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OTTAWA, ONTARIO
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August 24, 2022

ADDENDUM NO. 3

**Subject: Request for Proposal No. T8080-220013
Rail Line Wildfire Risk Identification**

Further to the above-mentioned Request for Proposal, this Addendum (#3) is to advise potential bidders of the question(s) received during this tender call to date. Both the question(s) and the response(s) are indicated in the attached Annex A.

All other terms and conditions remain unchanged.

Tenderers are to acknowledge this Addendum by signing in the space provided below and enclosing a copy of this document with their tender submission.

Yours truly,

Lisa Martin
Procurement Specialist
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RECEIPT ACKNOWLEDGED

Name of Company _____

Signature _____

Annex A

Question 1 : Criteria M2 requires cumulative wildfire risk assessment but doesn't provide scope with respect to knowledge that is applicable to Canada, or across Canada (considering the biodiversity across this nation). A team from (e.g.) another country (e.g. Australia) may score positively on the criteria as written, but have no knowledge that will transfer well to wildfire modelling (standards, datasets, fuel types, etc.) in Canada.

Response 1: This is by design as we understand that wildfire simulations are relatively new and we would like to capture bidders with the most experience in the field.

Question 2 : Criteria M6 requires providing evidence of access to systems and software to modelling, but provides no criteria to grade the software or measure the capability of the infrastructure that it will execute on. A team may be using antiquated modelling tools or methodologies, or experimental toolsets which have never been formally validated for use in Canada, or academic tools that may not be proven to scale to the modelling requirements for this project.

Response 2: During the bid evaluation the validity of the systems and software proposed will be assessed to ensure that they meet the requirements.

Question 3 : In Criteria M1-6, R1-6, there is no criteria to report the technical details of modelling and risk calculations being proposed, to confirm that:

- the methodologies are defensible by way of referencing published work or past projects;
or
- are current when considering current knowledge of wildfire risk assessment in Canada;
or
- that the proposed approach will be comprehensive and with appropriate level of detail and resolution to suit Transport Canada's needs; or
- is based on a set of assumptions that is compatible and acceptable with Transport Canada's needs.

Detail on the provided approach to the wildfire modelling and risk calculations can be provided, but there appears to be no location to present these details, or allow Transport Canada to grade competing bids accordingly.

Essentially, we can report on the strength of the team, but there is no opportunity to report on how the team will approach this project.

Response 3: We are looking to grade the strength of the team based on the requirements set forward in the RFP. Applicants are welcome to submit extra documentation in Section IV that they believe will help their bid.