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NA
Québec
NA

SOLICITATION AMENDMENT
MODIFICATION DE L'INVITATION

The referenced document is hereby revised; unless otherwise indicated, all other terms and conditions of the Solicitation remain the same.

Ce document est par la présente révisé; sauf indication contraire, les modalités de l'invitation demeurent les mêmes.

Comments - Commentaires

Vendor/Firm Name and Address
Raison sociale et adresse du
fournisseur/de l'entrepreneur

Issuing Office - Bureau de distribution
Travaux publics et Services gouvernementaux Canada
Place Bonaventure, portail Sud-Oue
800, rue de La Gauchetière Ouest
7e étage, suite 7300
Montréal
Québec
H5A 1L6

Title - Sujet DP Ceva Services d'op. et techniques de CEVA de TC à Blainville	
Solicitation No. - N° de l'invitation T8127-200020/D	Amendment No. - N° modif. 009
Client Reference No. - N° de référence du client T8127-200020	Date 2022-09-26
GETS Reference No. - N° de référence de SEAG PW-\$MTP-555-16487	
File No. - N° de dossier MTP-0-43118 (555)	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 2022-10-06 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: Mirfatahi, Kaveh	Buyer Id - Id de l'acheteur mtp555
Telephone No. - N° de téléphone (514) 260-4106 ()	FAX No. - N° de FAX () -
Destination - of Goods, Services, and Construction: Destination - des biens, services et construction:	

Instructions: See Herein

Instructions: Voir aux présentes

Delivery Required - Livraison exigée	Delivery Offered - Livraison proposée
Vendor/Firm Name and Address Raison sociale et adresse du fournisseur/de l'entrepreneur	
Telephone No. - N° de téléphone Facsimile No. - N° de télécopieur	
Name and title of person authorized to sign on behalf of Vendor/Firm (type or print) Nom et titre de la personne autorisée à signer au nom du fournisseur/ de l'entrepreneur (taper ou écrire en caractères d'imprimerie)	
Signature	Date

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Project Title

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

This amendment changes the bid solicitation closing date, answers bidders' questions and makes changes to the Request for Proposal (RFP).

The above mentioned RFP is hereby amended as follows:

A. Change the bid solicitation closing date.

Under "Solicitation Closes", on the first page of the RFP document:

DELETE in its entirety and **REPLACE** by:

October 6, 2022 at 2:00 PM (Eastern Daylight Time).

B. Answer the following bidders' questions:

Questions 1 to 5 refer to Annex G – Insurance Requirements of the RFP.

Question 1:

In the Commercial General Liability Insurance sub-section, 2. d. Personal Injury, Please confirm if the definition of Violation of Privacy is "oral or written publication in any manner, of material that violates a person's right of privacy".

Answer 1:

Yes, this definition is correct.

Question 2:

In the Commercial General Liability Insurance sub-section, 2. r. Litigation Rights, please note that our insurer and us are not willing to add requested wording to our insurance policy. We proposed the following wording "Canada, as represented by Public Works and Government Services Canada will be shown as an additional insured on the policy. Please review and advise

Answer 2:

The litigation rights pertaining to the Attorney General are not negotiable.
The proposal to add Canada as an additional insured is a different issue and is already included in in 2 a.

2. The Commercial General Liability policy must include the following:

a. Additional Insured: Canada is added as an additional insured, but only with respect to liability arising out of the Contractor's performance of the Contract. The interest of Canada should read as follows:
Canada, as represented by Public Works and Government Services Canada.

Question 3:

In the Errors & Omissions section, the RFP shows "inclusive of defense costs".

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Please review wording since our insurer and us believes that defense costs must be in addition to the limit in the province of Quebec.

Please review and advise.

Answer 3:

The wording present in the clause is the standard for the Errors and Omissions Liability Insurance when Canada requires that the contractor have it, as seen in: <https://buyandsell.gc.ca/policy-and-guidelines/standard-acquisition-clauses-and-conditions-manual/5/G/G2002C/2>

This wording will not be reviewed.

Question 4:

In the Automobile section, 2. d. Notice of Cancellation, Automobile policy wordings are statutory. Since the Contracting Authority is not a named insured under the policy, insurer will only provide a written notice of policy cancellation.

Please delete the wording "any changes to the insurance policy". Please review and advise.

Answer 4:

Canada is not asking the insurer to provide any sort of notice to Canada; rather, Canada is requesting that the Contractor provide to Canada any notices that it receives from the insurer.

Question 5:

In the All Risk Property subsection, 2. a. Notice of Cancellation, after discussing with our insurer, we request Canada to delete the wording "any changes to the insurance policy" since this wording is too broad and "any change" could be interpreted to any minor change to the policy. Please review and advise.

Answer 5:

Canada is not asking the insurer to provide any sort of notice to Canada; rather, Canada is requesting that the Contractor provide to Canada any notices that it receives from the insurer.

Questions 6 to 15 refer to the References and Compliance Test Protocols document.

Question 6:

For CMVSS 1201, paragraph 8.1 of SSCC/11 refers to SAE J292, which refers to other SAE standards (J277, J278, J279 and J280), which defines the photometric and electrical requirements for snowmobile lights and reflective devices required by SAE J292. Do SAE J292 tests include tests according to other SAE standards (J277, J278, J279, and J280), or do they include only tests according to the requirements in Tables 1, 2, and 3 (color, number, location, and activation requirements)?

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Answer 6:

Testing according to SAE J292 includes only tests according to the requirements of Tables 1, 2 and 3.

Question 7:

For CMVSS 126, verification of compliance with section S5.1 cannot be done without the presence of the manufacturer and requires a test/verification procedure provided by the Manufacturer. Without a specific procedure, we cannot verify this requirement. In our view, the fixed price should cover all of Standard 126 except section S5.1. Please specify.

Answer 7:

Indeed, Article S5.1 cannot be verified without the presence of the manufacturer and should therefore not be included in the fixed price. But a note will be added to the test report to indicate that this requirement is not verified.

Question 8:

CMVSS 121 S5.1.2.2 (truck and bus) is verified and certified by the tank manufacturer. Does Canada want the bidder's price for CMVSS 121 to include the compliance price of these tanks given that the MVTC does not have the necessary equipment to carry out this section of the standard? Please specify.

Answer 8:

Indeed, Article S5.1.2.2 cannot be verified without the manufacturer and should therefore not be included in the fixed price. But a note will be added to the test report to indicate that this requirement is not verified.

Question 9:

For CMVSS 121 S5.3 (trailer), we are of the opinion that only the sections applicable to trailers are required. Thus we believe that the S5.7 does not apply to trailers. Please specify.

Answer 9 :

Correct, S5.7 does not apply to trailers.

Question 10:

For CMVSS 124 S5, how many tests and at what temperature Canada will require the contractor to perform in the range of -40 degrees Celsius to +52 degrees Celsius. Please specify.

Answer 10:

For CMVSS 124, S5, the verification shall include a full system test and a test for each throttle return source failure (at least 2 sources) at + 20 deg Celsius, and again at -35 deg Celsius. So at least 3 tests will be conducted at each specified temperature. But if there are 4 sources of throttle return for example, the verification will include 5 tests per temperature.

Question 11:

For CMVSS 136, S5.1 and S5.2 cannot be verified by a laboratory without the collaboration of the manufacturer.

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Section S5.2 cannot be validated by a test at the MVTC, this validation must be performed by the manufacturer of the ESC system. We believe that S5.1 and S5.2 should be excluded from the price sets for this standard. Please specify.

Answer 11:

The verification of S5.1 will be determined according to criteria (1) and (2) of the ESC definition in S4 of FMVEE 136. These criteria will be evaluated using the documentation provided by the manufacturer.

Correct, S5.2 will not be checked and therefore not included in the fixed price. There will be a note added in the test reports indicating this fact.

Question 12:

For CMVSS 222, please specify whether sections S5.1.6 (quasi-static) and S5.1.7 (buckling limit length) are part of the tests to be performed for this standard. Please specify.

Answer 12:

The verification of S5.1 will be determined according to criteria (1) and (2) of the ESC definition in S4 of FMVEE 136. These criteria will be evaluated using the documentation provided by the manufacturer.

Correct, S5.2 will not be checked and therefore not included in the fixed price. There will be a note added in the test reports indicating this fact.

Question 13:

For CMVSS 111, durability testing (FMVSS 111 S14.3 as required by CMVSS 111 (29) and (30)) requires subcontracted testing as the MVTC does not have the required equipment.

Please specify whether these tests are to be carried out and if so, please specify how the tenderer must present its own price and that of its subcontractor, specifying whether the cost of the subcontractor will be charged at cost + mark-up.

Answer 13:

CMVSS tests 111(29) and (30) must be performed. Transport Canada is requesting bidders provide a flat rate that excludes subcontracting for cameras.

Question 14:

For CMVSS 208 low-risk deployment, after reviewing compliance reports published online by Transport Canada, we find that not all low-risk deployment (LRD) and CMVSS 208 removal tests are conducted on a particular vehicle. Can you provide us with the number of tests of each type required per vehicle? We suggest that the price be given for individual LRD or suppression tests, as Task Authorizations will need to be adjusted according to the number of DFR or deletion tests required for a vehicle depending on the compliance options chosen by the vehicle manufacturer, as this may change from vehicle to vehicle.

Answer 14:

For 208 Static (S19-25) there are two common scenarios encountered:

1 - Manufacturer has elected to use automatic suppression at the front, outboard passenger position.

S19 – Perform automatic suppression testing using two different child restraints.

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S21 – Perform automatic suppression testing with the dummy in two of the specified positions.

S23 – Perform automatic suppression testing with the dummy in two of the specified positions.

S25 – Perform two low risk deployments at the driver position.

2 - Manufacturer uses automatic suppression to satisfy S19, but elected to certify to S21 and S23 using low risk deployment.

S19 – Perform automatic suppression testing using two different child restraints.

S21 and S23 – A total of three different low risk deployments will be performed at the right front outboard position.

S 25 – Perform one low risk deployment at the driver position.

A fixed cost should be provided for each scenario, and a separate cost for either an additional automatic suppression test or an additional low risk deployment test.

Question 15:

For CMVSS 226, please specify whether Canada wants the contractor to include or exclude from its price to close paragraphs S4.2.2, S4.2.3 and S4.2.4?

Answer 15:

Paragraphs S4.2.2, S4.2.3 and S4.2.4 are excluded from the firm price.

Questions 16 to 18 refer to Annex A – Statement of Work.

Question 16:

In Appendix B1, 3. Crashworthiness Instrumentation lab Manager, is it really necessary for the manager to have a university degree?

This does not correspond to the classification of the type III technologist who requires a DEP and 10 years of experience. Please clarify.

Answer 16:

This requirement has been reviewed, please refer to the changes to the RFP in this amendment.

Question 17:

In Appendix B3, 8) and 9), regarding the Specialized Technologist and Senior Specialized Technologist, to be consistent with appendix B1 and B2 of Annex A, you should replace college degree by trade school diploma.

Please note that these specialties are not offered at the college level please clarify.

Answer 17:

This requirement has been reviewed, please refer to the changes to the RFP in this amendment.

Question 18:

In Appendix B2, 2) Programmer, for this Baseline Personnel position, it refers to technologists and technicians in the job category. On the other hand, the category of employment Engineer is absent despite the fact that the text refers to software engineering. Please review and clarify.

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Answer 18:

This requirement has been reviewed, please refer to the changes to the RFP in this amendment.

C. Do the following changes to the RFP:

Changes 1 to 3 refer to Annex A – Statement of Work, Appendix B: Personnel and Labour Categories.

Change 1:

DELETE

3. Crashworthiness Instrumentation lab Manager

The Crashworthiness Instrumentation lab manager must have a college degree in electronics and a minimum of five (5) years of experience in the management of an ATD lab. The resource must be bilingual (French and English). Experience should include:

- a. Troubleshooting, repair, and improvement of ATD instrumentation, in dummy and off-board data acquisition technologies and associated software;
- b. overseeing the integration of emerging or prototype technologies into the existing suite of instruments to ensure reliable, accurate and repeatable data;
- c. maintaining and tracking an inventory;
- d. planning and maintaining a preventive maintenance and calibration program;
- e. participation in user group workshops/ meetings of ATD and related instrumentation technology developments and associated tools;
- f. the preparation of tender calls and commissioning of capital acquisitions;
- g. management of team assignments to optimize safety, accuracy and efficiency; and
- h. development and implementation of a quality control system.

Research labour category: Technologist Type II or III.

REPLACE WITH

3. Crashworthiness Instrumentation lab Manager

The Crashworthiness Instrumentation lab manager must have **a university or college degree in electronics and a minimum of five (5) years of experience in the management of an ATD lab; or at least ten (10) years of experience in the specialized field in which the services are provided including five (5) years of experience in the management of an ATD lab**. The resource must be bilingual (French and English). Experience should include:

- a. Troubleshooting, repair, and improvement of ATD instrumentation, in dummy and off-board data acquisition technologies and associated software;
- b. overseeing the integration of emerging or prototype technologies into the existing suite of instruments to ensure reliable, accurate and repeatable data;
- c. maintaining and tracking an inventory;
- d. planning and maintaining a preventive maintenance and calibration program;
- e. participation in user group workshops/ meetings of ATD and related instrumentation technology developments and associated tools;
- f. the preparation of tender calls and commissioning of capital acquisitions;
- g. management of team assignments to optimize safety, accuracy and efficiency; and
- h. development and implementation of a quality control system.

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Labour category: **Technologist Type I, II or III.**

Change 2:

DELETE

8.0 SPECIALIZED TECHNOLOGIST (REFRIGERATION, ELECTRICIAN, OR MACHINIST)

- a) Graduation from a recognized college technology program;
- b) Trade license to practice in Quebec; and
- c) At least three (3) years of experience in the specialized field in which the services are provided.

9.0 SENIOR SPECIALIZED TECHNOLOGIST (REFRIGERATION, ELECTRICIAN, OR MACHINIST)

- a) Graduation from a recognized college technology program;
- b) Trade license to practice in Quebec; and
- c) At least 10 years of experience in the specialized field in which the services are provided.

REPLACE WIYH

8.0 SPECIALIZED TECHNOLOGIST (REFRIGERATION, ELECTRICIAN, OR MACHINIST)

- a) Graduation from a recognized college technology program **or trade school diploma**;
- b) Trade license to practice in Quebec; and
- c) At least three (3) years of experience in the specialized field in which the services are provided.

9.0 SENIOR SPECIALIZED Technologist (REFRIGERATION, ELECTRICIAN, or MACHINIST)

- a) Graduation from a recognized college technology program **or trade school diploma**;
- b) Trade license to practice in Quebec; and
- c) At least ten (10) years of experience in the specialized field in which the services are provided.

Change 3:

DELETE

2. Programmer(s)

The programmer must have a college degree in computer science, software engineering or computer programming. A minimum of one (1) year of combined experience in the design and development of web applications in JAVA, using a MYSQL database and/or in programming in LabView for real time data acquisition. Each programmer should have experience in the respective activity centre for which they are being proposed as well as a demonstrated ability to problem solve improve capability and performance.
Labour category: Technologist Type I, II, or III or technician I

REPLACE WITH

2. Programmer(s)

The programmer must have a college degree in computer science, software engineering or computer programming. A minimum of one (1) year of combined experience in the design and development of web applications in JAVA, using a MYSQL database and/or in programming in LabView for real time data

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acquisition. Each programmer should have experience in the respective activity centre for which they are being proposed as well as a demonstrated ability to problem solve improve capability and performance.

Labour category: **Project engineer, senior engineer, engineer in training**, Technologist Type I, II, or III or technician I.

The following changes refer to Annex B – Basis of Payment.

Change 4:

DELETE the first table in the revised Basis of Payment, provided in Amendment 005, and **REPLACE** with the following:

Line No	Table Reference No	Services / Reference to Appendix A – Statement of Work	Total Amount / Table
1	TABLE 1	Section 3 – Compliance and Research Test Services – Fixed-price tests	\$ _____
2	TABLE 2	Firm hourly rates	\$ _____
3	TABLE 3	Reimbursable costs for Section 2, 3 and 4	\$ _____
4	TABLE 4	Section 5 – Site Maintenance	\$ _____
5	TABLE 5	Section 6 – Management and Administration	\$ _____
6	TABLE 6-C	Grand Total	\$ _____
TOTAL AMOUNT OF THE BID (Lines 1 to 6)			\$ _____

Change 5:

DELETE Tables 6-A, 6-B and 6-C in the revised Basis of Payment, provided in Amendment 005, and **REPLACE** with the following:

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TABLE 6-A Estimated Utilization of Test tracks and Environmental Chambers

(Information in Table 6-A will not be evaluated as part of the financial evaluation, but the bidder will be contractually bound to the established rates.)

Line No	Fixed Test Equipment (a)	Usage Cost (b)	Notes
1	Test tracks	\$ 89.71 /hour Includes : Alpha, Bravo, Charlie, Delta et Mike	Hours spent by or for a client on the test track
2	Environmental chambers	\$ 28.27 / hour (small) \$ 124.88 / hour (large)	Includes ramp up time (heating or cooling) and the time to complete the test

TABLE 6-B: Calculation of Usage Cost of MVTC's Large Laboratory and Collision Laboratory Installations, Per Year

Line No	Laboratory	Credit percentage paid to Transport Canada on any commercialization revenues generated by laboratory MINIMUM 20% ** (a)	Weighting Factor (b)	Total Amount = (a x b)*-1 (c)
1	Large Laboratory	%	\$ 800,000	\$
2	Collision Laboratory	%	\$ 500,000	\$
3	SUBTOTAL – Table 6-B (Add lines 1 and 2)			\$
4	Fixed cost for the administration of the utilization report (annual for the duration of the contract)			\$
5	TOTAL (TABLE 6-B Line 3 plus Line 4)			\$

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TABLE 6-C: Section 7.0 Marketing and Commercialization

Line No	Service	Allowance – estimated value of expenditures over the life of the contract (a)	Percentage mark-up including administration and profit (b)	Total Amount = a x b
1	Customer Satisfaction Survey	Materials and outsourcing \$ 200,000	_____ %	\$ _____
TOTAL – Table 6-C (Carry forward total amount from line 1)				\$ _____
GRAND TOTAL (Total of TABLE 6-B plus Total of TABLE 6-C) multiplied by 5 years (term of Contract)				\$ _____

Change 6:

DELETE the following note on the revised Basis of Payment, provided in Amendment 005.

** The minimum percentage accepted by Canada is 20%. Any amount below 20% will be considered as being written down at 20% by the bidder for the purpose of the evaluation. In this case, the credit amount paid to Transport Canada will be the percentage written in Table 6B and will be applicable to the contract.

REPLACE by the following:

** The minimum percentage accepted by Canada is 20%. Any amount below 20% will be considered as being written down at 20%.

ALL OTHER TERMS AND CONDITIONS OF THE RFP REMAIN UNCHANGED.