's Security Requirements.

**B.2 The following questions were received during the RFP posting on BuyandSell, as opposed to the MVTC site visit.**

**Question 18:**

Regarding Section **7.8.7.3 Calculation of the Monthly Credit** of the RFP applicable to optional periods; it states that the amortization period for investments exceeding \$5M will be determined by Canada taking into account the life of the capital asset. Does this mean that capital assets valued at less than \$5M would not be included in the credit amount (and would not factor into the total value?)

**Answer 18:**

Capital assets valued at less than \$5M are still taken into consideration for the calculation of the monthly credit applicable to optional periods. Instead of taking into consideration the total life period of the capital asset, they would be amortized over a period of 15 years.

1. All capital assets (above and below \$5M) will be taken into consideration for the calculation of the monthly credit applicable to optional periods.
2. Capital assets above \$5M will likely be added as their own separate "activity area" with their own rates (e.g., the CVL).

**Question 19:**

Regarding Section **7.8.6 Indexation of rates for the optional periods** of the RFP; it states that the amounts will be adjusted in accordance with the consumer price index (CPI) failing an agreement between the Contractor and Canada; I assume this is a reference should market value not be reflected in the consumer price index. How would the Contractor demonstrate market value to Canada?

**Answer 19:**

The CPI method described in 7.8.6.2 is used should Canada and the Contractor not come to an agreement using the Contract Cost Principles 1031-2 described in 7.8.6.1 Contract Cost Principles.

**Question 20:**

This question deals with the concept of **scheduling activities**. It has multiple areas of the RFP which include but not limited to:

- a. Test Centers – and Deliverables example Test Programs pages 18/24/31/33 and more.....
- b. Key Personnel – App B1
- c. Maintenance Activities pg 50
- d. Calibration Services

We are being asked to schedule key personnel and perform key tests and duties based on schedules. How much interaction and who is the ultimate authority on scheduling for the Site is this an agreed upon shared authority or does the ultimate authority lie in any one party?

Solicitation No. - N° de l'invitation  
T8127-200020/D

Amd. No. - N° de la modif.  
004

Buyer ID - Id de l'acheteur  
MTP555

Client Ref. No. - N° de réf. du client  
T8127-2-00020

File No. - N° du dossier  
MTB-0-43118

CCC No./N° CCC - FMS No./N° VME

---

This impacts skills and upskilling of employees and site loading of departments and baseline costing models. The arrival of workload and shop loading and self-imposed deadline to completions were not fully discussed.

Marketing and Commercialization of Site – under scheduling same thing, who creates the final schedules?

**Answer 20:**

- Each Transport Canada (TC) Technical Program Manager presents their anticipated test programs at the beginning of each fiscal year through the task authorization process. The task authorizations will identify the dates for deliverables, as well as any specific requests for scheduling.
- Each TC Technical Program Manager will communicate with the Operator to negotiate a schedule that best accommodates TC and the Operator. The ultimate authority resides with TC.
- The scheduling of the test programs depends on the following:
  - Availability of test samples (vehicles or child restraints, for example);
  - Availability of test instruments requiring calibration (Anthropomorphic test devices (ATDs), RTs, Data acquisition systems (DAS));
  - Environmental conditions if needed (dry road surface, snow covered surface); and
  - Departmental, technical working group and/or peer reviewed paper data requirements.
- Changes to test schedule may arise to meet unplanned departmental requirements. For example, if a crash reconstruction is needed to answer urgent departmental questions.
- Changes to schedules may also be required in the event of instrument failure, late delivery of vehicles or late receipt of technical compliance data from the manufacturer.
- Since the laboratories are research based, as opposed to production based, the suite of instruments is not large enough to accommodate large volumes of testing. For example, the number of each ATD type would likely not be sufficient to carry out testing at a high frequency (i.e., double shift).
- For commercialization or third-party clients, the scheduling of work is the responsibility of the Operator. However, TC programs must be completed within the timeline specified in the approved task authorizations unless otherwise agreed upon with the Technical Program Manager.

**Question 21:**

**Marketing and Commercialization of Site – Appendix 1: Historical Overview of Compliance Testing**

If we use as a KPI Total Compliance Tests vs. Budget Costs we could see a trend and prove effective gains on a tangible cost per test completed?

In order to Maximize Site activity are the only tests that are counted as “completed tests” those that appear in Appendix 1 page A-35? Future automation and technical innovations will add to this summary table many of which can and should be done at a remote site location initially then moved to Blainville as appropriate.

Those additional tests as an example could be approved through a Task Authorization process and ideally be counted as an additional test compliances. Is this contemplated or desired by Transport Canada?

**Answer 21:**

*Appendix I: Historical Overview of Compliance Research Program* (p. A-35 and A-36 of the *Statement of Work* (SOW)) provides an overview of the number of tests conducted in the last five (5) years upon new



Solicitation No. - N° de l'invitation  
T8127-200020/D

Amd. No. - N° de la modif.  
004

Buyer ID - Id de l'acheteur  
MTP555

Client Ref. No. - N° de réf. du client  
T8127-2-00020

File No. - N° du dossier  
MTB-0-43118

CCC No./N° CCC - FMS No./N° VME

---

vehicles and child restraint systems to monitor their compliance with the Canada Motor Vehicle Safety Standards (CMVSS), as established under the authority of the *Motor Vehicle Safety Act*.

Please refer to Task 3.7.3.1 in section 3.7 *Compliance Program* of the *Statement of Work* (quoted below) for work done at remote site locations. As defined in the SOW:

“3.7.3.1 The Contractor must conduct the compliance tests specified in the Task Authorization(s). Test programs may be shared with other programs, requiring additional ATD's, measurements and instrumentation. The tests requested in the Task Authorizations **must be performed at the MVTC** in accordance with the established CMVSS protocols as listed in Appendix C. New or additional test protocols (not included in Appendix C) **must be performed at the MVTC** in accordance with a protocol and reporting mechanism agreed upon with the Technical Manager for the program.” (p.15 of the *Statement of Work*).

### **C. Do the following changes to the RFP:**

#### **Change 1:**

At **7.8.7 Monthly Credit for use of equipment for commercial purposes,**

#### **DELETE:**

The monthly credit for use of equipment for commercial purposes (MC) is intended to recover the costs incurred by Canada for the use of MVTC's equipment and facilities in the course of the contractor's business activities, under the Financial Administration Act, more specifically in article 19 (2). <https://laws-lois.justice.gc.ca/eng/acts/f-11/page-4.html>.

#### **INSERT:**

The monthly credit for use of equipment for commercial purposes (MC) is intended to recover the costs incurred by Canada for the use of MVTC's equipment and facilities in the course of the contractor's business activities.

#### **Change 2:**

At **Annex A – Statement of Work, Appendix J: 10-year Historical Financials,** **DELETE** the table in its entirety and **REPLACE** by the one attached below.

#### **Change 3:**

At **Annex A – Statement of Work, Appendix L: 5-year Capital Investment Plan,** **DELETE** the table in its entirety and **REPLACE** by the one attached below.

*The following changes apply to Annex A – Statement of Work.*

#### **Change 4:**

At section **3.7.3.4,** **DELETE:**

The Contractor must plan, recommend, design and fabricate new and/or improvements of test instruments.

Solicitation No. - N° de l'invitation  
T8127-200020/D

Amd. No. - N° de la modif.  
004

Buyer ID - Id de l'acheteur  
MTP555

Client Ref. No. - N° de réf. du client  
T8127-2-00020

File No. - N° du dossier  
MTB-0-43118

CCC No./N° CCC - FMS No./N° VME

---

**INSERT:**

The Contractor must propose, design and fabricate new and/or improvements of test instruments.

**Change 5:**

At section **3.9.2.6, DELETE:**

The Contractor must plan, propose, design and fabricate new and/or improvements of test instruments.

**INSERT:**

The Contractor must propose, design and fabricate new and/or improvements of test instruments.

**Change 6:**

At section **4.7.5, DELETE:**

Propose, design and fabricate fixed test equipment

**INSERT:**

Propose, design and fabricate new and/or improvements of fixed test equipment

**D. Provide a copy of the agenda of the Site Visit.**

The agenda for the MVTC Site visit is attached below.

***ALL OTHER TERMS AND CONDITIONS OF THE RFP REMAIN UNCHANGED.***

**TRANSPORT CANADA  
MVTC  
April 1st, 2012 to March 31, 2022**

TRANSPORT CANADA						PMG TECHNOLOGIES
PERIOD	MAINTENANCE & OPERATIONS	COMPLIANCE	CAPITAL	RESEARCH	TOTAL	REVENUES FROM PRIVATE CLIENTS
2012-2013	\$2,746,849	\$807,958	\$2,770,391	\$1,236,328	\$7,561,526	\$2,132,683
2013-2014	\$2,803,876	\$1,224,575	\$4,418,338	\$2,183,229	\$10,630,018	\$2,630,290
2014-2015	\$2,838,097	\$1,157,206	\$3,679,963	\$1,917,064	\$9,592,330	\$2,423,500
2015-2016	\$2,864,575	\$1,287,433	\$2,452,301	\$2,016,722	\$8,621,031	\$2,836,142
2016-2017	\$2,898,094	\$863,697	\$2,144,687	\$2,265,261	\$8,171,739	\$3,972,568
2017-2018	\$2,927,621	\$879,688	\$3,103,444	\$2,746,337	\$9,657,090	\$5,034,521
2018-2019	\$2,961,480	\$1,004,960	\$4,031,742	\$2,869,588	\$10,867,770	\$3,032,316
2019-2020	\$3,006,507	\$991,688	\$7,512,963	\$3,523,664	\$15,034,822	\$4,121,637
2020-2021	\$3,060,526	\$1,157,222	\$8,149,708	\$4,611,050	\$16,978,506	\$3,194,800
2021-2022	\$3,117,739	\$1,138,118	\$3,068,157	\$4,329,227	\$11,653,241	\$3,625,180
<b>TOTAL</b>	<b>\$29,225,364</b>	<b>\$10,512,545</b>	<b>\$41,331,694</b>	<b>\$27,698,470</b>	<b>\$108,768,073</b>	<b>\$33,003,637</b>

# MVTC Investment Plan

## 2022-23 to 2026-27

Project	2022-23	2023-24	2024-25	2025-26	2026-27
REPAIR OF THE BRAVO TRACK	\$ 1,079,438	\$ -	\$ -	\$ -	\$ -
MVTC STODDARD AND WASTE OIL RESERVOIRS REPLACEMENT	\$ 479,375	\$ -	\$ -	\$ -	\$ -
CONSTRUCTION OF FENCE AT THE MVTC BLAINVILLE	\$ 1,925,782	\$ 1,000,000	\$ 1,000,000	\$ -	\$ -
INSTRUMENTATION FOR CRASHWORTHINESS PROGRAM	\$ 450,000	\$ -	\$ 600,000	\$ 400,000	\$ 400,000
VTS CONTROL UPGRADE	\$ 50,000	\$ -	\$ 50,000	\$ 300,000	\$ 500,000
ISO 10844 TEST TRACK FOR NOISE	\$ 105,000	\$ 500,000	\$ -	\$ -	\$ -
UPGRADE ACCESS ROADS	\$ 75,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 500,000
SEISMIC PROTECTION (ENVIRONMENTAL ROOMS)	\$ 50,000	\$ 50,000	\$ -	\$ -	\$ -
REPLACEMENT OF LIGHTNING SYSTEM BY LED AND REPLACEMENT OF HEATERS	\$ 250,000	\$ -	\$ -	\$ -	\$ -
VARIOUS MVTC BUILDING UPGRADES (BCR INPUT)	\$ 150,000	\$ 150,000	\$ -	\$ -	\$ -
R245FA ENVIRONMENTAL IMPACT STUDY	\$ 50,000	\$ 50,000	\$ -	\$ 2,000,000	
COMMERCIAL VEHICLE AND BUS SAFETY RESEARCH LABORATORY	\$ 1,000,000	\$ 11,000,000	\$ 15,755,200	\$ 8,000,000	\$ 3,000,000
MVTC PLANS ON AUTOCAD	\$ -	\$ 150,000	\$ -	\$ -	\$ -
REPLACEMENT OF GARAGE DOORS & DOOR SECURITY	\$ -	\$ 375,000	\$ 150,000	\$ -	\$ -
MVTC WINDOWS REPLACEMENT	\$ -	\$ 200,000	\$ 200,000	\$ -	\$ -
PAINTING MVTC BUILDINGS AND DOORS	\$ -	\$ 500,000	\$ 500,000	\$ -	\$ -
GAS DETECTION & FIRE ALARM SYSTEM	\$ -	\$ 400,000	\$ -	\$ -	\$ -
REPLACEMENT OF THE TEMPERATURE CONTROL SYSTEM IN MVTC BUILDINGS	\$ -	\$ 75,000	\$ -	\$ -	\$ -
THOR UPGRADES	\$ -	\$ -	\$ 1,200,000	\$ 1,200,000	\$ 300,000
SIDE IMPACT ATD'S (CRASH TEST DUMMIES) AND UPGRADES	\$ -	\$ -	\$ 300,000	\$ 300,000	\$ 300,000
ALPHA TRACK REPAVING	\$ -	\$ -	\$ 300,000	\$ 3,300,000	\$ -
CARPORT CLOSURE AND INSULATION	\$ -	\$ -	\$ 50,000	\$ -	\$ -
MVTC SPECIALIZED VEHICLES REPLACEMENT	\$ -	\$ -	\$ 836,497	\$ 250,000	\$ 280,000
INSTALLATION OF A FUME EXTRACTOR FOR THE SLED	\$ -	\$ -	\$ 20,000	\$ -	\$ -
EMERGENCY POWER SUPPLY OF THE MVTC BUILDINGS	\$ -	\$ -	\$ 50,000	\$ -	\$ -
TEST EQUIPMENT & INSTRUMENTATION FOR ALTERNATE FUEL VEHICLE	\$ -	\$ -	\$ 100,000	\$ 100,000	\$ 100,000
REPAINTING ENVIRONMENTAL CHAMBER STRUCTURE	\$ -	\$ -	\$ 75,000	\$ -	\$ -
REPLACE CARPET & REPAINT WALLS OF THE ADMINISTRATION BUILDING	\$ -	\$ -	\$ 50,000	\$ -	\$ -
ELECTRICAL POWER AROUND THE TRACK	\$ -	\$ -	\$ 200,000	\$ 1,754,448	\$ -
ANTHROPOMORPHIC TEST DEVICE THOR FEMALE	\$ -	\$ -	\$ 1,200,000	\$ -	\$ -
PROTOTYPE CHILD DUMMY ACQUISITION	\$ -	\$ -	\$ 700,000	\$ -	\$ 1,000,000
CAMERAS & LIGHTING	\$ -	\$ -	\$ 600,000	\$ 600,000	\$ 600,000
CONSTRUCTION OF AN URBAN INTERSECTION	\$ -	\$ -	\$ 1,500,000	\$ -	\$ -
PLUMBING SYSTEM REPLACEMENT	\$ -	\$ -	\$ 500,000	\$ -	\$ -
PEDESTRIAN LAB UPGRADE	\$ -	\$ -	\$ 600,000	\$ 600,000	\$ 600,000
SYSTEM FOR CAPTURING GPS SIGNAL IN A BUILDING	\$ -	\$ -	\$ -	\$ 700,000	\$ 700,000
H2 STATION	\$ 250,000	\$ -	\$ 3,000,000	\$ 300,000	\$ -
DYNAMOMÈTRES - DYNAMOMETERS	\$ -	\$ -	\$ -	\$ -	\$ 2,000,000
	<b>\$ 5,914,595</b>	<b>\$ 14,650,000</b>	<b>\$ 29,736,697</b>	<b>\$ 20,004,448</b>	<b>\$ 10,280,000</b>



Transport Canada / Transports Canada (TC)  
 Motor Vehicle Test Centre (MVTC) / Centre d'essais pour véhicules automobiles  
 On-Site Activities Related to Request for Proposal: Operation and Technical  
 Services / Activités sur site liées à la demande de proposition : Services  
 opérationnels et techniques (T8127-200020/B)

August 3, 2022 / Le 3 août 2022

13:30 pm to 4:30 pm EST / 13 h 30 à 16 h 30 HNE

100, rue du Landis Blainville, Québec, Canada

Contact Number / Numéro de contact: 1-514-220-8041

Agenda / Ordre du Jour

**Transport Canada / Transports Canada (TC)**

Francois Dorval, Head of Operations, MVTC / Chef des opérations du CEVA

Suzanne Tylko, Head Engineer, Developmental Unit / Ingénieur en chef, Unité de développement

Katrina Beecraft, Innovation Centre / Centre d'innovation

**Public Services and Procurement Canada (PSPC) /**

**Services publics et Approvisionnement Canada (SPAC)**

Kaveh Mirfatahi, Team Leader, Goods and Services / Chef D'Équipe, Biens et services

Time / Heure	Agenda Item Description / Description du point de l'ordre du jour	Location / Localisation	Facilitators/ Facilitateurs
13:30/ 13 h 30	<b>Sign-In and Health and Safety / Signature et santé et sécurité</b> <ul style="list-style-type: none"> <li>Visitor badge / Badge visiteur</li> <li>COVID Questionnaire/ Questionnaire COVID</li> </ul> <b>Head to large conference room/ Déplacement vers la grande salle de conférence</b> <ul style="list-style-type: none"> <li>Phones must be left in room / Les téléphones doivent être laissée dans la salle de conférence</li> </ul> <b>Welcome and Opening Remarks / Bienvenue et discours d'ouverture</b> <ul style="list-style-type: none"> <li>Safety Overview and Logistics / Aperçu et logistiques</li> </ul>	Front Gate / Porte d'entrée	Francois Dorval  On-Site Security / Sécurité sur site
13:40/ 13 h 40	<b>Test Tracks (Activity Centre 1) / Pistes de test (Centre d'activités 1)</b> <ul style="list-style-type: none"> <li>Alpha, Bravo, Charlie, Delta, Kilo / Alpha, Bravo, Charlie, Delta, Kilo</li> <li>Urban Intersection / Intersection urbaine</li> </ul>	MVTC Site / Site de CEVA	Francois Dorval  On-Site Security / Sécurité sur site
	Local 7 / Local 7		
	Fire Station / Station de pompiers		
	<b>Fueling Station and Garage / Station-service et garage</b> <b>Administration Building / Bâtiment administratif</b> <ul style="list-style-type: none"> <li>Floors 1 and 2 / Étages 1 et 2</li> </ul>		
14:40/ 14 h 30	<b>Environmental Chambers (Activity Centre 2) / Chambres environnementales (Centre d'activités 2)</b>		



<p>15:00/ 15 h 00</p>	<p><b>Main Laboratory (Activity Centre 3) / Laboratoire principal (Centre d'activités 3)</b></p> <p>Mechanical Room / Salle des machines</p> <p>Supply Store/ Magasin</p> <p>Machine Shop / Atelier d'usinage</p> <p>Electrical Room / Salle électrique</p> <p>Electronics Laboratory and Engineering Offices / Laboratoire d'électronique et bureaux d'études</p> <p>Control Tower</p> <p>Mezzanine offices and storage</p>		
<p>15:40/ 15 h 40</p>	<p><b>Crash Laboratory (Activity Centre 4) / Laboratoire de collision (Centre d'activités 4)</b></p> <ul style="list-style-type: none"> <li>• Power supply lighting / Alimentation électrique pour l'éclairage</li> <li>• Control room</li> <li>• Acceleration sled / Catapulte d'accélération</li> <li>• Frontal barrier and instrumented barrier / Barrière frontale et barrière instrumentée</li> <li>• Vehicle rollover fixture / Dispositif de renversement du véhicule</li> <li>• ATD Lab/ Laboratoire DAE</li> <li>• Vehicle preparation bays / Baies de préparation des véhicules</li> <li>• Pedestrian Laboratory/ Laboratoire de protection des piétons</li> <li>• Storage areas / Zones de stockage</li> <li>• Propulsion system and motor room / Système de propulsion et salle des moteurs</li> <li>• Control room / Salle de contrôle</li> <li>• Crash pads 1, 2 and 3 / Plaques d'impact 1, 2 et 3</li> </ul>		
<p>16:15/ 16 h 15</p>	<p><b>Closing Remarks and Discussion / Mots de la fin et Discussion</b></p>	<p>Large conference room / Grande salle de conférence</p> <p>Phone collection/ Récupération des téléphones</p>	<p>Francois Dorval Suzanne Tylko</p> <p>On-Site Security / Sécurité sur site</p>