



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

**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

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 NSFRV Build	
Solicitation No. - N° de l'invitation F7013-220306/A	Amendment No. - N° modif. 017
Client Reference No. - N° de référence du client F7013-220306	Date 2023-05-12
GETS Reference No. - N° de référence de SEAG PW-\$\$MC-040-28811	
File No. - N° de dossier 040mc.F7013-220306	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 2023-05-19 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: Deslauriers(MC Div), Stephane	Buyer Id - Id de l'acheteur 040mc
Telephone No. - N° de téléphone (819) 420-2899 ()	FAX No. - N° de FAX (819) 956-0897
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

Solicitation Amendment 17 is raised to

1. Answer Bidders' questions during the solicitation period. New questions and answers from Q121 to Q125
2. Add Section 7.40 Office Space in Contractor Facilities in Resulting Contract Clauses
3. Update Annex P Mandatory Technical Evaluation Criteria and Technical Point Rated Evaluation Criteria

1- Answer Bidders' questions during the solicitation period. New questions and answers from Q121 to Q125.

DELETE: Annex E Bidder's questions and Canada's responses in its entirety

and

INSERT: The following Annex E Bidder's questions and Canada's responses

ANNEX "E"

BIDDER'S QUESTIONS AND CANADA'S RESPONSES

Q1. In connection with the scope of the project and in order to prepare a bid that will meet Canada's expectations, an extension of the bid submission date is requested. A 45-day extension is requested, which would be adequate in the perspective that the main suppliers respond within acceptable deadlines.

A1. In order to fit all the procurement activities before the winter break Canada agrees to extend the closing date to November 28, 2022.

Q2. The first two lines of the Cost Breakdown table in Annex B refer to the SOW section 7.1.6 while the description refers to the structure. Can this table be detailed, namely what is expected in connection with it?

A2. Section 7.1.6 makes no connection to the structure or associated table. On the other hand, Section 7.1.6 clearly states that before the Production Engineering Phase (1C) can proceed, the Contractor must complete the Design Development Completion Phase (1B) by completing the DED T-005 Technical Reference Base.

Q3. See below.

- a. The specification for the Fixed-Gas indicates it must be suitable for Class D fire. Please confirm the type of metal to be protected.
 1. Note: the lithium contained in Li-Ion batteries is not considered a Class D hazard and therefore does not need to be protected as if this is a Lithium fire.
- b. Are alternative solutions for Total flood systems acceptable, i.e., such as the extension of the water-mist system to other areas.
- c. The specification does not describe any Gas Detection requirements for the two battery compartments. Has this been considered as part of the requirements for battery storage rooms?
- d. What are the volumes of the protected spaces, please provide Gros and Net volumes for these spaces
- e. item 4789 for Fire Detection, the requirement indicates that the FDS must indicate the Fan shutdown status, if this is provided to the SCMS is it still a requirement of the FDS? The FDS by

class rules does not have to display 3rd party system status when this is achieved via other integrated systems.

- f. Item 4795 for Fire Detection, the requirement indicates that the FDS must be connected to the VDR, class rules allow for this connection to be via the SCMS when the SCMS is integrated with the FDS. Is this an acceptable alternative arrangement?
- g. Item 4794 for fire detection, the requirement indicates the FDS must interface with the PA/GA, please confirm if this is to activate the PAGA or if this is for the PAGA system to silence the FDS outputs
 - 1. Further, class requirements allow for a potential free contact to be provided from the FDS to activate the PAGA when the PAGA provides all audible signals for fire alarm indication. Please confirm if the PAGA system will also be used to generate the fire alarm tone for the vessel. Where the PAGA is responsible for the fire alarm indication, separate audible circuits from the FDS are not required.
- h. Item 4790/4798 for fire detection, the requirement is to provide visual signals for high noise areas, please confirm if it is acceptable where the Signal Alarm Columns are fitted by the SCMS integrator that the alarms from this system satisfy this requirement OR is the requirement to still provide separate individual signals from the FDS.
- i. Item 4803, 4804, 4805, 4806 for fire detection, the requirement is to show the location of these devices. Is the intent of this spec item to simply have indication via text on the HMI or is the intent to have this shown as a graphic overlay of the Vessel showing the exact location of each device?
 - 1. Note, this can be achieved and is acceptable to class to be provided by the SCMS, is this an acceptable alternative where the SCMS has this capability. This is how the arrangement has been done on the OFSV and OOSV class vessels.
- j. Item 4808 for fire detection, the requirement indicates that information must be provided for the fixed fire system releases. Is the intent to indicate that the fire detection system must have control for the release of the fire suppression systems or simply indication?
 - 1. Typically, class only accepts indication and release for fire systems such as local application water mist systems
- k. Please confirm the hazard rating of the Battery Compartments, are explosion proof and/or intrinsically safe devices required in the battery rooms.
- l. 6485 for Fixed gas fire suppress and 523 Water-Mist, is it acceptable to only use one single solution for this compartment? Water mist is acceptable as a method to extinguish Battery fires but this specification suggests multiple system types as a solution. Is the intent of this project to have the fixed gas automatic and the water-mist manual only?
- m. Please confirm the water capacity of the technical or potable freshwater tanks, what capacity is available for 30minute run time of the water-mist system.
- n. Item 523 for Water-Mist, is there a backup sea-water connection available and what is the working pressure of the fire main
- o. Item 523 for Water Mist, what is the available power for the water mist system?

A3. The technical design package defines the necessary characteristics of the systems, equipment and material to the extent necessary for the bidder to understand design and determine the work required to complete the design. Where the requirements for a system are not explicitly defined, it is the Bidder's responsibility to perform this type of detailed systems development and integration and to meet the requirements of the technical specifications. The Statement of Work is structured to include the necessary design phases to review the design information provided and subsequently complete the design development.

Q4. A Bidder requested an extension of (3) months to the November 28, 2022, closing date to be able to submit a bid on this project.

A4. Canada cannot extend the closing further due to other procurement activities that are linked to this activity.

Q5. For phase 1A is it the intention of CCG that the Contractor complete a full design check or is this task to ensure that the Contractor understands the point of development that the design is currently at? At which point does the Contractor take responsibility for the design of the NSFRV?

A5. As per SOW Section 7.1.2: "The purpose of Phase 1A is to review and understand the design development to date. No design advancement will occur during Phase 1A." To this end the winning contractor must perform the Design Review in accordance with the Contract and ensure that the equipment the bidder has proposed for integration in the design and the engineering for the production of the vessel will enable the vessel to meet the estimated performance criteria.

If there is a defect or deficiencies in the technical data package provided by Canada, then during the Design Review Phase, per SOW Section 7.1.3 : "The Contractor must use the change process in accordance with DID M-006 Configuration and Change Management Plan if they determine that specific requirements or design aspects need to be revisited for producibility or fabrication standpoint. The onus is on the Contractor to rationalize the issue. Once understood and accepted by Canada, the Contractor is responsible for developing a solution. Canada will review and may accept the solution.." The subject of design responsibility is further addressed in Section 7.36 i of RFP.

Q6. As the contract design drawing package has been sent to Lloyd's for review (Section 6.1) if the Contractor decides to go with Lloyd's as the Class society will the reviewed/approved drawings along with the Lloyd's comments be provided?

A6. The reviewed/approved drawings along with the Lloyd's comments will be provided to winning bidder upon Contract award.

Q7. In Section 9.1 it states the scope of equipment to be provided by the pre-determined SSIs (AKA and Hawboldt) is available is Appendix 1 to Annex A. Can you please provide Appendix 1 as it was not included in the tender package?

A7. The scope of the equipment supplied is outlined in the Master Equipment List that we added to the TDP (last column of attached spreadsheet). The spreadsheet will be added to the TDP package already available. For those who requested the package they will receive it automatically by email.

Q8. Can CCG provide the hydraulic requirement details for the Hawboldt deck equipment for line sizing, etc.?

A8. Please contact the SSI, Hawboldt, to obtain the latest information directly from them.

Q9. Would CCG be open to using Pyplok non-welding piping system?

A9. This is a production level detail that will not be dealt with in the RFP stage. All specific technical requirements detailed in the TDP provide sufficient information for the Bidders to submit their proposal.

Q10. According to the SOW, items 7.1.2 and 7.1.3, the objective of Phase 1A is for the Contractor to assess and understand the design development to date and identify if any of the design made by RAL must be re-evaluated for production needs. It is not mentioned that the intent of Phase 1A: Design Review is to verify the design made by RAL against regulations, OEM requirements and recommendations, or the targeted performance of the vessel. There is even less mention that it is a design review with the aim of transferring design responsibility to the Contractor. On the other hand, in DID T-001, it is mentioned that the design examination report must include a confirmation of the conformity of the design with respect to the targeted requirements. An identification of the nature of the design problems identified, either: not conforming to the rules of the classification society, not conforming to the regulatory requirements, contradiction between the design documents, etc. Please clarify the exact scope of the design review. Does Canada expect the Contractor to check the drawings, specifications

and documents forming part of the Contract with regard to the regulations and the performances targeted? If yes, please provide the detailed list of performance (speed, stability, range, future weight margin, light weight, structure sampling, ice class, etc.) that must be verified by the Contractor at this stage.

A10. The exact scope of the design review is partly described in SOW sections 7.1.2 and 7.1.3 as well as mentioned in DID T-001. DID T-001 outlines the requirements for analysis during Phase 1A design review. The checks to be completed are those described in DID T-001. With respect to this Request for Proposal, the required documents, drawings, reports and specifications have been provided to complete the submission. Upon contract award, and as required by the contractor, the information required to complete the Phase 1A design review will be provided. Regarding the transfer of responsibility, section 7.36 Total System Vessel Responsibility indicates that the contractor is responsible from design to delivery as presented in the RFP.

Q11. In DID T-005, it is mentioned that a 3D Model of the vessel, if developed in accordance with the Contractor's procedures, should form part of the technical baseline. It is therefore understood that a 3D Model of the vessel that is not developed following the Contractor's procedures avoids this requirement?

A11. If the 3D Product Model is not developed by the Contractor according to DID T-005, it will not be required to fulfill the requirements. CCG does not want to get a copy of the 3D Product Model. CCG only needs to access the developed 3D Product Model (if developed) through appropriate viewing software (eg ShipExplorer for ShipConstructor).

Q12. In DID T-041, it is mentioned that the construction specification must be updated throughout the duration of the Contract. Is the document titled NSFRV RFP Spec / NSFRV Design Instruction and Guidance to be interpreted as the build specification that needs to be updated?

A12. The requirement of DED T-041 does not require the updating of the documents titled NSFRV RFP Spec / NSFRV Design Instruction and Guidance. The DID requirements indicate that the builder must create the construction specifications. The provided RAL documents should be used as a starting point.

Q13. In the RAL plans, it is mentioned in the notes " refer to the Robert Allan Ltd. Drawing and Specification package in its entirety ". Please provide a copy of the RAL specification. If not available, is the document entitled NSFRV RFP Spec / NSFRV Design Instruction and Guidance to be interpreted as the RAL Specification Package?

A13. Yes, the documents entitled NSFRV RFP Spec / NSFRV Design Instruction and Guidance must be interpreted as being the " Specification Package" of RAL.

Q14. DID T-096-2 states that the light weight estimate must include a detailed breakdown in accordance with the Ship Work Breakdown Structure. Is this to update the weight estimate from RAL or does the Contractor need to make their own estimate of the light weight and position of the center of gravity of the vessel from 0, based on the Contract Design plans and specifications and update it throughout the project?

A14. The Contractor must make their own light weight estimate and keep it current throughout the project.

Q15. In DID T-201, it is mentioned that the drawings and models must demonstrate how the layout conforms to the original equipment manufacturer's specifications, contract specifications, international conventions, statutory regulations and requirements. of the classification society. How does Canada expect the requested demonstration to be presented, on a plan and/or 3D model? Please provide an example of such a demonstration.

A15. The requirement for a 3D model is already in the DID-201 as it stated. A 3D model will be added to the TDP package.

Q16. In DID T-207, it is mentioned that the report must include a test of hydrodynamic models. Is this a physical tank test or can a digital test satisfy this requirement?

A16. This is a digital test.

Q17. Please provide the test reports of the NRC NSHRH model, phases 1 and 2.

A17. NRC data will be provided upon Contract Award.

Q18. Please provide copies of the following documents 212-087 DID T-105 Hull Development Summary and 219-087 Contract Design Report Rev 1.

A18. The documents requested are not required for this RFP. These are internal CCG documents.

Q19. Please provide a copy of the 3D model 219-087 10001 MK14B Hull GEODEF R2.

A19. The information will be provided to those who request access to the technical documents.

Q20. In ID 2839 of the specification, it is mentioned that the NSFRV must comply with the ASTM F1166-07 standard, what happens if the current design made by RAL does not respect certain aspects of this standard, must it be reviewed at the expense of the Contractor?

A20. Item ID 2839 will be removed and no longer applies to the list of requirements.

Q21. In ID 3077, it is mentioned that the water intake boxes must include manholes with a bolted sheet metal cover. Isn't it forbidden by the regulations to have such manholes which could compromise the watertightness of the hull on the sea water intakes?

A21. For item ID 3077, the following changes apply: delete the words ' sea chests'.

Q22. In ID 3445 it is mentioned that if the temperatures cannot be controlled within the limits, solutions or methods of mitigation must be presented and accepted by Canada. Please advise whether this work of developing solutions or methods and their implementation will be handled by notice of change.

A22. Notices of Change only apply when they reference Section 7.24 Procedure for Design Changes or Additional Work. During the design of the vessel, the Contractor must meet all the requirements as prescribed. During the design and construction of the vessel, the Contractor must meet all the prescribed requirements. The descriptions noted in the Design Guidance column are provided for informational purposes only.

Q23. In DID I-019, it is mentioned that the As-Fitted drawing are detailed "in the attached list". Please provide this list. It is understood that the diagrams must be prepared in raised plans (As-Fitted drawing) and that the plans prepared within the framework of DID T-256, T-259, T291, according to the requirements of DID M-017, do not have to be updated and to be part of the compliant plans. It is understood that the RAL plans must be prepared in raised plans (As-Fitted drawing) and that the plans prepared within the framework of DID T-201, T-301, T-303, T-304, T-305, T- 405, as required by DID M-019, need not be updated and form part of conforming plans.

A23. According to DID I-019, paragraph 2, the As-Fitted Drawing List 'will be finalized at a later date'.

Q24. 522 – Watermist:

- Is the anticipated watermist system total flood or local application for the engine and battery rooms.

- Is the anticipated watermist system a low or high pressure system?

A 24. The watermist system has been selected as the appropriate system to meet the regulatory requirements for the vessel and has been developed to a level of detail consistent with the entire technical package. The technical design package documents does not specify the exact makes and models but does define the necessary characteristics of the equipment. Often during the design work RAL used indicative equipment as the basis for the design RAL and this is indicated in the technical package. It is the responsibility of the successful bidder to select equipment compatible with the requirements and the regulations and complete the equipment selection, integration and the design development.

Q25. 555.2 – Fixed Gas Fire Extinguishing:

- The preferred medium is noted as Inergen. Is Novec 1230 an acceptable clean agent alternate?

A25. During the design work RAL and AKA identified Inergen as the basis for the design and this is indicated in the technical package. The specific requirements for the fixed gas fire system and medium are in the specification

Q26. 555.3 – Fixed Aerosol

- 6494 - Notes FirePro fixed aerosol protection of the switchboard space. Does the type approval document for this system allow for aerosol to be the primary extinguishing medium in an electrical space?

- 6495 – Fixed aerosol is noted for protection of the propulsion room within the specification however it is not depicted on the fire safety plan. Is the intention to provide aerosol protection in this space?

A26. The design package, including drawing 219-087 72800R4 Fixed Fire Systems Arrangement , has been appraised by LR. Drawing 219-087 36000R4 Fire Safety Plan has a specific purpose in the technical package and the appraisal of the package by LR. For specific technical design details, as noted in drawing 219-087 36000R4 Fire Safety Plan, the system design requirements are detailed in drawing 219-087 72800R4 Fixed Fire Systems Arrangement. Any errors or omissions in the technical package can be addressed in Design Review phase of Contract.

Q27. Drawing - Main Electrical Equipment Arrangement 61500 - refers to drawing 50001 3D MACHINERY ARRANGEMENT. However, the latter is not part of the package of drawings sent by the contracting authority. Is it possible to receive the drawing 50001 3D MACHINERY ARRANGEMENT?

A27. Drawing 50001 3D Machinery Arrangement will be included in the technical documents package and sent to those who have already requested the package.

Q28. In Section 9.1 of the SOW, "The scope of equipment to be provided by each of these SSIs was spelled out during their respective competitive selection processes and can be seen in Appendix 1 to Annex A." an appendix 1 attached to Appendix A should be submitted, however it is impossible for us to locate this appendix. Can you send it to us?

A28. The information is included in the list titled "Major Equipment List" of the technical documents. Bidders must also confirm with the SSIs to validate the equipment lists.

Q29. At Mandatory Technical Evaluation Criterion MT7, Canada is requesting a Project Management Plan as defined in DID M-001. Does Canada want a sample project management plan for a similar project or does the Bidder provide a project management plan related to the NSFRV project, as this is only requested 30 days from contract award elsewhere in the RFP.

A29. Bidders must provide a project management plan related to the NSFRV project.

Q30. Is a list of valves included in the different circuits available, including the type of valve, the quantity, the type of system, the dimensions, the material requested, etc.? If so, please send it to us.

A30. No, however many of the data are included in the drawings.

Q31. For "Mandatory Technical Evaluation Criteria – TM2", will Canada accept a combination of Contractor ship building experience of vessels over 24m but without crew accommodation areas along with Contractor experience in the construction and refit of accommodation modules and systems on existing vessels?

A31. No, Canada will only accept bidders which provide the proof that it has the capability to build and launch a vessel that includes accommodations for its crew, as stipulated in TM2.

Q32. We would like to request that the closing date for the tender in question be extended by one (1) additional month due to the complexity of the specification, more particularly the requirements relating to the ILS and the related DIDs.

A32. The closing date of the solicitation will be extended until January 18, 2023.

Q33. Would PWGSC consider extending the closing date of the solicitation by a extra 6 weeks?

A33. The closing date of the solicitation will be extended until January 18, 2023.

2- Update Section 2.4 – Bid Solicitation

DELETE: Section 2.4 Enquiries - Bid Solicitation of the solicitation

and

INSERT: The following Section 2.4 Enquiries - Bid Solicitation

All enquiries must be submitted in writing by email to the Contracting Authority (stephane.deslauriers@tpsgc-pwgsc.gc.ca) no later than **2 pm EST on January 11, 2023**. Enquiries received after that time may not be answered.

Bidders should reference as accurately as possible the numbered item of the bid solicitation to which the enquiry relates. Care should be taken by Bidders to explain each question in sufficient detail in order to enable Canada to provide an accurate answer. Technical enquiries that are of a "proprietary" nature must be clearly marked "proprietary" at each relevant item. Items identified as proprietary will be treated as such except where Canada determines that the enquiry is not of a proprietary nature. Canada may edit the questions or may request that the Bidder do so, so that the proprietary nature of the question is eliminated, and the enquiry can be answered with copies to all Bidders. Enquiries not submitted in a form that can be distributed to all Bidders may not be answered by Canada.

Any clarifications or changes to the bid solicitation resulting from the questions and answers will be included as an amendment to the bid solicitation.

3- Extend the solicitation closing date from November 28, 2022 to January 18, 2023.

DELETE: The solicitation closing date on the first page of the previous solicitation amendment 4 of November 28, 2022 EST
and

INSERT: The new solicitation closing date on the first page of this solicitation amendment 5 of January 18, 2023 at 14:00 EST

Q34. Is it possible to obtain the "DID T-004 NSFRV Acoustic Management Plan."?

A34. The Acoustic Management Plan was a plan developed by RAL to detail how they would evaluate and develop the noise reduction aspects during the design contract. The RAL Acoustic Management plan is not relevant to this contract.

Q35. Is it possible to obtain the "219-087 DID T005 - Acoustic Management Report."?

A35. It was added to the TDP and sent to Bidders who requested the package.

Q36. Please provide a detailed list of performance (speed, stability, range, future weight margin, light weight, structural sampling, ice class, etc.) that must be verified by the contractor at the review stage of the design.

A36. During Phase 1A Design Review para 7.1.2, the objective is "to assess and understand the development of the design to date". It is therefore not necessary in this phase to check the performance.

Q37. Which spaces are considered wet spaces? We would like to have a compartment list/clear definition. For example requirement 2175 requires wet spaces with joiner bulkheads to be waterproof. Also deck coverings so it is important to be fully clear on which spaces Canada considers wet spaces?

A37.

1. Washplaces,
2. Wetlab,
3. Laundry
4. Mudroom, and
5. galley

Q38. It is mentioned in the equipment list of the "Bilge Ballast and Fire System Diagram" p. 2, equipment list ballast processing system is optional. It is also present in the diagram presented on p. 6. Does the ship have to be delivered with the ballast treatment system or is the system designed for a possible addition?

A38. System is not currently part of the design, but the capability to add one later is part of the design work.

Q39. DID T-208 states that the alignment procedure must detail the procedures to be used for all shaft and gearbox components and that all bearing clearances must be recorded. It appears that DID T-208 as written applies to Propeller, Shaft, Gearbox and Motor type propulsion and not L-Drive propulsion. Does Canada expect to receive a procedure for alignment of the internal components of the L-Drive or a procedure for the installation of the L-Drives?

A39. Canada does not expect to receive alignment procedures, calculations or data for internal components of the L-drive, unless it directly pertains to maintenance or repair as defined in ILS DIDs. Canada is expecting all alignment procedures, calculations or data for the installation of L-drives and their respective components (i.e. motor) to be provided as developed by shipyard and SSI.

Q40. At item 7.36 of the RFP, it is mentioned that the contractor must maintain total responsibility for the ship's systems, however Canada does not define what a system is. Are seakeeping, hull form, structural arrangement and sampling considered by Canada as part of a system?

A40. The Seakeeping and hull shape are not a system as defined in RFP section 7.36. However, the structure and scantlings are part of the total system responsibility as described in RFP section 7.36.

Q41. Given that the list of conforming plans will be finalized at a later date and that no list is available, it is understood that the conforming plans will be subject to a Design Change request and that the Contractor does not include the plans conform in its price. Otherwise, if Canada wishes to have DID I-019 compliant plans included with the price, provide a preliminary list of compliant plans which will serve as the contractual basis and which may be amended by a Design Change request.

A41. The As-Fitted drawing list, as indicated in DID I-019, will require a Design Change request and the price may be omitted from the bid submission.

Q42. Annex B – Part 6 - The Cost Break Down Table in part 6 of Annex B appears to be incomplete. The table lists many items that are required to build the NSFRV, but it is not all-encompassing and is missing several important items. E.g.

- Where should we enter the price for the HVAC Subcontractor?
- Where should the engineering for Phases 1A, 1B and 1C be entered?
- How should the Table be filled in if the bidder decides to subcontract portions of the spec (or FSR's for that matter) – should the costs for subcontractors be entered in the Labor Column or the material column?

A42. The Cost Break Down table in Annex B, Part 6 must be provided and will be used as a reference in the contract. However, the information provided will not be used as part of the bid evaluation process. For the financial evaluation it is Table 1 in Annex "B" that must be completed and it will be evaluated.

Q43. Annex O - 6.12 - Item 22 Annex O and Clauses 6.12 - The Inspection Test Plan in item 22 Annex O that is Due with the Bid, is only an example ITP from a previous project, correct?

A43. Yes, provide a sample of ITP from a previous project.

Q44. Annex P – PR1 - There is a contradiction between the General Description of the Evaluation Criteria and the Rating Criteria.

The Bidder provides proof it has the proven capability in the construction of vessels of similar complexity as the NSFRV in the past ten (10) years). However, under each of the points ratings columns. Points are only gained by having, 1 vessel with each of the criteria. The Bidder shows it has the experience in building one (1) vessel of 24 meters or greater in the past ten (10) years that meets at least [X] of the five (5) requirements ... Surely, experience gained on building multiple vessels that meet most, but different criteria should count towards collective experience. i.e. the bidder has built 2 vessels that meet all criteria when experience is combined.

A44. Yes, the experience required to meet the points rating can be shown by using one or multiple vessels. As an example, vessel #1 is shown to meet requirements A and B, vessel #2 is shown to meet requirements C and D and vessel #3 is shown to meet requirement E. If the three vessels are shown to meet all five requirements as described, then the maximum points would be awarded.

Q45. Annex-P – TM7 - The Project Management Plan mentioned in Annex-P, TM7 – is only an Example Project Management Plan from a previous project (same as PR9) correct?

A45. See answer to question #29.

Q46. DID M-20 - For DID M-20 - Engineering Maturity Management Plan – what exactly is Canada requesting for this?

In the CDRL the Engineering Maturity Management (EMM) Plan is called out to be produced as required. Will the EMM be considered complete upon completion of Phase 1 or phase 2? In other words, does this DID need to be complete in order to progress to the build phase or does it continue into the build phase?

A46. The EMM is not required during the bid submission. The EMM may be required in order for the contractor to describe their framework to plan and measure the progress of the NSFRV design development from initial design development phase through to the start of production. It is assumed that the by the time the vessel enters production, all design risks must have been minimized, as further change will affect items under construction in the shipyard.

Q47. Can you provide the list of operational spare parts for one (1) year desired to ensure uniformity among bidders? Can you list the items that should be included in item 7 (All other services) and item 8 (Administration)?

A47. The list of operational spares cannot be provided at this stage. It will be developed during the contract. For Bidding purposes the amount to be indicated for item 5 is to use one percent (1%) of the amount indicated in item 1 NSFRV - Price Table 1.

Q48. Does Canada wish to have the milestone schedule completed at the time of submission of the bid?

If so, can you explain how we need to complete the latter?

- Which price from Annex B – Basis of Payment should we refer to?

- What is the difference between the “Firm Unit Price” column and the “Total Firm Price” column at each stage?

A48. Yes, the Table 2 – Milestones Payment Schedule in Appendix B must be completed as part of the bid submission. This table will not be used in the financial evaluation. The table that also must be completed and will be used for the financial evaluation is Appendix B – Price Table 1.

In order to calculate the “Total Firm Price”, you must multiply the “Firm Unit Price” by a factor of one (1) for Table 2 – Milestone Payment Schedule.

Q49. Annex B - Cost Breakdown: Do the amounts to be identified in this table not have to correspond to any item of Annex B – Basis of payment? Our understanding is that these are only the details of some prices that Canada has targeted regardless of the total project costs as a whole.

A49. See the answer to question 42 above. Some of the amounts in the table Cost Breakdown have a corresponding value in Annex B Milestone Payments.

Q50. Annexes B: Is it possible to organize a meeting of Bidders so that Canada can explain to everyone its expectations regarding these annexes, tables, schedule, rates and the relationship between them?

A50. See responses from Question 47 to 49 for additional explanation. Canada has considered the request and based on our present workload, it is impossible for us to schedule a meeting with all the Bidders.

Q51. Annex O, item 11, valid employment contract: Does the "work period" include the warranty period?

A51. Yes, the "work period" includes the warranty period. All of the work required (as applicable) during the warranty period must be completed by the Contractor and have a valid labor agreement as per section 5.2.5.

Q52. Several of the ILS deliverables of the DIDs must be provided 1 MAAC, 3 MAAC and 6 MAAC, from experience we will have very little information at this stage to support the ILS. What is the relevance of requesting these deliverables so early in the project, can these deadlines be revised?

A52. The goal is to initiate the discussion and evaluate the work that will be required of the contractor. Subsequent meetings will help to assess progress and submission dates may be revised. Preliminary or early project requests are based on experience learned from previous contracts.

Q53. DID I-009 and 010: How do you want to develop the maintenance task list/analysis? By RCM/MSG3 or OEM recommended maintenance only or OEM specified maintenance?

A53. Maintenance and tasks analysis must be done in combination and discussion with the OEMs and the contractor according to the modes of operation of the vessel.

Q54. DID I-019: You request as-fitted drawings 12 MAAC, it is technically infeasible to provide the as-fitted before building the ship. Please review the 12 MAAC first submission requirement.

A54. The goal is to initiate the discussion and evaluate the work that will be required of the Contractor. Subsequent meetings will help to assess progress and submission dates may be revised. Preliminary or early project requests are based on experience learned from previous contracts.

Q55. DID I-006: Is it possible to send us the generic CCG Asset Breakdown Structure?

A55. The ABS will be added to the technical data package and will be sent to those who have requested the package. The Excel file is a basic example and must be completed according to the equipment used during the construction of the ship.

Q56. What does the term GFx mean in DID M-001? Does it mean Government Furnished Equipment?

A56. The term "GFx" is to be deleted from the sections 4 and 4.2 from the DID M-001 of the RFP. It does not mean Government Furnished Equipment.

Q57. There appears to be a discrepancy between SOW item 7.1.2, R5 and R36 of the appendix (bidders' question and Canada's responses) with R10 and the description of the content of the design review report as specified in SD T-001. Indeed, according to item 7.1.2 of the SOW and R5 and R36, during phase 1A review of the design it is not necessary in this phase to verify the performance but only to ensure that the equipment that the contractor proposes to integrate into the construction will allow the ship to meet the performance intended by the designer (RAL). However, the description of the contents of the design review report to DED T-001 requires the contractor to confirm that the design complies with the targeted requirements (item c of DED T-001). In other words, the contractor is asked in its design review report to confirm that the design conducted by RAL complies with the targeted requirements, the performance referred to in the contract and provide a detailed indication of design problems with respect to regulatory, classification society and other requirements. DED T-001 is therefore requested that the contractor review all of RAL's design and confirm that it complies with the regulations and requirements of the contract. Does Canada ask the contractor in its design review report to confirm that the design done by RAL

complies with the requirements of the contract or simply asks to confirm that the equipment selected by the contractor is compatible with the design made by RAL?

A57. According to section 7.1.2 of the SOW, Canada requires the contractor to "evaluate and understand the development of the design to date and comment on areas of concern in the design" and thereby comply with the requirements of the contract. The A5 provided more details that support, if required, the change request(s) related to the development of the design. To this end, the winning contractor must perform the Design Review in accordance with the Contract and ensure that the equipment the bidder has proposed for integration in the design and the engineering for the production of the vessel will enable the vessel to meet the estimated performance criteria.

Q58. Annex A-1 requires the contractor to provide the deliverables described in the following DEDs prior to the design review meeting: T-000 Compliance Matrix, T-001 Design Review Reports, T-042 Margin Policies, T-051 Fuel Range, T-073 Noise and Vibration, T-079 Stability Analysis, T-096-1 Weight ratios, T-096-2 Light Vessel Weight Estimation and T-093-3 Weight Control Program. In requesting these deliverables in Phase 1A, does Canada ask the contractor in the design review phase to confirm that the RAL designer's intended performance is achievable in terms of stability, light weight, fuel range, noise and vibration?

A58. Yes, Canada is requesting to evaluate RAL's design in the specific areas detailed in the respective DIDs and verify/confirm if the performance is achievable.

Q59. According to A40 of the Annex (Bidders' Question and Canada's Answers), the arrangement of the structure and its sampling of the vessel are part of the total responsibility for the ship's systems and according to section 7.36 of the RFP these become the total responsibility of the contractor. Given that the design of the vessel, the structure and sampling of which is done by RAL and that according to section 7.1.2 of the SOW it is not required by the contractor to verify the design made by RAL, how does Canada transfer responsibility for the arrangement of the ship structure to the contractor without an audit? Elements of the RAL design that the Contractor is not required to verify should remain Canada's responsibility, otherwise amounts to imposing responsibility for RAL for Canada's design on the Contractor without the Contractor having the opportunity to verify compliance with the requirements of the Contract.

A59. Answer 40 specifically addresses the question associated with systems that are or are not defined in this RFP. According to section 7.1.2 of the SOW, the contractor is required to evaluate the development of RAL's design, including the arrangement of the structure and its scantling as indicated in A40. The Contractor has the opportunity to evaluate and understand all RAL design elements according to SOW 7.1.2. The transfer of responsibility for the structure will occur during Phase 1B which includes a complete acceptance of the structural arrangement by the contractor's selected Classification Society

Q60. I have a question with regard to this spec. Can you tell me if CCGS will consider an alternative technology to the sacrificial anodes in the SOW?

A60. This is a detailed design level detail that will not be dealt with in the RFP stage. All specific technical requirements detailed in the TDP provide sufficient information for the Bidders to submit their proposal. During the performance of the contract, the Contractor is allowed to proposed changes to the technical package in accordance with 7.1.3 and 7.1.4 of the SOW.

Q61. Possible to add design or build to point evaluation in PR2?

A61. Yes, we will add the mention of "design or build" in the section for the evaluation of points except for the scoring of five (5) points.

Q62. With reference to Annex B – Schedule of payment milestones in the RFP, we suggest simplifying the schedule of payment milestones by going strictly on the following basis:

1 - Award of contract / start of work: 5%

2 - Progressive monthly progress of the project: Monthly payment

This method of payment is used in some of the other projects in Canada and results in a simplified management of the payment process and the progress of milestones.

This method reduces the financial costs that the bidder must provide for in its bid following its analysis of the impact of the terms of payment and its cash flow for the project.

A62. Canada has conducted several Requests for Information (RFI) meetings with industry. This payment schedule has taken into consideration the recommendations and suggestions proposed and the present table is the end result.

Q63. What is the expected scope and presentation of CDRL DID-I-011 Chapter 1 – System Details? Is this a general overview of the vessel compiled from CDRLR DID content (e.g. MMEL), or a comprehensive presentation of the vessel structure and systems assembled from OEM technical data with figures and call-outs?

A63. For DID I-011 Chapter 1 – System Details, the information requested is a general overview of the system for which the maintenance is being described. An overview of the systems compiled from inputs from section 2 – Attachments and Applicable References would be acceptable.

Q64. Please confirm that the CDRL DID-I-011 Chapter 2 - Maintenance Concept details will be provided by CCG, or is this expected to be an output of the CDRL DID-I-010 Maintenance Task Analysis?

A64. The DID I-011 Chapter 2 – Maintenance Concept is to be an output based on the DIDs I-009 Initial Maintenance Task List and DID I-010 Maintenance Task Analysis. Chapter 2 - Maintenance Concept should also consider the vessel as an overall platform as well as requirements identified by specific OEMs.

Q65. Our ILS subcontractor has a custom application that will generate detailed maintenance task sheets/cards from available technical data, as linked to a reference database. Whereas preparation of CDRL DID-I-011 Chapter 6 – Maintenance Task Detail Sheets in Excel may be difficult to accomplish in a legible and convenient manner, would provision of the output Maintenance Task Detail Sheet output as PDF sheets be sufficient, or is Excel data the preferred/required format?

A65. As indicated in DID I-011 section 3 Preparation Instructions, the working versions and “ The final version of the Maintenance Task Detail Sheets must be provided in Microsoft Excel and PDF formats.” As such, the DID I-011 Chapter 6 – Maintenance Task Detail Sheets must be provided in Excel format.

Q66. Could Canada provide an example of the Maintenance Task Detail Sheets CCG have in use for other vessels?

A66. A sample as per DID I-011 Chapter 6 - Maintenance Task Sheet Detail Sheet will be added to the TDP package and sent to Bidders who have already requested it.

Q67. DID-I-009 Initial Maintenance Task List states that it must be developed in accordance with the "New Vessel Maximo Data Entry Standard". Can Canada provide us with this standard?

A67. All references to the wording “New Vessel Maximo Data Entry Standard” or the term “Maximo” will be removed and are not applicable to this RFP.

The following "Maximo" references will be removed:

DID I-005, pg 4 of 4, Para 3 – delete the following last statement: "Note that this is a Maximo term."

DID I-007, pg 5 of 6, Para 4 – delete the following last statement: "Note that this is a Maximo term."

DID I-009, pg 1 of 3, Para 3 – delete the following : "The IMTL must be developed in accordance with the New Vessel Maximo Data Entry Standard."

DID I-011, pg 6 of 9, Para 2 – delete the following last statement: "Note that this is a Maximo term."

Q68. For PR4 how does the Bidder provides evidence that it meets the Indigenous Participation Component (IPC) in the ranges of one point one (1.1) percent to five (5) percent of overall contract value?

A68. Item No PR4 will be deleted from the list of Technical Point Rated Evaluation Criteria. As well, item No TM10 will be deleted from the list of Mandatory Technical Evaluation Criteria. The IPC will be increased to 1.5% of the total contract value with corresponding milestone payments. For more information on the IPC please refer to Annex J, K,L,M and N also section 7.35, 5.2.2 and 2.7.

Q69. The performance of the vessel based on the current design is very sensitive to an increase in weight. We believe that the weight of the vessel is one of the critical elements to be evaluated at the beginning of this project and that a variation in the weight could have a significant impact on the performance of the vessel. The contractor has limited input on the performance of the vessel, and PSPC has preselected the power source and the lines plan design. Therefore, the contractor cannot be held liable for the performance metrics provided.

A69. The major equipment weight preselected by Canada have been taken into account in the current design. The weight increases, if present, will be managed and mitigated by the use of the DIDs T-079 Stability Analysis, T-096-1 Weight Report, T-096-2 Lightship Weight Estimate and T-096-3 Weight Control Program throughout the contract. Canada agrees that the weight and stability are critical aspects of the design which is why the initial analysis for the DID is due early during the Design Review phase. The shipyard is liable to meet the specifications and performances within the constraints prescribed in the contract.

2- Update Milestone 18, 23a and 23b in Table B2: Milestone Payments in Annex B – Basis of Payment

DELETE: Table B2: Milestone Payments in Annex B – Basis of Payment in its entirety

and

INSERT: The following Table B2: Milestone Payments in Annex B – Basis of Payment in its entirety

Table B2: Milestone Payments

Milestone #	Description of Milestone	%	Firm Unit Price (applicable taxes extra)	Total Firm Price (applicable taxes extra)
	Phase 1 – Design Completion	10%		
1	Kick-Off Meeting: As per SOW requirement 7.1.2 and 11.7.1	0.75%	\$	\$

Solicitation No. - N° de l'invitation
F7013-220306/A
Client Ref. No. - N° de réf. du client
F7013-220306/A

Amd. No. - N° de la modif.
17
File No. - N° du dossier
040mc.F7013-220306/A

Buyer ID - Id de l'acheteur
040mc
CCC No./N° CCC - FMS No./N° VME

2	Phase 1A: Design Review completed and accepted by Canada. As per SOW 7.1.2 to 7.1.4 and 7.1.8; DID T-001 Design Review Reports	2.75%	\$	\$
3	Phase 1B: Continued Design Development completed and accepted by Canada. As per SOW 7.1.5, 7.1.6 and 7.1.8; DID T-005 Technical Baseline	3%	\$	\$
4	Phase 1C: Production Engineering completed and accepted by Canada. As per SOW 7.1.8	3.5%	\$	\$
	Phase 2 - Build	72%		
5	Ordering of material of structural steel and aluminum by weight	2%	\$	\$
6	Delivery of material of structural steel and aluminum by weight	8%	\$	\$
7	Ordering of Propulsion Machinery by ship set to shipyard - prime	2%	\$	\$
8	Delivery of Propulsion Machinery by ship set to shipyard - prime	6%	\$	\$
9	Ordering of Electrical Equipment Package by ship set - generator sets, main switchboard and energy storage system (ESS)	2%	\$	\$
10	Delivery of Electrical Equipment Package by ship set - generator sets, main switchboard and energy storage system (ESS)	7%	\$	\$
11	Hull, deck and wheelhouse enclosed and accepted by Canada	15%	\$	\$
12	Prime movers installed in vessel	6%	\$	\$
13	Prime movers accepted by Canada	4%	\$	\$
14	Vessel outfitting has been installed and accepted by Canada	10%	\$	\$
15	Vessel completed and ready to launch	10%	\$	\$
	Delivery and Acceptance	18%	\$	\$

16	Vessel launched, all Test and Trials completed and accepted by Canada	5%	\$	\$
17	Provisional Acceptance complete and accepted by Canada	3%	\$	\$
18	Delivery and Acceptance at destination	2.5%	\$	\$
19	Delivery of operational spares	1%	\$	\$
20	All Technical Data Package elements delivered and accepted by Canada	1%	\$	\$
21	All Training completed and accepted by Canada	1%	\$	\$
22	Completion of the 12 month warranty period and the 2 year period for the entire mechanical and electrical components of the power train, power train resilient mountings and any sub-bases incorporated into the propulsion engine or gearing arrangements	3%	\$	\$
23.a	Completion of Aboriginal Voluntary Set A-side report which demonstrates 0.75% of the Contract Price which has been met and the reports are accepted	0.75%	\$	\$
23.b	Completion of Aboriginal Voluntary Set A-side report which demonstrates a full 0.75% of the Contract Price which has been met and the reports are accepted by Canada	0.75%	\$	\$

3- Update Paragraph 1 of Part 1 in Annex K – Indigenous Participation Component Certification Forms

DELETE: Paragraph 1 of Part 1 in Annex K in its entirety

and

INSERT: The following Paragraph 1 of Part 1 in Annex K in its entirety

The Bidder agrees that no less than 1.50% of the Total Estimated Cost of the Contract must be subcontracted to Indigenous business(es). Refer to Example of acceptable Indigenous Participation Components under 2.6(b) and Annex "J" for definitions.

4- Remove TM10 in Annex P - Mandatory Technical Evaluation Criteria and Technical Point Rated Evaluation Criteria

DELETE: PR2 in Annex P in its entirety

5- Update PR2 in Annex P - Mandatory Technical Evaluation Criteria and Technical Point Rated Evaluation Criteria

DELETE: PR2 in Annex P in its entirety

and

INSERT: The following PR2 in Annex P in its entirety

No	Point Rated Evaluation Criteria			Maximum Points Available
PR2	The Bidder has previous experience with design or build and integration of hybrid propulsion system (hybrid system implies a battery-diesel power generation system)			/15
Points Rating				
0	5	10	15	
The Bidder <u>does not have</u> experience with hybrid or diesel electric vessels	The Bidder has experience with <u>refit</u> of a hybrid vessel in the past five (5) years	The Bidder has experience with the design or <u>new construction (in progress)</u> of a hybrid or diesel-electric vessel in the past five (5) years	The Bidder has experience with the design or <u>new construction and delivery</u> of a hybrid or diesel-electric vessel in the past five (5) years	

6- Delete PR4 in Annex P - Mandatory Technical Evaluation Criteria and Technical Point Rated Evaluation Criteria

DELETE: PR4 in Annex P in its entirety

Q70. Financial Security – Please confirm there is no financial security required for this solicitation i.e. Letter of Credit, Bond, etc.

A70. There is no financial security requirement.

Q71. As per Annex B – Basis of Payment Price Table 1 item 7 and 8, we are asked for hourly charge-out rates for “all other services” and “administration.” It is unclear if “all other services” includes engineering work. Reading Annex B, Section 3 page 41, “*For the performance of the Work as a result of approved additional Work including Design, or Engineering Change, All other services, Administration or change in the scope of Work, the Contractor shall be paid the firm, hourly charge-out rate as detailed in section 1. Charge-out Rate /Material Mark-up, GST/HST extra, as applicable.,*” it appears as though there is no difference between labour charge-out rates and engineering charge-out rates. Can Canada please clarify if Labour rates and rates for engineering are meant to be captured in this single line item? As rates for shipyard labour and engineering are fundamentally different, would Canada consider splitting this line item to show labour rates and engineering rates as separate line items?

A71. Yes, the "All other services" rates are meant to be a blended rate for engineering and labour services.

Q72. Canadian Content Value – There is no mention of CCV or IRB requirements in the solicitation document. Please confirm there are no CCV or IRB requirements in this solicitation.

A72. There is no Canadian Content Value in the RFP/contract

Q73. If there are no CCV requirements or IRB requirements, is Canada accepting bids from shipyards outside Canada?

A73. Canada will not accept bids from shipyards outside Canada.

Q74. The mandatory criteria TM1 and TM2 and point-rated criteria PR1, PR2, and PR3 requires that the Bidder demonstrate that it has the physical capacity and has past experience constructing a vessel of defined physical dimensions and complexity in the Bidder's shipyard. In cases where the Bidder is a Joint Venture comprised of multiple entities, please confirm that only the experience of the JV entity in whose shipyard the NSFRV will be physically constructed can be used to satisfy TM1, TM2, PR1, PR2, and PR3.

A74. If the Bidder is a joint venture, the requirement TM1 and TM2 must be met by the member of the joint venture who will construct the "Work" as detailed in the Statement of Work attached within Annex "A" of the RFP.

If the Bidder is a joint venture, the requirement PR1 must be met by the member of the joint venture who will construct the "Work" as detailed in the Statement of Work attached within Annex "A" of the RFP.

Q75. Point #6 under Section 1.2 of the RFP further states that "the work must be carried out at a shipyard located in Eastern Canada". In the case where the Bidder is a Joint Venture comprise of multiple entities, please confirm that only the experience of the JV members that are based in Eastern Canada and where the NSFRV would be physically constructed can be used to satisfy TM1, TM2, PR1, PR2, and PR3. In other words, in cases where the Bidder is a Joint Venture comprised of multiple entities, please confirm that the experience of a shipyard outside of Eastern Canada and participating as a member of a bidding JV, cannot be used to satisfy the requirements of TM1, TM2, PR1, PR2, and PR3.

A75. Section 1.2 of the RFP will be updated as follows.

1.This procurement falls under the small vessel construction component of the National Shipbuilding Strategy (NSS), whereby the requirement will be competed to Canadian Industry.

2. The sourcing strategy relating to this procurement will be limited to Canadian suppliers, as permitted by the CFTA.

3.In line with the Shipbuilding, Repair, Refit, and Modernization Policy (2010-08-16) and with the Buy in Canada Policy, the work must be carried out at a shipyard located in Canada.

Q76. Point #6 under Section 1.2 of the RFP further states that "this procurement will be limited to Canadian suppliers". Please confirm that the capacity and experience of a non-Canadian subcontractor of the Bidder cannot be used to satisfy the requirements of TM1, TM2, PR1, PR2, and PR3.

A76. See responses to Q74 and Q75.

Q77. Noting that point #6 under Section 1.2 of the RFP states that "this procurement will be limited to Canadian suppliers", please confirm that a Bidder that is Joint Venture that includes a non-Canadian company or entity as one of the members of the JV is not eligible to submit a bid.

A77. See response to Q74 and all members of a JV must be Canadian Suppliers.

Q78. A Bidder requests to extend the solicitation closing date to February 18, 2023. To allow more time to their Suppliers to provide them information so the Bidder can prepare and submit their bid on time.

A78. The solicitation closing date will be extended to February 21, 2023.

Q79. Coating and Surface Treatment Schedule, page 2, note 4, it is written « Grit sweep intact shop primer to AS.2 International Paint Sweep Blast Standards. » This is not specified in the DIG, nor specified in the Canadian Coast Guard Standard 18-080-000-SG-003 nor specified in the paint data sheets mentioned on pages 3 to 5. The paint data sheets do not require a Grit Sweep if the shop primer used is compatible and if it is intact. The shipyards use sandblasted steel and primer using a shop primer for the advantage of not having to sand the entire ship after construction.

Can you confirm that Bidders don't really have to perform grit sweeps on 100% of the steel surfaces covered with shop primer intact and compatible with the applied paint system?

A79. The document 219-087 38100R2 Coating and Surface Treatment Schedule is provide for guidance only. The winning bidder is expected to select the coating systems to be used and then apply the selected coating systems in accordance with manufactures recommendations and provisions of DIG items 630 and 631.1.

Q80. It is mentioned in the drawing, 34000R2 WheelHouse Arrangement in note 2, to refer to section 340 and section 900 of the specifications. These parts of the quote are missing. Can you send us those sections, or give us the up-to-date reference?

A80. The up-to-date references are: 400 Ship Information Systems vice 900 and 668 Bridge Outfit vice 340.

Q81. NSFRV DIG V1 English 2022-09-11 PSPC Final Version.pdf" - 259.4 – Exhaust piping - Line 3373 Below the top of the chimney, the exhaust system must be stainless steel. - Line 3374 Above the chimney, the material of the exhaust system must be stainless steel. However, the drawing: "219-087 76000R5 Machinery Exhaust Arrangement.pdf" asks:

MATERIALS: BASED ON CCG PIPING SYSTEM MATERIAL SELECTION MANUAL:

1. EXHAUST DRAINS: CARBON STEEL, SCH. 40, SMLS ASTM A 1 06 GR B, ANSI B36.10
2. BELOW FUNNEL TOP: CARBON STEEL, SCH. 20, SMLS ASTM A 1 06 GR B, ANSI B36.10
3. EXTERNAL PIPE: STAINLESS STEEL, SCH 1 OS, SMLS ASTM A312 GR 316L, ANSI B36.19

Is the exhaust piping inside the vessel, below the chimney top, to be carbon steel or stainless steel?

A81. Line 3373 of NSFRV DIG V1 French 2022-09-11 PSPC Final Version.pdf is correct, the exhaust piping inside the ship below the funnel top must be stainless steel.

Q82. In section 7.12 of the document ABES.PROD.PW__MC.B040.F28811.EBSU the priority of the documents is described there, on the other hand the technical documents such as the specification (/NSFRV/NSFRV RFP Spec), the package of plans and the major equipment list are not listed there. We have noticed some inconsistencies between these documents and we would like to know the priority of the three technical documents cited. Is it possible to confirm for us?

A82. The technical documents mentioned are part of the SOW, Annex A, paragraph 3.5 under the description of "Technical Design Package" which are provided to Bidders when request. Section 7.12 of the RFP lists the SOW as "item (f) Annex A, Statement of Work (SOW)".

Q83. NSFRV Design Instruction and Guidance, Version: 1.0, 101.6 – Steelwork: "For all spaces likely to be exposed to low temperature ambient air for long periods, the outer limits of the hull and superstructure should include steel suitable for low temperature applications. This includes the boundaries of the ocean sample room and must include steel suitable for low temperature applications." Can you specify the location better? Can you define the grade of steel to be used?

A83. The materials to be used and location are specified in the Notes section on the specific structural drawing included in the drawing package. All of these drawings have been reviewed and accepted by Loyds Register for the low weather application the vessel will experience. The material of hull structures is based on the external design temperature is -15°C (lowest mean daily low air temperature (MDLT) = -5°C) The requirement in the DIG is to provide flexibility for contractor to propose an alternative if desired.

Q84. NSFRV Design Instruction and Guidance, Version: 1.0, 101.6 – Structural Steel: "Steel plates at locations subject to out-of-plane loads or lamellar tearing should exhibit "Z" grade properties through thickness. Can you specify the list of these locations?

A84. The materials details are contained in the specific structural drawing included in the drawing package. All of these drawings have been reviewed and accepted by Loyds Register for the specific application in the vessel. The requirement in the DIG is to provide flexibility for contractor to propose an alternative if desired.

Q85. Drawing #71000, 219-087 71000R4 Fuel System Diagram.pdf: Reservations: #1&2. Lack of information to establish a price. Are the components to be included or excluded from the bid?

A85. The components price must be included in the bid price.

Q86. The technical and financial information from the integrators (ISU) is still missing, less than a month from the submission of the submission. This information is crucial in order to be able to complete our offer, work on a sourcing strategy and finalize our mandatory requirements, especially since these documents do not come in until the holiday period. A postponement of the submission of the bid is therefore requested from Canada to ensure that Canada has the best offer from each supplier (shipyard).

A86. See answer to Q78.

Q87. We understand that the documents requested from CDRL will be delivered during the contract in the language of the deliverables requested. However, we also understand that it cannot be required by Canada, a country with two official languages, to require these deliverables in one language or the other at the submission stage. For example, the M-001 and M-002 will be delivered during the submission in French, while they will be translated afterwards if the contract is awarded to us. Is our interpretation correct?

A87. The submission may be submitted in either official language (French, English)

Q88. In appendix O it is mentioned on line 5 – Appendix Q completed list of non-substitutes. Is it possible to have a clarification on the information to be completed?

A88. Line 5 of Appendix Q will be deleted.

2- Update Section 1.2 Summary of the RFP

DELETE: Section 1.2 Summary of the RFP in its entirety

and

INSERT: The following Section 1.2 Summary of the RFP in its entirety

1.2 Summary

1. The Requirement is:
 - a) The Department of Fisheries and Oceans (DFO) and the Canadian Coast Guard (CCG) have a requirement to build and deliver (1) new Near Shore Fishery Research Vessel (NSFRV). The primary function of the NSFRV is oceanographic science. Secondary missions require capabilities consistent with search and rescue and environmental response.
 - b) To carry out unscheduled work authorized by the Contracting Authority during the course of the contract.
2. This bid solicitation requires Bidders to use the CPC Connect service provided by Canada Post Corporation to transmit their bid electronically. Bidders must refer to Part 2 entitled Bidder Instructions, and Part 3 entitled Bid Preparation Instructions, of the bid solicitation, for further information.
3. The Federal Contractors Program (FCP) for employment equity applies to this procurement; refer to Part 5 – Certifications and Additional Information, Part 7 - Resulting Contract Clauses and the annex titled Federal Contractors Program for Employment Equity - Certification.
4. As per the Integrity Provisions under section 01 of Standard Instructions 2003, Bidders must provide a list of all owners and Directors and other associated information as required. Refer to section 4.21 of the Supply Manual for additional information on the Integrity Provisions.
5. The requirement is exempt from the provisions of the World Trade Organization Agreement on Government Procurement (WTO-AGP), i.e. Shipbuilding and Repair is excluded from coverage at Annex 7, General Notes, 1. (a). The requirement is subject to the Canadian Free Trade Agreement (CFTA).
6. This procurement falls under the small vessel construction component of the National Shipbuilding Strategy (NSS), whereby the requirement will be competed to Canadian Industry.
7. The sourcing strategy relating to this procurement will be limited to Canadian suppliers, as permitted by the CFTA.
8. In line with the *Shipbuilding, Repair, Refit, and Modernization Policy* (2010-08-16) and with the *Buy in Canada Policy*, the work must be carried out at a shipyard located in Canada.
9. Canada will be including the use of trade names or trademarks without allowing for equivalent products, on an exceptional basis as itemized in Annex "R". In addition, the equipment itemized in Annex "R" was selected as part of a competitive process; the Request for Identification of Potential Suppliers (RFID) for the Propulsion System (F7013-200032/B) and the Deck Equipment (F7013-200032/C). This process are necessary for CCG to meet its innovation and greening mandate in addition to ensure the integration of key equipment in the vessel.
10. This procurement includes a mandatory Indigenous Participation Component (IPC) under the Procurement Strategy for Indigenous Business program.

3- Add Section 1.6 Restriction on Bidding to the RFP

INSERT: The following 1.6 Restriction on Bidding to the RFP in its entirety

1.6 Restriction on Bidding

This is a bid solicitation for construction of ship(s) that are less than 1000 tonnes in lightship displacement. The two shipyards selected by Canada under the National Shipbuilding Strategy for the combat and non-combat vessel work packages are not eligible to bid on it. Accordingly, neither Irving Shipbuilding Inc., Vancouver Shipyards Company Ltd., nor any of their subsidiaries or affiliates nor the person who controls any of them ("subsidiary", "affiliate," "control" and "person" are all as defined in the Canada Business Corporations Act. R.S.C. 1985, c C-44 as amended) is eligible to submit a bid or be awarded a contract for the work of this bid solicitation. By submitting a bid to this bid solicitation, a bidder is certifying that it is in compliance with the above restriction. It is a term of any contract that results from this solicitation that if this certification is untrue, whether made knowingly or unknowingly, Canada shall have the right, pursuant to the default provisions of the resulting contract, to terminate the resulting contract for default.

4- Update Section 4.2.1 Technical Bid Evaluation of the RFP

DELETE: Section 4.2.1 Technical Bid Evaluation of the RFP in its entirety

and

INSERT: The following Section 4.2.1 Technical Bid Evaluation of the RFP in its entirety

4.2.1 Technical Bid Evaluation

The Technical bid will be assessed against the Mandatory Technical Criteria in Annex "P" - Mandatory Technical Criteria and the Point Rated Technical Criteria.

Notwithstanding deliverable requirements specified within the bid solicitation and the Statement of Work found at Annex "A" – Statement of Work, mandatory deliverables that must be submitted with the Bidder's bid to be evaluated as responsive are summarized in Annex "O" – Deliverables / Certifications – O1 Deliverables Checklist.

Canada reserves the right to request information to support any bid requirement. The Bidder is instructed to address each requirement in sufficient depth to permit a complete analysis and assessment by the Evaluation Team. The Bid will be evaluated as responsive if it is found to meet all of the mandatory requirements.

The Phased Bid Compliance Process will apply to all Mandatory Technical Criteria in Annex "P" - Mandatory Technical Criteria and the Point Rated Technical Criteria as well as all Mandatory Criteria in Annex "O".

5- Delete Section 6.4 Valid Labour Agreement of the RFP

DELETE: Section 6.4 Valid Labour Agreement of the RFP in its entirety

6.4 Valid Labour Agreement

If the Bidder has a labour agreement, or other suitable instrument, in place with all its unionized labour, it must be valid for the proposed period of any resulting contract. Documentary evidence of the agreement or suitable instrument must be provided in their bid. The Bidder must provide a letter stating that they are a non-unionized facility, if applicable.

6- Update TM1, TM2 and PR1 Mandatory Technical Evaluation Criteria and Technical Point Rated Evaluation Criteria in Annex P

INSERT: The following note will be added to TM1, TM2 and PR1 in Annex P

If the Bidder is a joint venture, the requirement must be met by the member of the joint venture who will construct the "Work" as detailed in the Statement of Work attached within Annex "A" of the RFP.

7- Add new TM10 Shipyard Location in Annex P Mandatory Technical Evaluation Criteria and Technical Point Rated Evaluation Criteria

INSERT: The following new TM10 Shipyard Location in Annex P Mandatory Technical Evaluation Criteria and Technical Point Rated Evaluation Criteria

No	Mandatory Technical Evaluation Criteria	
TM10	Shipyard Location The Bidder performing the Work must be a shipyard geographically located in Canada.	
	Fail	Pass
	The Bidder does not submit a picture from Google Maps showing the longitude and latitude of the shipyard geographically located in Canada and provide the municipal address	The Bidder submits a picture from Google Maps showing the longitude and latitude of the shipyard geographically located in Canada and provides the municipal address

8- Update the Scoring Criteria in Annex P Mandatory Technical Evaluation Criteria and Technical Point Rated Evaluation Criteria

DELETE: The Scoring Criteria in Annex P in its entirety

and

INSERT: The following Scoring Criteria in Annex P in its entirety

Total Score *minimum pass mark is 170	/280
--	-------------

9- Extend the solicitation closing date from January 18, 2023 to February 21, 2023.

DELETE: The solicitation closing date on the first page of the previous solicitation amendment 7 of January 18, 2023 at 14:00 EST

and

INSERT: The new solicitation closing date on the first page of this solicitation amendment 8 on February 21, 2023 at 14:00 EST

10- Update the NSFRV Design Instruction and Guidance document as part of the TDP.

DELETE: Section 631.5 Potable Water Tank Coating System in its entirety

and

INSERT: Section 533.3 Fresh Water Storage Tank
Add line, column "Object Number" 533.3.0-5 – The fresh water tank must be stainless steel constructed in accordance with CCG's standard: Welded Stainless Steel Non-Integral Potable Water Tank Fabrication and Repair Standard.

The standard will form part of the TDP and it will be sent out to everyone who has already requested it.

Q89. In Solicitation Amendment 8 there is a mention of deleting clause 6.4 Valid collective agreement. Are we to understand that we no longer submit proof of our valid collective agreement as requested in Annex O (at line 11)?

A89. The requirement listed in Annex O Deliverables/Certifications, item # 11 will be removed.

Q90. For Annex P as well as Annex O will we receive an update of these appendices or simply delete and add the details as listed in solicitation amendment 8?

A90. The Bidders must update the Annexes based on the changes from each solicitation amendment.

Q91. With the new closing date on February 21, 2023 will this have an impact on the work schedule? Change of start/end date of work? If so, we will have to modify our schedule accordingly.

A91. The start and end date of the work is from Contract Award to two (2) year after delivery and acceptance of the vessel as per 7.4.1. The closing date of the solicitation does not change the work period of the contract.

Q92. Please confirm the Class NSFRV notation? At ID 2791 it is mentioned that the NSFRV must be according to Lloyd's Register (LR) standards: +100A1 Research, ice class E, X LMC, HYBRID POWER. On plan 219-087-21000R3 Midship Section, page 2, there is no Maltese Cross in Class Notation.

We understand that the "+" in front of the 100A1 and the "X" in front of the LMC mean the Maltese Cross, however in the Midship no Maltese Cross is indicated.

Does Canada wish to have a vessel in Class Notation ⚡ 100A1 Research, Ice Class E, ⚡ LMC (Hybrid Power)?

A92. The class notation is ✕ 100A1 Research, Ice Class E, ✕ LMC (HYBRID POWER).

Q93. Can Bidders add additional elements they wish to be protected in Annex R - Economic Price Adjustment and Exchange Rate Adjustment?

A93. New items cannot be added to the list in Annex R.

Q94. Possible to tell us the deadline for questions in Section 2.4 based on the new closing date of February 21, 2023?

A94. Section 2.4 will be updated with a new deadline for enquiries. The deadline will be on February 13, 2023 at 2pm EST.

2- Update Section 2.4 Enquiries - Bid Solicitation of the RFP

DELETE: Section 2.4 - Enquiries - Bid Solicitation in its entirety

and

INSERT: The following Section 2.4 - Enquiries - Bid Solicitation in its entirety

All enquiries must be submitted in writing by email to the Contracting Authority (stephane.deslauriers@tpsgc-pwgsc.gc.ca) no later than **2 pm EST on February 13, 2023**. Enquiries received after that time may not be answered.

Bidders should reference as accurately as possible the numbered item of the bid solicitation to which the enquiry relates. Care should be taken by Bidders to explain each question in sufficient detail in order to enable Canada to provide an accurate answer. Technical enquiries that are of a "proprietary" nature must be clearly marked "proprietary" at each relevant item. Items identified as proprietary will be treated as such except where Canada determines that the enquiry is not of a proprietary nature. Canada may edit the questions or may request that the Bidder do so, so that the proprietary nature of the question is eliminated, and the enquiry can be answered with copies to all Bidders. Enquiries not submitted in a form that can be distributed to all Bidders may not be answered by Canada.

Any clarifications or changes to the bid solicitation resulting from the questions and answers will be included as an amendment to the bid solicitation.

3- Update Annexe O - Deliverables/Certifications

DELETE: Line item 11 from Annexe O - Deliverables/Certifications

Solicitation Amendment 10

1. Update title of Annex G

DELETE: Annex G – Procedure for Unscheduled Work in its entirety

and

INSERT: Annex G – Procedure for Additional Work in its entirety

2. Update Section 1.2 – Summary

DELETE: Annex G – Procedure for Unscheduled Work in its entirety

and

INSERT: Annex G – Procedure for Additional Work in its entirety

1.2 Summary

1. The Requirement is:
 - a) The Department of Fisheries and Oceans (DFO) and the Canadian Coast Guard (CCG) have a requirement to build and deliver (1) new Near Shore Fishery Research Vessel (NSFRV). The primary function of the NSFRV is oceanographic science. Secondary missions require capabilities consistent with search and rescue and environmental response.
 - b) To carry out additional work authorized by the Contracting Authority during the course of the contract.
2. This bid solicitation requires Bidders to use the CPCConnect service provided by Canada Post Corporation to transmit their bid electronically. Bidders must refer to Part 2 entitled Bidder Instructions, and Part 3 entitled Bid Preparation Instructions, of the bid solicitation, for further information.
3. The Federal Contractors Program (FCP) for employment equity applies to this procurement; refer to Part 5 – Certifications and Additional Information, Part 7 - Resulting Contract Clauses and the annex titled Federal Contractors Program for Employment Equity - Certification.
4. As per the Integrity Provisions under section 01 of Standard Instructions 2003, Bidders must provide a list of all owners and Directors and other associated information as required. Refer to section 4.21 of the Supply Manual for additional information on the Integrity Provisions.
5. The requirement is exempt from the provisions of the World Trade Organization Agreement on Government Procurement (WTO-AGP), i.e. Shipbuilding and Repair is excluded from coverage at Annex 7, General Notes, 1. (a). The requirement is subject to the Canadian Free Trade Agreement (CFTA).
6. This procurement falls under the small vessel construction component of the National Shipbuilding Strategy (NSS), whereby the requirement will be competed to Canadian Industry.
7. The sourcing strategy relating to this procurement will be limited to Canadian suppliers, as permitted by the CFTA.
8. In line with the *Shipbuilding, Repair, Refit, and Modernization Policy* (2010-08-16) and with the *Buy in Canada Policy*, the Work must be carried out at a shipyard located in Canada.
9. This RFP includes the use of trade names or trademarks without allowing for equivalent products, on an exceptional basis as itemized in Annex "Q". The equipment itemized in Annex "Q" was selected under the Request for Identification of Potential Suppliers (RFID) phase of the NSFRV procurement, which consisted of a competitive RFID to identify single system integrators for both the Propulsion System (F7013-200032/B) and the Deck Equipment (F7013-200032/C). This process is necessary for CCG to meet its innovation and greening mandate and to ensure the integration of key equipment in the vessel.

10. This procurement includes a mandatory Indigenous Participation Component (IPC) under the Procurement Strategy for Indigenous Business program.

3. Update Section 1.6 - Restrictions on Bidding and Subcontracts

DELETE: Section 1.6 - Restriction on Bidding in its entirety

and

INSERT: The following Section 1.6 – Restrictions on Bidding and Subcontracts in its entirety

1.6 Restrictions on Bidders and Subcontracts

This is a bid solicitation for construction of a ship that is less than 1000 tonnes in lightship displacement. The shipyards selected by Canada under the National Shipbuilding Strategy for the construction of vessels over 1000 tonnes in lightship displacement, namely Irving Shipbuilding Inc. and Vancouver Shipyards Company Ltd., or any of their respective subsidiaries or affiliates or any person who controls any of them ("subsidiary", "affiliate," "control" and "person" are all as defined in the Canada Business Corporations Act, R.S.C. 1985, c. C-44 as amended):

(1) are each, including as part of a joint venture or partnership, not eligible to submit a bid or be awarded the contract resulting from this bid solicitation; and

(2) to the extent that any subcontractor experience or capabilities are mandatory or point-rated evaluation criteria in this bid solicitation, are each not eligible to satisfy such criteria.

By submitting a bid to this bid solicitation, a Bidder is certifying that it is in compliance with the above restrictions and agrees to maintain such certification throughout the duration of the Contract. Canada will declare a bid non-responsive, or will declare a contractor in default in carrying out any of its obligations under the Contract if any certification made by the Bidder is found to be untrue whether made knowingly or unknowingly, during the bid evaluation period or during the contract period.

4. Add Section 7.38 – Restrictions on Subcontracting

INSERT: Section 7.38 – Restrictions on Subcontracting in its entirety

7.38 Restrictions on Subcontracting

The Contractor must not subcontract or permit the subcontracting of any part of the Work, including a contract entered into by any subcontractor at any tier to perform any part of the Work, to Irving Shipbuilding Inc., Vancouver Shipyards Company Ltd. or any of their respective subsidiaries or affiliates, or any person who controls any of them ("subsidiary", "affiliate," "control" and "person" are all as defined in the Canada Business Corporations Act, R.S.C. 1985, c. C-44 as amended), unless the subcontract is limited to the provision of services for ship building program management, design, engineering, supply chain management, integrated logistics support, or quality assurance.

5. Add Section 7.39 - Defence Contract

INSERT: Section 7.39 - Defence Contract in its entirety

SACC Manual clause A9006C (2012-07-16), Defence Contract

6. Update Price Table in Annex B – Basis of Payment

Solicitation No. - N° de l'invitation
F7013-220306/A
Client Ref. No. - N° de réf. du client
F7013-220306/A

Amd. No. - N° de la modif.
17
File No. - N° du dossier
040mc.F7013-220306/A

Buyer ID - Id de l'acheteur
040mc
CCC No./N° CCC - FMS No./N° VME

DELETE: Price Table in its entirety

and

INSERT: Revised Price Table in its entirety

Price Table 1

Item #	Description	Price
		CDN\$
1	Design and Construct the NSFRV as per requirements in SOW in Annex A includes labour, material, equipment and engineering costs	\$
2	Transportation Cost of the NSFRV to the CCG base at Sorel, Quebec	\$
3	Technical Data Package for the NSFRV	\$
4	Training for the NSFRV	\$
5	One (1) year operational spares for the NSFRV	\$
Total Price Table 1 (sum item #1 to # 5) Note: The Sum of item # 1 to #5 will become the Contract Price of the Winning Bid.		\$

Price Table 2

Item #	Description	Hourly Rate hrs (CDN\$)	Number of Hours *	Total CDN\$ (Hourly Rate X Number of Hours)
6	All other services	\$	100 hours	\$
7	Administration	\$	100 hours	\$
Total Price Table 2 (Sum of items #6 and #7)				\$

* The indicated number # of hours for items 6 and 7 above are for evaluation purposes only. The Hourly Rate is a firm rate for the duration of the contract.

Total Evaluated Price	Total CDN\$
Total Evaluated Price (Sum of Total Price Table 1 and Total Price Table 2)	\$

7. Update Section 7.4.1 - Period of the Contract

DELETE: Section 7.4.1 - Period of the Contract in its entirety

and

INSERT: The following Section 7.4.1 - Period of the Contract in its entirety

7.4.1 Period of the Contract

The period of the Contract is from the Contract Award date to two (2) years after delivery and acceptance. The warranty period is 12 months from the delivery and acceptance date. The entire mechanical and electrical components of the power train, power train resilient mountings and any sub-bases incorporated into the propulsion engine or gearing arrangements shall have a two (2) years warranty which commences from acceptance of the vessel by Canada.

The vessel must be delivered within 3 years of contract award.

8. Update SACC Clause 2030 – General Conditions

DELETE: Section 7.12 - Priority of Documents and Section 7.2.1 - General Conditions in its entirety

and

INSERT: The following Section 7.12 - Priority of Documents and Section 7.2.1 - General Conditions in its entirety

7.12 Priority of Documents

If there is a discrepancy between the wording of any documents that appear on the list, the wording of the document that first appears on the list has priority over the wording of any document that subsequently appears on the list.

- a) the Articles of Agreement;
- b) the supplemental general conditions 1028 (2010-08-16), Ship Construction – Firm Price;
- c) the Supplemental General Conditions 4006 (2010-08-16) Contractor to Own Intellectual Property Rights in Foreground Information;
- d) the General Conditions 2030, (2022-12-01) , General Conditions - Higher Complexity – Goods;
- e) the General Conditions 1031-2, (2012-07-16), Contract Cost Principles;
- f) Annex “A”, Statement of Work (SOW);
- g) Annex “B”, Basis of Payment;
- h) Annex “C”, Federal Contractors Program for Employment Equity - Bid Certification
- i) Annex “D”, List of Subcontractors;
- j) Annex “E”, Bidders Questions and Canada’s Responses (if applicable);
- k) Annex “F”, Insurance Requirements;
- l) Annex “G”, Procedure for Additional Work;

- m) Annex "H", Warranty;
- n) Annex "I", Forms
- o) Annex "J", General Information on Indigenous Participation Component;
- p) Annex "K", Indigenous Participation Component Certification Forms;
- q) Annex "L", The Indigenous Participation Component (IPC) Plan;
- r) Annex "M", Indigenous Certification Requirements;
- s) Annex "N", Indigenous Participation Component Reports;
- t) Annex "R", Economic Price Adjustment and Exchange Rate Adjustment;
- u) the Contractor's bid dated _____ (insert date of bid), as amended _____ (insert date(s) of amendment(s) if applicable).

7.2.1 General Conditions

2030 (2022-12-01), General Conditions - Higher Complexity - Goods, apply to and form part of the Contract and is amended as follows:

Delete Section 22 (2014-09-25) Warranty, in its entirety and replace with the following:

Despite inspection and acceptance of the Work by or on behalf of Canada and without restricting any other provision of the Contract or any condition, warranty or provision imposed by law, the Contractor warrants that, for 12 months except if stated otherwise in the Contract, the Work will be free from all defects in design, material or workmanship, and will conform to the requirements of the Contract. The entire mechanical and electrical components of the power train, power train resilient mountings and any sub-bases incorporated into the propulsion engine or gearing arrangements shall have a 2-year warranty which commences from acceptance of the vessel by Canada. The warranty period begins on the date of delivery, or if acceptance takes place at a later date, the date of acceptance. With respect to Government Property not supplied by the Contractor, the Contractor's warranty will extend only to its proper incorporation into the Work.

1. For the purpose of the Warranty, acceptance will take place in accordance with Annex "H" - Warranty.
2. The Contractor, if requested by Canada, must replace or repair at its own expense any finished work, excluding Government Issue incorporated in the Work, which becomes defective or which fails to conform to contract requirements as a result of faulty or inefficient manufacture, material or workmanship.
3. In the event of a defect or non-conformance in any part of the Work during the warranty period, the Contractor, at the request of Canada to do so, must as soon as possible repair, replace or otherwise make good at its own option and expense the part of the Work found to be defective or not in conformance with the requirements of the Contract.
4. The Contractor agrees to pass to Canada, and exercise on behalf of Canada, all warranties on the materials supplied or held by the Contractor which exceed the periods indicated above.
5. The Work or any part of the Work found to be defective or non-conforming will be returned to the Contractor's plant for replacement, repair or making good. However, when in the opinion of Canada it is not expedient to remove the Work from its location, the Contractor must carry out any necessary repair or making good of the Work at that location. In such cases, the Contractor will be paid the fair and reasonable Cost (including reasonable travel and living expenses) incurred in so doing, with no allowance for profit, less an amount equal to the Cost of rectifying the defect or non-conformance at the Contractor's plant.
6. Canada must pay the transportation cost associated with returning the Work or any part of the Work to the Contractor's plant pursuant to subsection 3. The Contractor must pay the transportation cost associated with forwarding the replacement or returning the Work or part of the Work when rectified to the delivery point specified in the Contract or to another location directed by Canada.

7. The Contractor must remedy all data and reports pertaining to any correction or replacement under this section, including revisions and updating of all affected data, manuals, publications, software and drawings called for under the Contract, at no cost to Canada.
8. If the Contractor fails to fulfill any obligation described in this section within a reasonable time of receiving a notice, Canada will have the right to remedy or to have remedied the defective or non-conforming work at the Contractor's expense. If Canada does not wish to correct or replace the defective or non-conforming work, an equitable reduction will be made in the Contract Price.
9. The warranty period is automatically extended by the duration of any period or periods where the Work is unavailable for use or cannot be used because of a defect or non-conformance during the original warranty period. The warranty applies to any part of the Work repaired, replaced or otherwise made good pursuant to subsection 2, for the greater of:
 - a. the warranty period remaining, including the extension, or
 - b. 90 days or such other period as may be specified for that purpose by agreement between the Parties.

Refer to Annex "H" – Warranty for the warranty defect claim procedures and Annex "I" – Forms for the warranty claim form.

9. Update Section 7.24 - Procedures for Design Change or Additional Work

DELETE: Section 7.24 - Procedures for Design Change or Additional Work in its entirety

and

INSERT: The following Section 7.24 - Procedures for Design Change or Additional Work in its entirety

7.24 Procedures for Design Change or Additional Work

The Contractor hereby acknowledges that Canada may require the Contractor to perform additional Work at any time and from time to time, during this Contract over and above the Work identified at Annex "A". The additional Work could include but not be limited to:

- (a) Additions or variations to the Work including Design Changes; and
- (b) Dispensing with or change to any portion of the Work.

If any additional Work is required, the procedure for processing the "Additional Work" shall be as set out in clause B5007C dated 2010-01-11, All negotiations must be completed and the additional Work authorized on form PWGSC - TPSGC 1686 prior to the commencement of the Work, unless and until the Contracting Authority specifically authorizes commencement of the additional Work, in writing, prior to completion of negotiations and completion of form PWGSC - TPSGC 1686.

The Contractor shall perform the additional Work under the same terms and conditions of the Contract. The additional Work will be negotiated using the labor rates and markups contained in the Contract.

The Contractor may request a change to the Work for Canada's consideration by submission of a request for change proposal to the Contracting Authority.

Extensions in the delivery date as a result of the approved additional (unscheduled) Work must be presented at the time of the proposal and to the satisfaction of the Contracting Authority, otherwise extensions to the delivery date will not be considered.

No cost additional Work: Notwithstanding the foregoing, should Canada deem it advisable to make any reasonable change in the Work during the course of the Work, provided the change is ordered before that particular part of the Work to which Canada refers is commenced and involves no extra cost to the Contractor, such changes shall be made by the Contractor without extra cost to Canada.

Incorporation of Additional Work or Design Changes: Where additional Work including Design Changes has been agreed to by the Parties, the resulting change shall be incorporated into the Work, and:

- (a) Be subject to all of the provisions of the Contract;
- (b) Not relieve the Contractor of its obligation to ensure that the Vessel meets all of the performance requirements set out in the Systems Requirements Document and shall not affect the delivery date unless otherwise provided for in form PWGSC - TPSGC 1686 relating to such additional work or design change.

In addition, refer to Annex "G" - Procedure for Additional Work.

10. Update TM10 – Shipyard Location

DELETE: TM10 – Shipyard Location in its entirety

and

INSERT: The following TM10 – Shipyard Location in its entirety

TM10	Shipyard Location The Bidder who will construct the NSFRV must be a shipyard geographically located in Canada. If the Bidder is a joint venture, the requirement TM10 must be met by the member of the joint venture who will construct the NSFRV as detailed in the Statement of Work attached within Annex "A" of the RFP.	
	Fail	Pass
	Does not submit a picture from Google Maps showing the longitude and latitude of the shipyard geographically located in Canada and does not provide the municipal address	Submits a picture from Google Maps showing the longitude and latitude of the shipyard geographically located in Canada and provides the municipal address

11. Update TM1 in Annex P Mandatory Technical Evaluation Criteria and Technical Point Rated Evaluation Criteria

DELETE: TM1 in Annex P Mandatory Technical Evaluation Criteria and Technical Point Rated Evaluation Criteria in its entirety

and

INSERT: The following TM1 in Annex P Mandatory Technical Evaluation Criteria and Technical Point Rated Evaluation Criteria in its entirety

The Bidder provides proof it has the physical space to build and launch a vessel with an overall length of at least 32 meters or greater, beam of at least 10.5 meters, lightship draft of at least 3.4 meters, overall height* of at least 18.750 meters and a lightship displacement of at least 500 metric tons as per the SOW

Annex A. Requirement can be met by providing examples of vessel(s), building drawing structure, certification documents, etc.

If the Bidder is a joint venture, the requirement TM1 must be met by the member of the joint venture who will construct the NSFRV as detailed in the Statement of Work attached within Annex "A" of the RFP.

* NOTE: Overall height refers to the distance between the bottom of the skeg to the top of the mast structure

12. Update TM2 in Annex P Mandatory Technical Evaluation Criteria and Technical Point Rated Evaluation Criteria

DELETE: TM2 in Annex P Mandatory Technical Evaluation Criteria and Technical Point Rated Evaluation Criteria in its entirety

And

INSERT: The following TM2 in Annex P Mandatory Technical Evaluation Criteria and Technical Point Rated Evaluation Criteria in its entirety

The Bidder provides proof it has the proven capability in the construction and launch of at least one (1) vessel with a length of at least 24 meters that is capable of moving and steering under its own power while providing accommodation as defined in the Design Instruction and Guidance document for its crew in the past ten (10) years

If the Bidder is a joint venture, the requirement TM2 must be met by the member of the joint venture who will construct the NSFRV as detailed in the Statement of Work attached within Annex "A" of the RFP.

13. Update PR1 in Annex P Mandatory Technical Evaluation Criteria and Technical Point Rated Evaluation Criteria

DELETE: PR1 in Annex P Mandatory Technical Evaluation Criteria and Technical Point Rated Evaluation Criteria in its entirety

And

INSERT: The following PR1 in Annex P Mandatory Technical Evaluation Criteria and Technical Point Rated Evaluation Criteria in its entirety

The Bidder provides proof it has the proven capability in the construction of vessels of similar complexity as the NSFRV in the past ten (10) years. The requirements can be met with a bill of sales, drawings, envelop maintenance, certification, pictures of equipment on top of equipment or otherwise.

NOTE: "similar complexity" can be described as a vessel that meets A) ,B) ,C) ,D) and E)

If the Bidder is a joint venture, the requirement PR1 must be met by the member of the joint venture who will construct the NSFRV as detailed in the Statement of Work attached within Annex "A" of the RFP.

14. Add clause 7.40 Warranty to the resulting contract clauses

INSERT: The following 7.40 Warranty to the resulting contract clauses in its entirety

7.40 Warranty

The Contractor must follow the procedures and process for warranty as defined in Annex H – Warranty.

Solicitation Amendment 11

1- Extend the solicitation closing date from to February 21, 2023 to March 7, 2023.

DELETE: The solicitation closing date on the first page of the previous solicitation amendment 8 of February 21, 2023 at 14:00 EST

and

INSERT: The new solicitation closing date on the first page of this solicitation amendment 11 on March 7, 2023 at 14:00 EST

2- Update Section 2.4 Enquiries - Bid Solicitation of the RFP

DELETE: Section 2.4 - Enquiries - Bid Solicitation in its entirety

and

INSERT: The following Section 2.4 - Enquiries - Bid Solicitation in its entirety

All enquiries must be submitted in writing by email to the Contracting Authority (stephane.deslauriers@tpsgc-pwgsc.gc.ca) no later than **2 pm EST on February 27, 2023**. Enquiries received after that time may not be answered.

Bidders should reference as accurately as possible the numbered item of the bid solicitation to which the enquiry relates. Care should be taken by Bidders to explain each question in sufficient detail in order to enable Canada to provide an accurate answer. Technical enquiries that are of a "proprietary" nature must be clearly marked "proprietary" at each relevant item. Items identified as proprietary will be treated as such except where Canada determines that the enquiry is not of a proprietary nature. Canada may edit the questions or may request that the Bidder do so, so that the proprietary nature of the question is eliminated, and the enquiry can be answered with copies to all Bidders. Enquiries not submitted in a form that can be distributed to all Bidders may not be answered by Canada.

Any clarifications or changes to the bid solicitation resulting from the questions and answers will be included as an amendment to the bid solicitation.

Solicitation Amendment 12

1- Extend the solicitation closing date from to February 21, 2023 to March 7, 2023.

DELETE: The solicitation closing date on the first page of the previous solicitation amendment 11 of March 7, 2023 at 14:00 EST

and

INSERT: The new solicitation closing date on the first page of this solicitation amendment 12 on March 30, 2023 at 14:00 EDT

2- Update Section 2.4 Enquiries - Bid Solicitation of the RFP

DELETE: Section 2.4 - Enquiries - Bid Solicitation in its entirety

Solicitation No. - N° de l'invitation
F7013-220306/A
Client Ref. No. - N° de réf. du client
F7013-220306/A

Amd. No. - N° de la modif.
17
File No. - N° du dossier
040mc.F7013-220306/A

Buyer ID - Id de l'acheteur
040mc
CCC No./N° CCC - FMS No./N° VME

and

INSERT: The following Section 2.4 - Enquiries - Bid Solicitation in its entirety

All enquiries must be submitted in writing by email to the Contracting Authority (stephane.deslauriers@tpsgc-pwgsc.gc.ca) no later than **2 pm EDT on March 20, 2023**. Enquiries received after that time may not be answered.

Bidders should reference as accurately as possible the numbered item of the bid solicitation to which the enquiry relates. Care should be taken by Bidders to explain each question in sufficient detail in order to enable Canada to provide an accurate answer. Technical enquiries that are of a "proprietary" nature must be clearly marked "proprietary" at each relevant item. Items identified as proprietary will be treated as such except where Canada determines that the enquiry is not of a proprietary nature. Canada may edit the questions or may request that the Bidder do so, so that the proprietary nature of the question is eliminated, and the enquiry can be answered with copies to all Bidders. Enquiries not submitted in a form that can be distributed to all Bidders may not be answered by Canada.

Any clarifications or changes to the bid solicitation resulting from the questions and answers will be included as an amendment to the bid solicitation.

Solicitation Amendment 13

1- Extend the solicitation closing date from March 30, 2023 to May 1, 2023.

DELETE: The solicitation closing date on the first page of the previous solicitation amendment 12 of March 30, 2023 at 14:00 EDT

and

INSERT: The new solicitation closing date on the first page of this solicitation amendment 13 on May 1, 2023 at 14:00 EDT

2- Update Section 2.4 Enquiries - Bid Solicitation of the RFP

DELETE: Section 2.4 - Enquiries - Bid Solicitation in its entirety

and

INSERT: The following Section 2.4 - Enquiries - Bid Solicitation in its entirety

All enquiries must be submitted in writing by email to the Contracting Authority (stephane.deslauriers@tpsgc-pwgsc.gc.ca) no later than **2 pm EDT on April 20, 2023**. Enquiries received after that time may not be answered.

Bidders should reference as accurately as possible the numbered item of the bid solicitation to which the enquiry relates. Care should be taken by Bidders to explain each question in sufficient detail in order to enable Canada to provide an accurate answer. Technical enquiries that are of a "proprietary" nature must be clearly marked "proprietary" at each relevant item. Items identified as proprietary will be treated as such except where Canada determines that the enquiry is not of a proprietary nature. Canada may edit the questions or may request that the Bidder do so, so that the proprietary nature of the question is eliminated, and the enquiry can be answered with copies to all Bidders. Enquiries not submitted in a form that can be distributed to all Bidders may not be answered by Canada.

Any clarifications or changes to the bid solicitation resulting from the questions and answers will be included as an amendment to the bid solicitation.

Solicitation Amendment 14

Q95. What is the definition of “accommodations for its crew” as per the mandatory requirement TM2?

A95. For evaluation purposes, TM2 includes a “crew accommodation” requirement of a minimum of 3 overnight cabins for crew members, along with 2 cabin washrooms and a galley and mess outfit which all include required auxiliary systems required to support a crew over a multiday voyage, including, but not limited to Black and Grey water, Domestic Fresh Water production and distribution and HVAC. (refer to updated Annex P)

Q96. Why was the crew accommodations provision included in mandatory criteria TM2? In contrast, in the most recent RFP of a similar sized vessel (Naval Large Tug) whose design was also to have crew accommodations, the vessel construction experience section required only that the bidder have built a vessel with grey and black water systems. Would the contract authority consider replacing the crew accommodations portion of TM2 with a black and grey water system requirement?

A96. Canada will not consider replacing the crew accommodations portion of TM2 with a black and grey water system requirement. As per A95, the requirement for past experience with crew accommodation at TM2 is less than the actual crew accommodation to be built under the resulting contract. Given the requirements of the vessel to be built under the resulting contract, it is a legitimate and reasonable requirement for Canada to require a minimal level of relevant experience with crew accommodation.

Federal departments have their own set of requirements and evaluation criteria are based on the performance and specific requirements for the vessel. The Naval Large Tug does not have the same accommodations requirements (day vessel) as the NSFRV (overnighting vessel). The NSFRV must be capable of carrying a complement of 3 officers and 8 crew members, it also must include the endurance of 33 days at sea at economical speed or 7920 nautical miles as required in the operational profile, the mission of the NSFRV and its compliance with Canada Shipping Act, CSA2001, Near Coastal Voyage Class 1, Home Trade II.

Q97. How is mandating prior vessel build experience of crew accommodations to bid on a vessel with various systems of considerable complexity (in contrast with accommodations modules), consistent with Article 503.5 f) of the Canadian Free Trade Agreement?

A97. Prior build experience, including crew accommodation is essential to meet the key operational requirements of the vessel, its mission and mandate. As such, it is included as a mandatory requirement. Please note that TM2 only requires build experience in the past 10 years for only one vessel and includes accommodation as per A95, which is less than what is required for the NSFRV.

The primary mission of the NSFRV is oceanographic science. Secondary missions require capabilities consistent with search and rescue and environmental response. In order to carryout these missions, the NSFRV must be able to remain at sea for 33 days.

Q98. What is the definition of a “Canadian Supplier”?

A98. Canadian Supplier is defined in CFTA article 520 Government Procurement – Specific Definitions.

Q99. What is the reasoning for limiting the tendering to Canadian suppliers as opposed to using a preference for Canadian value added, allowing for non-Canadian suppliers but evaluating bids based on Canadian value added or Canadian Content Value?

A99. This procurement falls under the small vessel construction component of the National Shipbuilding Strategy (NSS). The NSS is helping to restore Canada's shipyards, rebuild our marine industry and

create sustainable jobs in Canada. In furtherance of these efforts, Canada has limited the procurement to Canadian Suppliers in accordance with CFTA Article 503.4. Canada's Canadian Content Policy does not apply to shipbuilding.

Q100. How was the mandatory build experience requirement (TM2) developed and whether consideration was given to the limited shipbuilding of vessels under 1000 MT over the last ten years in Atlantic Canada and British Columbia. If the mandatory build experience requirement TM2's result is to limit bidders from 5 of the 7 Possible Provinces from submitting compliant bids can the contract authority explain how they are not "avoiding competition" (as referenced in 503.4) and acting in accordance with article 503.5?

A100. The mandatory requirement TM2 is essential to meet the operational requirements of the vessel, it's mission and mandate (refer to Q95/A95, Q96/A96 and Q97/A97). Note that the experience requirement of TM2 can be met by both commercial or government work and only one example is required within the past 10 years.

Q101. Please explain or clarify the apparent contradiction in answer A74 given in the last amendment with section 4.2.2 b) Joint Ventures Experience of the RFP?

A101. 4.2.2 b) was updated as follows:

Unless specified otherwise, a joint venture Bidder may rely on the experience of one of its members to meet any evaluated technical criterion of this bid solicitation.

Q102. Please clarify whether a Bidder can use its own experience from other shipyards it owns that would not be constructing the work. I.e. Bidder X operates multiple shipyards. Can Bidder X use build experience from Yard A towards TM2, PR2 criteria if it intends to construct the work at shipyard B?

A102. If the Bidder is a joint venture, the requirement TM2 must be met by the member of the joint venture who will construct the NSFRV as detailed in the Statement of Work. The TM1 criteria must be met by the shipyard where the NSFRV will be constructed and that was used to meet TM10. (refer to updated Annex P)

Q103. Annex P, evaluation criterion PR1 – D): incorporates omnidirectional propulsion. There seems to be a discrepancy in the French and English version in the solicitation amendment documents. We understand that the shipyard must have experience in installing "azimuth" propulsion, of the same complexity as that planned for the NSFRV by Canada.

An "azimuth" propulsion is an L-drive or Z-drive type propulsion suspended under the hull having a vertical shaft allowing 360° rotation to allow rapid changes of direction of the thruster and a horizontal propeller shaft.

Can you clarify that the evaluation criterion PR1-D) does require experience installing an azimuth propulsion as defined above?

A103. Yes, PR1 criteria 5 includes the installation of an "azimuth" propulsion includes an L-drive or Z-drive type propulsion suspended under the hull having a vertical shaft allowing 360° rotation to allow rapid changes of direction of the thruster and a horizontal propeller shaft.

The point rated PR1 evaluation criteria includes 5 criteria that could be met to assess "similar complexity", one of which is "the vessel incorporated an azimuthing propulsion". (Refer to updated Annex P).

Q104. Further to Amendment 010, regarding the inserted wording at paragraph 1.6 Restrictions on Bidders and Subcontracts:

Please confirm that Davie Shipyard, as the third shipyard pre-qualified by Canada under the NSS large vessel construction program, is also restricted in the same manner as Irving and Vancouver Shipyards from playing a role beyond those listed at paragraph 7.38 of the amendment, specifically ship building program management, design, engineering, supply chain management, integrated logistics support, or quality assurance?

A104. Davie Shipyard as the third shipyard will be restricted from bidding on the NSFRV in the same manner as Irving and Vancouver Shipyard. They will be included in the updated clause 1.6 and 7.38 in this solicitation amendment.

Q105. In criteria TM2 and PR1, Canada indicates that the Bidder must have the proven ability to [...]. Can you confirm that Canada means by "proven capability" having the experience and having already achieved it?

A105. TM2 and PR1 have been updated from proven capability to experience for each criteria. (refer to updated Annex P)

Q106. For criteria PR2 and PR8, points are given when experience in hybridization has been acquired in the last five years. The experience acquired in the last ten years should be analyzed, since there are few hybrid ship projects in Canada. In addition, the experience during the realization of projects acquired in the last ten years allows the tenderer to understand the scope of the project and to work from the lessons learned. A tenderer should therefore not be penalized if his experience is more than five years.

A106. PR2 and PR7 (previously PR8) have been updated accordingly (point system for experience acquired in the last 10 years). (Refer to updated Annex P)

Q107. Solicitation Amendment 10, revision of article 7.4.1: There seems to be a translation error between the French and English version of this article. In our opinion, the English version seems correct, but the French version mentions something completely different?

A107. The English version is correct. The French version should read as followed:

La période du contrat s'étend de la date d'attribution du contrat à deux (2) ans après la livraison. La période de garantie es de 12 mois à compter de la date de livraison et d'acceptation du navire.

Q108. Can Canada explain how the modification of the term/language used for TM10, for example, "The Bidder performing the work (...) listed in Solicitation Amendment 9, versus "The Bidder who will construct (...) listed in Solicitation Amendment 10, will bring changes to the spec of the work to be performed by the bidding shipyard?

A108. The modification from "performing the Work" to "constructing the NSFRV" was made to limit TM10 to where the NSFRV will be constructed.

Q109. Can Canada confirm that the experience of the bidding shipyard necessary for the evaluation criteria must be demonstrated by the shipyard performing the work and not by one of the members of the joint venture?

A109. Please refer to 4.2.2 and previous Q/A 74, Q/A 101 and Q/A 102.

Q110. What is the definition of a subcontractor as requested in Annex D? Should suppliers manufacturing parts in their workshop be considered as subcontractors? (Ex: engine, electronic equipment, etc.)

A110. As per 2030 (2022-12-01), General Conditions - Higher Complexity – Goods, 06 Subcontracts, "a subcontract includes a contract entered into by any subcontractor at any tier to perform any part of the Work".

In addition, Annex D specifies as follows: "List of subcontractors for labour and material over \$50,000.00 must be included with the Bidder's Proposal, stating the name and address of each subcontractor, and a description (Make, Model No.) of the goods or services to be supplied."

Q111. (Update Q6) As the contract design drawing package has been sent to Lloyd's for review (Section 6.1) if the Contractor decides to go with Lloyd's as the Class society will the reviewed/approved drawings along with the Lloyd's comments be provided?

A111. (Update A6) As the Bidders can select any Classification Society authorized under Transport Canada's Delegated Statutory Inspection Program to inspect and certify ships, the reviewed/approved drawings along with the Lloyd's comments will be provided to winning bidder upon Contract award regardless of the Class Society selected by the winning Bidder.

Q112. Annex P, criterion PR5: There seems to be a translation error between the French version and the English version of this criterion. The French version mentions ISU de pont et électronique while the English version mentions "Bridge/electronic SSI". We understand that Canada wishes to have the SSI experience of navigation, communication and science equipment to use the real terms or if you prefer, we can also refer to the terms used in Annex A, paragraph 9.1, 3rd paragraph, item c) or SSI Bridge equipment (navigation, communication and science).

A112. The "term Bridge/electronic SSI" (navigation, communication and science) is interchangeable with SSI Bridge equipment (navigation, communication and science) (refer to updated Annex P).

Q113. Annex P, criterion TM6 – Main integrated schedule corresponding to DID M-002: We are in the documentary review and we want to ensure that the documentation provided will meet 100% of all your criteria. One of the points raised concerns the level of detail required to respect a level 3 plan. What would be considered a level 3 plan?

A113. The Bidder must meet the criteria as indicated in Annex P TM6 and use a the PMBoK project system or an equivalent. (refer to updated Annex P)

Q114. For Q/A88 from Amendment #9 – Referring to Annex "O":

Q88. In appendix O it is mentioned on line 5 – Appendix Q completed list of non-substitutes. Is it possible to have a clarification on the information to be completed?

A88. Line 5 of Appendix Q will be deleted.

Can you confirm that A88 is actually referring to the removal of Line 5 in Annex "O" (i.e. removal of the Annex Q Deliverable from the List of Deliverables in Annex O)?

A114. Yes, A88 refers to removing line item# 5 titled "Completed Annex "Q" No Substitute List" from Annex "O" Deliverables/Certifications.

Q115. Annex O - Item 21 – Quality Control Plan

Please confirm that Item 21 – Quality Control Plan of Annex O, is asking for a sample Quality Control Plan to be submitted with the Bid only.

As, Annex O – Item 21 refers to Clause 6.11 of the ITT, which refers to DID Q-001. DID Q-001 intern states that [1 electronic copy will be delivered to Canada as per the Contract CDRL]. The Contract CDRL States that the initial Quality Control Plan (QCP), Q-001 will be submitted 1 MACA (Month After Contact Award).

A115. For Annex "O" line item # 21, a sample Quality Control Plan must be submitted as part of the bid submission. During the contracted period, the shipyard will be required to provide a Quality Control Plan as defined in the CDRL and DID Q-001.

Q116. Would Canada be willing to amend the milestone payment amounts by percentage?

A116. Canada will not change the milestone payment amounts. The milestone payment schedule was created based on feedback received during the Request for Information process in 2019 and in 2021.

Q117. Annex P, evaluation criterion PR8: Considering that the purpose of this evaluation criterion is to evaluate the bidder's experience of integrating hybrid elements into a vessel.

Could Canada add to this evaluation criterion, the eligibility of life extension (LEP) or vessel modernization projects in which the Bidder has experience in adding hybrids?

A117. PR7 (former PR8) has been updated. (refer to updated Annex P)

Q118. At Q94 of the last solicitation amendment it is indicated that Annex R must be sent without adding lines. This is understandable for the inflation rate part. However, with regard to the exchange rate, it seems logical to us to be able to enter the appropriate information in connection with the equipment purchased in foreign currency. Please confirm that the exchange rate table can be adjusted accordingly.

A118. For the exchange rate you may provide a separate sheet or add lines to the table.

2. Update Annex P Mandatory Technical Evaluation Criteria and Technical Point Rated Evaluation Criteria

DELETE: Annex P Mandatory Technical Evaluation Criteria and Technical Point Rated Evaluation Criteria in its entirety

And

INSERT: The following Annex P Mandatory Technical Evaluation Criteria and Technical Point Rated Evaluation Criteria in its entirety

Please note the changes to Annex P are for clarification purposes

(Insert New Annex P)

3. Update Section 1.6 - Restrictions on Bidding and Subcontracts

DELETE: Section 1.6 - Restriction on Bidding in its entirety

and

INSERT: The following Section 1.6 – Restrictions on Bidding and Subcontracts in its entirety

1.6 Restrictions on Bidders and Subcontracts

This is a bid solicitation for construction of a ship that is less than 1000 tonnes in lightship displacement. The shipyards selected by Canada under the National Shipbuilding Strategy for the construction of vessels over 1000 tonnes in lightship displacement, namely Irving Shipbuilding Inc., Vancouver Shipyards Company Ltd. and Chantier Davie Canada Inc., or any of their respective subsidiaries or affiliates or any person who controls any of them ("subsidiary", "affiliate", "control" and "person" are all as defined in the Canada Business Corporations Act, R.S.C. 1985, c. C-44 as amended):

(1) are each, including as part of a joint venture or partnership, not eligible to submit a bid or be awarded the contract resulting from this bid solicitation; and

(2) to the extent that any subcontractor experience or capabilities are mandatory or point-rated evaluation criteria in this bid solicitation, are each not eligible to satisfy such criteria.

By submitting a bid to this bid solicitation, a Bidder is certifying that it is in compliance with the above restrictions and agrees to maintain such certification throughout the duration of the Contract. Canada will declare a bid non-responsive, or will declare a contractor in default in carrying out any of its obligations under the Contract if any certification made by the Bidder is found to be untrue whether made knowingly or unknowingly, during the bid evaluation period or during the contract period.

4. Update Section 7.38 – Restrictions on Subcontracting

DELETE: Section 7.38 – Restrictions on Subcontracting in its entirety

and

INSERT: Section 7.38 – Restrictions on Subcontracting in its entirety

7.38 Restrictions on Subcontracting

The Contractor must not subcontract or permit the subcontracting of any part of the Work, including a contract entered into by any subcontractor at any tier to perform any part of the Work, to Irving Shipbuilding Inc., Vancouver Shipyards Company Ltd., and Chantier Davie Canada Inc., or any of their respective subsidiaries or affiliates, or any person who controls any of them ("subsidiary", "affiliate," "control" and "person" are all as defined in the Canada Business Corporations Act, R.S.C. 1985, c. C-44 as amended), unless the subcontract is limited to the provision of services for ship building program management, design, engineering, supply chain management, integrated logistics support, or quality assurance.

5. Add Section 7.39 - Shipyard Location

INSERT: The following Section 7.39 – Shipyard Location in its entirety

7.39 Shipyard Location

The Contractor must construct the NSFRV at the shipyard located at *[address to be inserted at contract award based on address provided by bidder for TM10]*.

6- Extend the solicitation closing date from May 1 2023 to May 11, 2023.

DELETE: The solicitation closing date on the first page of the previous solicitation amendment 13 of May 1, 2023 at 14:00 EDT

and

INSERT: The new solicitation closing date on the first page of this solicitation amendment 14 on May 11, 2023 at 14:00 EDT

7- Update Section 2.4 Enquiries - Bid Solicitation of the RFP

DELETE: Section 2.4 - Enquiries - Bid Solicitation in its entirety

and

INSERT: The following Section 2.4 - Enquiries - Bid Solicitation in its entirety

Solicitation No. - N° de l'invitation
F7013-220306/A
Client Ref. No. - N° de réf. du client
F7013-220306/A

Amd. No. - N° de la modif.
17
File No. - N° du dossier
040mc.F7013-220306/A

Buyer ID - Id de l'acheteur
040mc
CCC No./N° CCC - FMS No./N° VME

All enquiries must be submitted in writing by email to the Contracting Authority (stephane.deslauriers@tpsgc-pwgsc.gc.ca) no later than **2 pm EDT on May 1st, 2023**. Enquiries received after that time may not be answered.

Bidders should reference as accurately as possible the numbered item of the bid solicitation to which the enquiry relates. Care should be taken by Bidders to explain each question in sufficient detail in order to enable Canada to provide an accurate answer. Technical enquiries that are of a "proprietary" nature must be clearly marked "proprietary" at each relevant item. Items identified as proprietary will be treated as such except where Canada determines that the enquiry is not of a proprietary nature. Canada may edit the questions or may request that the Bidder do so, so that the proprietary nature of the question is eliminated, and the enquiry can be answered with copies to all Bidders. Enquiries not submitted in a form that can be distributed to all Bidders may not be answered by Canada.

Any clarifications or changes to the bid solicitation resulting from the questions and answers will be included as an amendment to the bid solicitation.

Solicitation Amendment 15

Q119. On drawings 71500 and 73500, we noticed that Canada requests that the Bilge, Ballast and seawater piping be Cupro-Nikel 90/10, schedule 40. We wonder if the requirement to put schedule 40 isn't copy and paste of standard carbon piping a mistake?

Because according to Lloyd's Register (LR), Rules and Regulations for the Classification of Ships, Part 5, Chapter 12, Section 3, the minimum wall thickness for a cupro-nickel circuit is 1.5 to 3mm in the diameters that concern us in this project. CuNi 90/10 pipe, ASTM B-466, schedule 40 represents a thickness of 4 to 8.4mm. Shouldn't we rather read in these plans that the desired material is CuNi 90/10, class 200 MIL-T-16420K? By approaching the minimum thickness required by Lloyd's, this will allow for a thinner wall thickness, saving weight, as well as manufacturing savings.

A119. The technical design package has been appraised by LR and defines the necessary characteristics of the systems, equipment and material to the extent necessary for the bidder to understand design and determine the work required to complete the design. Any errors, omissions or change proposals for the technical package will be addressed in Design Review phase of Contract.. The Statement of Work is structured to include the necessary design phases to review the design information provided and subsequently complete the design development.

Q120. In several places in the tender documents and project implementation documents, the following references are used: "to the satisfaction of Canada", "to the satisfaction of the Client", "to the satisfaction of the 'inspection' or any other similar wording. We ask that this type of wording be removed from the project, because this reference leaves room for interpretation, and this, by experience, is not widely varied according to the experience of the resources assigned to the project.

A120. These wordings are embedded in many technical documents and cannot be changed at this stage of the procurement. We will review all technical documents and deliverables during the kick-off meeting with the Winning bidder. During this meeting Canada can elaborate what their expectations are for each deliverable.

Solicitation Amendment 16

1- Extend the solicitation closing date from May 11, 2023 to May 19, 2023.

DELETE: The solicitation closing date on the first page of the previous solicitation amendment 14 of May 11, 2023 at 14:00 EDT

and

INSERT: The new solicitation closing date on the first page of this solicitation amendment 16 on May 19, 2023 at 14:00 EDT

Solicitation Amendment 17

Q121. TM 2, PR 1, 2, 3, 4, 6, 7, 8 and 9 have been changed to read “ within ten years of the close of this bid solicitation.” Given the bid closing date has been changed from November 2nd, 2022, to May 11th, 2023, more than a six-month difference from the original solicitation closing date, the range of applicable experience has effectively been shortened from 10 years to 9 years and six months. It is unreasonable to shorten the window of applicable experience during an open tender as a result of the tender closing being delayed by the contracting authority, thereby rendering experience ineligible that was eligible when the solicitation was first posted. Furthermore, it is unclear how Canada defines “10 years.” Do we assume that any vessels delivered in the last ten years are applicable, or do contract signing and delivery have to have occurred within the ten-year period? We request the previously mentioned criteria be revised to read “ within ten years of bid posting and for Canada to define the ten-year timeframe and what had to have occurred during it for a particular vessel to be eligible

A121. TM2, PR 1, 2, 3, 4, 5, 6, 7, 8 and 9 have been updated to “10 years and 6 months from the close of this bid solicitation”. Refer to updated Annex P.

For criteria TM2, TM6, TM7, PR1, PR2, PR3, PR4, PR5, PR6, PR8, PR9 and PR10 only projects “constructed and delivered” within that timeframe will be considered. Vessel construction and vessel delivery must both occur within 10 years and 6 months from the close of bid solicitation, the contract signing date does not have to fall within this timeframe. Canada did broaden this timeframe from 5 years to 10 years for TM2 & PR1 in Amendment 10 and for PR2 & PR7 in Amendment 14. Given the requirements for the vessel to be built under the resulting contract, it is a legitimate and reasonable requirement for Canada to require previous experience in the construction and delivery of projects.

Q122. PR 1 through 9 have been amended to include a requirement to provide information on when a vessel used to satisfy the criteria was delivered. Does this mean Canada requires proof of delivery for that vessel's experience to be applicable to this solicitation? If so, it is a gross departure from the existing precedents set by previous solicitations (notably, Solicitation No F7049-200041/B, CCGS Terry Fox VLE, Annex P) where projects “in progress” could be used to satisfy mandatory criteria. Furthermore, vessel build and refit projects can take many months or years to complete. Is the industry to assume that projects currently in progress, many of which are at the forefront of technological advancements in shipbuilding and ship repair, are not deemed worthy experience and, therefore, not applicable to this or subsequent solicitations? We request that PR 1 through 9 be amended to remove the requirement for vessel delivery or include projects in progress. In the case of New Builds, progress could be defined as proof of signed contract, design completion, purchase of major equipment etc.

A122. Please refer to A121.

Each project (vessel construction versus vessel refit/vessel life extension) has their own set of requirements and evaluation criteria are based on the work to be performed under the contract.

Q123. PR 2 has been amended to include vessel refits as eligible projects. Additionally, PR 7 has been amended to include Vessel Life Extensions and modernizations. In both cases, it is unclear whether the shipyard had to have worked on the hybrid system specifically or worked on a vessel that simply had those systems on board. Can Canada define how it will measure the level of “hybrid-specific” work and to what extent it meets the eligibility criteria or indicate that a shipyard needed only to have worked on a vessel that had those systems installed?

A123. As described in PR2 and PR7, in order to be awarded points for a vessel life extension and/or modernization project, the Bidder should demonstrate it has experience working on a hybrid system (battery-diesel power generation), whereby "working on" includes but is not limited to the following activities: designing, installing, removing, integrating, overhauling, repairing or commissioning.

It is not sufficient to have worked on a vessel that simply had those systems onboard.

Q124. Question/answer Q103 is not in the interest of Canada, but rather that of specific shipyards. In order to best serve the interest of Canada, the installation of an omnidirectional unit having a complexity similar or superior to the omnidirectional unit planned on the NSFRV should be requested, without exact definition of the axis of the shafts or the arrangement, which brings no complexity in the present case.

Is the installation of any type of omnidirectional (azimuth) propulsion of similar installation complexity to the unit provided for at the NSFRV, in addition to the precise definition of answer 103, considered as experience relevant to the criterion of similar complexity rating #4 of PR1?

A124. Yes, the experience mentioned above will be considered in criterion PR1 for evaluation purposes.

Q125. Would Canada consider for PR8? Has experience in project management for the construction and delivery of vessels on four projects for a vessel of 24 meters or more in length, within the last ten years prior to the closing of this solicitation, combined with project management experience for the construction and delivery of vessels on four projects for a vessel of 24 meters or less in length but of similar complexity to the NSFRV, in the last five years prior to the closing of the this bid solicitation, can be acceptable to have the full points (20) of criterion PR8?

A125. No, to be awarded full points (20) for criteria PR8, the Bidder must demonstrate the requirements as prescribed in the evaluation criteria PR8. Given the requirements for the vessel to be built under the resulting contract (greater than 24 meters), it is a legitimate and reasonable requirement for Canada to require project management experience for vessel construction and delivery projects for vessels 24 meters or greater. This rated criteria does provide for different point allocation depending on when the experience was acquired.

2. Add Section 7.40 Office Space in Contractor Facilities in Resulting Contract Clauses

INSERT: The following Section 7.40 – Office Space in Contractor Facilities in its entirety

7.40 Office Space in Contractor Facilities

The Contractor must provide furnished office space for the exclusive use of Canada's personnel co-located within the Contractor's shipyard where the vessel will be constructed. This office space must be available for the use of Canada any time the Contractor's shipyard is open.

The Contractor must ensure the office area is securable with three (3) sets of keys provided to Canada.

The Contractor must ensure the office area contains:

- Two (2) desks with a total of four (4) chairs;
- Two (2) adjustable office desk chairs and (two) 2 standard desk chairs;
- One (1) legal size lockable filing cabinet with four (4) drawers;
- Waste/Recycling container(s);
- Coat rack(s) or pole(s) sufficient to accommodate outer clothing for a minimum of four (4) people;

- One (1) mini fridge;
- One (1) Single pod coffee machine
- One (1) laser printer with scan and photocopy capability; and,
- Secure high speed wireless internet connections-

The Contractor must ensure the office area is to the same standard as those typically used in the Contractors facility, regularly cleaned in accordance with the Contractors current practices, and is supplied with ventilation, heating, air-conditioning, electric power, and lighting.

The Contractor must ensure the office area includes access to the Contractors washroom facilities.

The Contractor must provide two (2) parking spaces within the confines of the Contractor's facility for Canada's personnel.

3. Update Annex P Mandatory Technical Evaluation Criteria and Technical Point Rated Evaluation Criteria

DELETE: Annex P Mandatory Technical Evaluation Criteria and Technical Point Rated Evaluation Criteria in its entirety (Solicitation Amendment 14)

And

INSERT: The following Annex P Mandatory Technical Evaluation Criteria and Technical Point Rated Evaluation Criteria in its entirety

ANNEXE P

Critères d'évaluation techniques obligatoires et critères d'évaluation techniques cotés

Dans leur soumission technique, les soumissionnaires devraient démontrer leur compréhension des exigences continues dans la demande de soumissions et expliquer comment ils répondront à ces exigences. Les soumissionnaires doivent démontrer leur capacité de façon concise, claire et complète pour effectuer les travaux.

La soumission technique doit aborder clairement et d'une manière suffisamment approfondie les points qui sont soumis aux critères d'évaluation en fonction desquels la soumission sera évaluée (à savoir appuyer chaque « exigence » en soumettant les informations demandées sous la rubrique « Preuve à soumettre des critères d'évaluation »). Il ne suffit pas de répéter simplement l'énoncé contenu dans la demande de soumissions. Afin de faciliter l'évaluation de la soumission, le Canada demande que les soumissionnaires abordent et présentent les sujets dans l'ordre des critères d'évaluation sous les mêmes rubriques (indiquer une page/section de renvoi de soumission dans la soumission). Pour éviter la duplication, les soumissionnaires peuvent se référer à différentes sections de leurs soumissions en identifiant le paragraphe et la page où le sujet a déjà été abordé.

Critères d'évaluation techniques obligatoires

# du Critères	Critères d'évaluation techniques obligatoires	Enchère Réf.	Réussite/échec
TO1	<p>Le soumissionnaire doit fournir la preuve qu'il possède un chantier naval avec l'espace physique pour construire et mettre à l'eau un navire d'une longueur hors tout d'au moins 32 mètres ou plus, d'une largeur d'au moins 10,5 mètres, d'un tirant d'eau d'au moins 3,4 mètres, d'une hauteur hors tout* de d'au moins 18.750 mètres et un déplacement lège d'au moins 500 tonnes métriques.</p> <p>Les critères TO1 doivent être respectés par le chantier naval où le NSHRH sera construit et qui a été utilisé pour répondre à TO10.</p> <p>REMARQUE : La hauteur totale fait référence à la distance entre le bas du skeg et le haut de la structure du mât</p> <p>Le soumissionnaire doit fournir suffisamment de détails pour évaluer TO1, y compris les éléments suivants :</p> <p>1) Documentation du chantier naval - Inclure les dimensions de l'installation et les photos à l'appui</p>		
	<div>Échec</div> <div>Passer</div>		

Solicitation No. - N° de l'invitation
F7013-220306/A
 Client Ref. No. - N° de réf. du client
F7013-220306/A

Amd. No. - N° de la modif.
 File No. - N° du dossier
040mc.F7013-220306/A

Buyer ID - Id de l'acheteur
040mc
 CCC No./N° CCC - FMS No./N° VME

	<p>Le soumissionnaire n'a pas fourni la preuve qu'il dispose d'un chantier naval avec l'espace physique pour construire et lancer un navire d'une longueur hors tout d'au moins 32 mètres ou plus, largeur d'au moins 10,5 mètres, tirant d'eau d'au moins 3,4 mètres, hauteur hors tout* d'au moins 18.750 mètres et un déplacement lège d'au moins 500 tonnes métriques</p>	<p>Le soumissionnaire a fourni la preuve qu'il dispose d'un chantier naval avec l'espace physique pour construire et lancer un navire d'une longueur hors tout d'au moins 32 mètres ou plus, d'une largeur d'au moins 10,5 mètres, d'un tirant d'eau d'au moins 3,4 mètres, d'une hauteur hors tout* d'au moins 18,750 mètres et d'un déplacement lège d'au moins 500 tonnes métriques</p>		
# du Critères	Critères d'évaluation techniques obligatoires		Enchère Réf.	Réussite/échec
TO2	<p>Le soumissionnaire doit fournir la preuve qu'il a de l'expérience dans la construction et la livraison d'au moins un (1) navire d'une longueur d'au moins 24 mètres qui est capable de se déplacer et de gouverner par ses propres moyens tout en hébergeant son équipage dans les 10 ans et 6 mois suivant la clôture de la présente demande de soumissions.</p> <p>L'hébergement de son équipage est défini comme un minimum de 3 cabines de nuit pour les membres d'équipage, ainsi que 2 toilettes de cabine, une cuisine et une tenue de mess qui comprennent tous les services auxiliaires requis pour soutenir un équipage au cours d'un voyage de plusieurs jours, y compris, mais sans s'y limiter, les eaux noires et grises, la production et la distribution d'eau douce domestique et CVC.</p> <p>Si le soumissionnaire est une coentreprise, les critères de TO2 doivent être respectés par le membre de la coentreprise qui construira le « NSHRH », comme indiqué dans l'énoncé des travaux.</p> <p>Le soumissionnaire doit fournir suffisamment de détails pour évaluer TO2, y compris les éléments suivants :</p> <ul style="list-style-type: none"> a) Informations sur le contrat - Indiquez quand le contrat a été attribué, quand le navire a été livré b) Type de navire – Inclure des détails sur le type de navire et la taille du navire c) Documentation - Inclure le dessin d'arrangement général du navire, le numéro d'immatriculation du navire et des photos à l'appui de la construction du navire 			
	Échec	Passer		

	Le soumissionnaire n'a pas fourni la preuve qu'il a de l'expérience dans la construction et la livraison d'au moins un (1) navire d'une longueur d'au moins 24 mètres qui est capable de se déplacer et de gouverner par ses propres moyens tout en hébergeant son équipage dans les 10 ans et 6 mois suivant la clôture de la présente demande de soumissions.	Le soumissionnaire a fourni la preuve qu'il a de l'expérience dans la construction et la livraison d'au moins un (1) navire d'une longueur d'au moins 24 mètres capable de se déplacer et de gouverner par ses propres moyens tout en hébergeant son équipage dans les 10 ans et 6 mois suivant la clôture de la présente demande de soumissions.		
--	---	---	--	--

# du Critères	Critères d'évaluation techniques obligatoires		Enchère Réf.	Réussite/échec
TO3	Le soumissionnaire doit fournir un accord signé avec Aspin Kemp & Associates (AKA) en tant qu'intégrateur de système unique pour le système de propulsion La preuve du soumissionnaire doit inclure des détails suffisants pour évaluer TO3 et doit inclure les éléments suivants : a) Documentation – accord signé avec Aspin Kemp & Associates (AKA) en tant qu'intégrateur système unique pour le système de propulsion			
	Échec	Passer		
	Le soumissionnaire n'a pas fourni d'accord signé avec Aspin Kemp & Associates (AKA) en tant qu'intégrateur de système unique pour le système de propulsion	Le soumissionnaire a fourni un accord signé avec Aspin Kemp & Associates (AKA) en tant qu'intégrateur de système unique pour le système de propulsion		
# du Critères	Critères d'évaluation techniques obligatoires		Enchère Réf.	Réussite/échec
TO4	Le soumissionnaire doit fournir la preuve qu'il a signé un accord avec Hawboldt Industries Ltd. (Hawboldt) en tant qu'intégrateur système unique pour l'équipement de pont La preuve du soumissionnaire doit inclure des détails suffisants pour évaluer TO4 et doit inclure les éléments suivants : a) Documentation – accord signé avec Hawboldt Industries Ltd. (Hawboldt) en tant qu'intégrateur de système unique pour l'équipement de pont			
	Échec	Passer		

	Le soumissionnaire n'a pas fourni d'entente signée avec Hawboldt Industries Ltd. (Hawboldt) en tant qu'intégrateur de système unique pour l'équipement de pont.	Le soumissionnaire a fourni une entente signée avec Hawboldt Industries Ltd. (Hawboldt) en tant qu'intégrateur de système unique pour l'équipement de pont.		
# du Critères	Critères d'évaluation techniques obligatoires		Enchère Réf.	Réussite/échec
TO5	<p>Le soumissionnaire doit identifier la société de classification proposée</p> <p>La preuve du soumissionnaire doit inclure des détails suffisants pour évaluer TO5 et doit inclure les éléments suivants :</p> <p>a) Documentation – Accord ou correspondance confirmant la société de classification proposée</p>			
	Échec	Passer		
	Le soumissionnaire n'a pas fourni la preuve qu'il a identifié la société de classification proposée	Le soumissionnaire a fourni la preuve qu'il a identifié la société de classification proposée		
# du Critères	Critères d'évaluation techniques obligatoires		Enchère Réf.	Réussite/échec
TO6	<p>Le soumissionnaire doit fournir un calendrier préliminaire pour la conception, la construction et la livraison du NSHRH en utilisant le corpus de connaissances en gestion de projet (PMBoK) ou l'équivalent.</p> <p>L'échéancier préliminaire doit comprendre les éléments suivants :</p> <p>a) Une structure de répartition du travail avec les niveaux de planification 1, 2 et 3</p> <p>b) Toutes les activités du projet , en indiquant la séquence et les dates d'achèvement</p> <p>c) Tous les jalons du projet inclus dans le tableau B2, et les tâches du projet basées sur une attribution de contrat en tant que « jour 0 »</p>			
	Échec	Passer		
	Le soumissionnaire n'a pas fourni de calendrier préliminaire pour la conception, la construction et la livraison du NSHRH à l'aide du PMBoK ou d'un équivalent.	Le soumissionnaire a fourni un calendrier préliminaire pour la conception, la construction et la livraison du NSHRH à l'aide du PMBoK ou d'un équivalent.		
# du Critères	Critères d'évaluation techniques obligatoires		Enchère Réf.	Réussite/échec

TO7	<p>Le soumissionnaire doit fournir un plan de gestion de projet préliminaire pour la conception, la construction, la livraison et la mise en service du projet NSHRH, où le plan de gestion de projet doit inclure les éléments suivants :</p> <ol style="list-style-type: none"> 1. Résumé analytique - Description des objectifs et des résultats escomptés du projet. Définition des objectifs quantitatifs et mesurables qui servent de critères pour évaluer la réussite du projet. 2. Gestion de l'intégration - Description de tous les processus requis pour unifier, coordonner et gérer tous les éléments du projet jusqu'à leur achèvement et comment l'intégration sera réalisée. 3. Gestion de la portée : description de la façon dont la portée sera gérée tout au long du projet, y compris la vérification et le contrôle de la portée, le développement de la structure de répartition du travail (SRT), les rôles et les responsabilités, les outils et les techniques et les rapports. 4. Gestion du calendrier - Description de la manière dont le calendrier sera géré tout au long du projet. 5. Gestion de la qualité : description de la manière dont la qualité sera gérée tout au long du projet pour garantir la qualité des produits livrables. 6. Gestion des ressources humaines : description de la manière dont les ressources humaines seront gérées tout au long du projet, y compris la manière dont les besoins en ressources seront déterminés, comment les ressources seront acquises, comment elles seront développées et gérées. 7. Gestion de la communication - Description de la manière dont les communications seront gérées tout au long du projet, y compris les processus utilisés pour planifier les communications, identifier et gérer les parties prenantes, déterminer les exigences de communication, les rôles et responsabilités, les outils et les techniques. 8. Gestion des risques - Description du plan identifiant (identification initiale et continue), analysant et hiérarchisant les risques du projet. 9. Gestion de la sous-traitance : Description de la manière dont le travail sera sous-traité tout au long du projet, y compris les procédures et processus départementaux spécifiques qui seront utilisés pour prendre des décisions de fabrication/achat et contrôler tout travail sous-traité. 10. Gestion des achats : description de la manière dont les achats seront gérés tout au long du projet, y compris les procédures et processus départementaux spécifiques qui seront utilisés pour élaborer des plans d'approvisionnement, des sollicitations, des achats, contrôler le contrat et gérer les fournisseurs. 11. Gestion de l'information : Description de la manière dont les principes de la gestion de l'information seront appliqués. Description des normes, des processus et des outils et logiciels de technologie de l'information (TI) qui seront utilisés pour assurer une gestion efficace des actifs informationnels 12. Aspects de sécurité : description des aspects de sécurité du projet 		
	<div> <div>Échec</div> <div>Passer</div> </div>		

	Le soumissionnaire n'a pas fourni de plan de gestion de projet préliminaire pour la conception, la construction, la livraison et la mise en service du projet NSHRH qui comprenait les éléments 1) à 12) tels que définis ci-dessus.	Le soumissionnaire a fourni un plan de gestion de projet préliminaire pour la conception, la construction, la livraison et la mise en service du projet NSHRH qui comprenait les éléments 1) à 12) tels que définis ci-dessus.		
# du Critères	Critères d'évaluation techniques obligatoires		Enchère Réf.	Réussite/échec
TO8	Le soumissionnaire doit avoir un sous-traitant en CVC identifié dans sa soumission et un curriculum vitae de l'entreprise doit être fourni.			
	Échec	Passer		
	Le soumissionnaire n'a pas fourni de preuve qu'il a identifié un sous-traitant en CVC dans sa soumission et n'a pas fourni de preuve qu'un curriculum vitae d'entreprise a été fourni.	Le soumissionnaire a fourni la preuve qu'il a identifié un sous-traitant en CVC dans sa soumission et a fourni la preuve qu'un curriculum vitae de l'entreprise a été fourni.		
# du Critères	Critères d'évaluation techniques obligatoires		Enchère Réf.	Réussite/échec
TO9	Le soumissionnaire doit avoir un pont/sous-traitant électronique identifié dans sa soumission et un curriculum vitae d'entreprise doit être fourni			
	Échec	Passer		
	Le soumissionnaire n'a pas fourni de preuve qu'il a identifié un pont/sous-traitant électronique dans sa soumission et n'a pas fourni de preuve qu'un curriculum vitae d'entreprise a été fourni.	Le soumissionnaire a fourni la preuve qu'il a identifié un pont/sous-traitant électronique dans sa soumission et a fourni la preuve qu'un curriculum vitae d'entreprise a été fourni.		
# du Critères	Critères d'évaluation techniques obligatoires		Enchère Réf.	Réussite/échec
TO10	Emplacement du chantier naval Le soumissionnaire doit construire le NSHRH dans un chantier naval situé géographiquement au Canada. Le soumissionnaire doit soumettre une photo de Google Maps montrant la longitude et la latitude du chantier naval géographiquement situé au Canada et fournir l'adresse municipale de ce chantier naval. Les critères TO10 doivent être respectés par le chantier naval où le NSHRH sera construit et qui a été utilisé pour répondre à TO1.			
	Échec	Passer		

Solicitation No. - N° de l'invitation
F7013-220306/A
Client Ref. No. - N° de réf. du client
F7013-220306/A

Amd. No. - N° de la modif.

File No. - N° du dossier
040mc.F7013-220306/A

Buyer ID - Id de l'acheteur
040mc
CCC No./N° CCC - FMS No./N° VME

	<p>Le soumissionnaire n'a pas soumis de photo de Google Maps montrant la longitude et la latitude du chantier naval géographiquement situé au Canada et n'a pas fourni l'adresse municipale de ce chantier naval.</p>	<p>Le soumissionnaire a soumis une photo de Google Maps montrant la longitude et la latitude du chantier naval géographiquement situé au Canada et a fourni l'adresse municipale de ce chantier naval.</p>	
--	---	--	--

Critères d'évaluation techniques cotés

Les soumissions répondant à TOUS les critères d'évaluation obligatoires seront évaluées en fonction des critères d'évaluation techniques cotés.

Pour les critères d'évaluation techniques cotés, le maximum global de points techniques pouvant être obtenu est de 280 points. Pour être considéré conforme aux critères d'évaluation techniques cotés, le soumissionnaire doit obtenir le minimum de points global de 170. Les soumissions qui n'obtiennent pas le minimum de points global seront considérées comme non conformes et rejetées.

REMARQUE : Le type de documents ou de références pouvant être utilisées pour répondre aux exigences des critères technique cotés sont : facture de vente, dessins, entretien des enveloppes, attestation, photos, etc.

# du Critères	Critères d'évaluation cotés	Maximum de points disponibles
PR1	<p>Le soumissionnaire doit avoir de l'expérience dans la construction et la livraison d'un navire d'une complexité similaire (telle que définie ci-dessous) au NSHRH d'une longueur de 24 mètres ou plus dans les 10 ans et 6 mois suivant la clôture de la présente demande de soumissions.</p> <p>REMARQUE : « complexité similaire » signifie ce qui suit :</p> <ol style="list-style-type: none"> 1. le navire était densément emballé en termes d'équipement. Densément rempli signifie que la majorité des compartiments du navire contiennent une quantité importante de machines ou d'équipements spécialisés pour la taille du navire (par exemple, sonars et transducteurs scientifiques, équipement de pêche, équipement de pont, propulseurs d'azimut, etc.) 2. le navire avait une exigence liée à la réduction de la signature sonore 3. le navire comprenait un rouf et/ou une superstructure en aluminium avec une coque en acier 4. le navire comportait une propulsion azimutale, une propulsion « azimutale » étant une propulsion de type L-drive ou Z-drive suspendue sous la coque ayant un arbre vertical permettant une rotation de 360° pour permettre des changements rapides de direction du propulseur et une propulsion horizontale arbre porte-hélice ou une propulsion omnidirectionnelle (azimutale) d'une complexité d'installation similaire à l'unité prévue pour le NSFRV. 5. le navire avait une coque renforcée pour la glace <p>Si le soumissionnaire est une coentreprise, les critères de PR1 doivent être respectés par le membre de la coentreprise qui construira le « NSHRH », comme indiqué dans l'énoncé des travaux.</p> <p>Le soumissionnaire doit fournir suffisamment de détails pour évaluer PR1, y compris les éléments suivants :</p> <ol style="list-style-type: none"> a) Informations sur le contrat - Indiquez quand le contrat a été attribué, quand le navire a été livré b) Type de navire – Inclure des détails sur le type de navire, la taille et la complexité du navire c) Documentation - Inclure le dessin de l'arrangement général du navire, les dessins des principaux systèmes et les photos à l'appui 	/120

Évaluation par points					
0	10	25	50	80	120
Le soumissionnaire n'a pas démontré qu'il possède de l'expérience dans la construction et la livraison d'un navire d'une complexité similaire à celle du NSHRH qui mesure 24 mètres ou plus de longueur dans les 10 ans et 6 mois suivant la clôture de la présente demande de soumissions, qui répond à l'une des cinq (5) exigences décrites dans la section « complexité similaire » ci-dessus	Le soumissionnaire a démontré qu'il a de l'expérience dans la construction et la livraison d'un navire d'une complexité similaire à celle du NSHRH qui mesure 24 mètres ou plus de longueur dans les 10 ans et 6 mois suivant la clôture de la présente demande de soumissions, qui répond à l'une (1) des cinq (5) exigences décrites dans la section « complexité similaire » ci-dessus	Le soumissionnaire a démontré qu'il a de l'expérience dans la construction et la livraison d'un navire d'une complexité similaire à celle du NSHRH qui mesure 24 mètres ou plus de longueur dans les 10 ans et 6 mois suivant la clôture de la présente demande de soumissions, qui répond à deux (2) des cinq (5) exigences décrites dans la section « complexité similaire » ci-dessus	Le soumissionnaire a démontré qu'il a de l'expérience dans la construction et la livraison d'un navire d'une complexité similaire à celle du NSHRH qui mesure 24 mètres ou plus de longueur dans les 10 ans et 6 mois suivant la clôture de la présente demande de soumissions, qui répond à trois (3) des cinq (5) exigences décrites dans la section « complexité similaire » ci-dessus	Le soumissionnaire a démontré qu'il a de l'expérience dans la construction et la livraison d'un navire d'une complexité similaire à celle du NSHRH qui mesure 24 mètres ou plus de longueur dans les 10 ans et 6 mois suivant la clôture de la présente demande de soumissions, qui répond à quatre (4) des cinq (5) exigences décrites dans la section « complexité similaire » ci-dessus	Le soumissionnaire a démontré qu'il a de l'expérience dans la construction et la livraison d'un navire d'une complexité similaire à celle du NSHRH qui mesure 24 mètres ou plus de longueur dans les 10 ans et 6 mois suivant la clôture de la présente demande de soumissions, qui répond à cinq (5) des cinq (5) exigences décrites dans la section « complexité similaire » ci-dessus
# du Critères	Critères d'évaluation cotés				Maximum de points disponibles

Solicitation No. - N° de l'invitation
F7013-220306/A
 Client Ref. No. - N° de réf. du client
F7013-220306/A

Amd. No. - N° de la modif.
 File No. - N° du dossier
040mc.F7013-220306/A

Buyer ID - Id de l'acheteur
040mc
 CCC No./N° CCC - FMS No./N° VME

PR2	<p>Le soumissionnaire doit avoir de l'expérience de travail sur des systèmes de production d'énergie diesel par batterie (c. sur » comprend des activités telles que la conception, l'installation, enlèvement, intégration, révision, réparation ou mise en service pour <u>un projet de construction et de livraison de navire dans les 10 ans et 6 mois</u> suivant la clôture de la présente demande de soumissions..</p> <p>Le soumissionnaire doit fournir suffisamment de détails pour évaluer PR2, y compris les éléments suivants :</p> <ul style="list-style-type: none"> a. Informations sur le contrat - Indiquez quand le contrat a été attribué, quand le navire a été livré b. Type de navire – Inclure des détails sur le type de navire et la taille du navire c. Documentation sur la production d'électricité par batterie-diesel - Inclure le dessin de l'arrangement général du navire, les dessins des principaux systèmes, y compris les systèmes de production d'énergie par batterie-diesel et les photos à l'appui 	/15
Évaluation par points		
0	5	10 15

<p>Le soumissionnaire <u>n'a pas démontré</u> qu'il possède de l'expérience avec des systèmes de production d'énergie diesel à batterie (c'est-à-dire un système de propulsion hybride) pour un radoub de navire et/ou un projet de construction et de livraison de navire dans les 10 ans et 6 mois suivant la clôture de la présente demande de soumissions.</p>	<p>Le soumissionnaire a démontré qu'il possède de l'expérience avec des systèmes de production d'énergie diesel à batterie (c.-à-d. un système de propulsion hybride) pour <u>un projet de radoub de navire dans les 10 ans et 6 mois</u> suivant la clôture de la présente demande de soumissions.</p>	<p>Le soumissionnaire a démontré qu'il possède de l'expérience avec des systèmes de production d'énergie diesel à batterie (c.-à-d. un système de propulsion hybride) pour <u>un projet de construction et de livraison de navire dans les 10 ans et 6 mois</u> suivant la clôture de la présente demande de soumissions.</p>	<p>Le soumissionnaire a démontré qu'il possède de l'expérience avec des systèmes de production d'énergie diesel à batterie (c'est-à-dire un système de propulsion hybride) pour <u>un projet de construction et de livraison de navire dans les 5 ans et 6 mois</u> suivant la clôture de la présente demande de soumissions.</p>
# du Critères	Critères d'évaluation cotés		Maximum de points disponibles
PR3	<p>Le soumissionnaire doit avoir de l'expérience dans la gestion d'intégrateurs de système unique (ISU) de la conception à la production finale dans un projet de construction et de livraison de navires dans les 10 ans et 6 mois suivant la clôture de la présente demande de soumissions</p> <p>Le soumissionnaire doit fournir suffisamment de détails pour évaluer PR3, y compris les éléments suivants :</p> <ul style="list-style-type: none"> a. Informations sur le contrat - Indiquez quand le contrat a été attribué, quand le navire a été livré et les noms (et systèmes) de tous les intégrateurs de système unique ; b. Type de navire – Inclure des détails sur le type de navire et la taille du navire 		/15

	c. Documentation de l'intégrateur de système unique - Inclure le dessin de l'arrangement général du navire et les dessins des principaux systèmes, y compris une liste de certains produits livrables de l'intégrateur de système unique et des photos à l'appui.			
Évaluation par points				
0	5	10	15	
Le soumissionnaire n'a pas démontré qu'il a de l'expérience <u>dans la gestion d'un (1) ISU</u> de la conception à la production finale sur un (1) projet de construction et de livraison de navire dans les 10 ans et 6 mois suivant la clôture de la présente demande de soumissions	Le soumissionnaire a démontré qu'il a de l'expérience <u>dans la gestion de deux (2) ISU</u> de la conception à la production finale sur un (1) projet de construction et de livraison de navire dans les 10 ans et 6 mois suivant la clôture de la présente demande de soumissions.	Le soumissionnaire a démontré qu'il a de l'expérience <u>dans la gestion de trois (3) ISU</u> de la conception à la production finale sur un (1) projet de construction et de livraison de navire dans les 10 ans et 6 mois suivant la clôture de la présente demande de soumissions.	Le soumissionnaire a démontré qu'il a de l'expérience <u>dans la gestion de quatre (4) ISU ou plus</u> de la conception à la production finale sur un (1) projet de construction et de livraison de navire dans les 10 ans et 6 mois suivant la clôture de la présente demande de soumissions.	
# du Critères	Critères d'évaluation cotés			Maximum de points disponibles
PR4	intégrateur de système unique (ISU) de pont/électronique a de l'expérience dans l'intégration (y compris la conception détaillée, l'ingénierie de production, l'installation et la mise en service) d'équipement électronique de pont et d'équipement électronique de pêche pour le radoub et/ou la construction de navires et projets de livraison dans les 10 ans et 6 mois suivant la clôture de la présente demande de soumissions où la longueur totale du navire est d'au moins 24 mètres. Le soumissionnaire doit fournir suffisamment de détails pour évaluer PR4, y compris les éléments suivants : a) Bridge/Electronic ISU contract Information – Indiquez quand le contrat a été attribué, quand le navire a été livré b) Type de navire - Inclure les détails du type et de la taille du navire			/15

c) Documentation du contrat ISU de pont/électronique - Inclure le dessin de l'arrangement général du navire et les dessins des principaux livrables des systèmes, y compris le ISU de pont/électronique (conception détaillée, ingénierie de production, installation et mise en service) de l'équipement électronique de pont et de pêche et photos ;			
Évaluation par points			
0	5	10	15
Le soumissionnaire n'a pas démontré que son ISU de pont/électronique a de l'expérience dans l'intégration (y compris la conception détaillée, l'ingénierie de production, l'installation et la mise en service) d'équipements électroniques de pont et de pêche pour les projets de radoub et/ou de construction et de livraison de navires dans les 10 ans et 6 mois suivant la clôture de la présente demande de soumissions où la	Le soumissionnaire a démontré que son ISU de pont/électronique a de l'expérience dans l'intégration (y compris la conception détaillée, l'ingénierie de production, l'installation et la mise en service) d'équipements électroniques de pont et d'équipements électroniques de pêche pour un (1) projet de radoub de navire et/ou de construction et de livraison de navire. dans les 10 ans et 6 mois suivant la clôture de la présente demande de soumissions, la longueur totale du navire étant d'au moins 24 mètres.	Le soumissionnaire a démontré que son pont / ISU électronique a de l'expérience dans l'intégration (y compris la conception détaillée, l'ingénierie de production, l'installation et la mise en service) d'équipements électroniques de pont et d'équipements électroniques de pêche pour deux (2) projets de radoub et/ou de construction et de livraison de navires. dans les 10 ans et 6 mois suivant la clôture de la présente demande de soumissions, la longueur totale du navire étant d'au moins 24 mètres.	Le soumissionnaire a démontré que son ISU de pont/électronique a de l'expérience dans l'intégration (y compris la conception détaillée, l'ingénierie de production, l'installation et la mise en service) d'équipements électroniques de pont et d'équipements électroniques de pêche pour trois (3) projets de radoub et/ou de construction et de livraison de navires. dans les 10 ans et 6 mois suivant la clôture de la présente demande de soumissions, la longueur totale du navire étant d'au moins 24 mètres.

longueur totale du navire est d'au moins 24 mètres.				
# du Critères	Critères d'évaluation cotés			Maximum de points disponibles
PR5	<p>Le soumissionnaire doit démontrer que le ISU CVC a de l'expérience dans l'intégration (y compris la conception, l'installation et la mise en service) de systèmes CVC pour des projets de radoub et/ou de construction de navires dans les 10 ans et 6 mois suivant la clôture de la présente demande de soumissions, le navire ayant entre 24 mètres et 43 mètres de longueur.</p> <p>Le soumissionnaire doit fournir suffisamment de détails pour évaluer PR5, y compris les éléments suivants :</p> <ul style="list-style-type: none">a) Informations sur le contrat ISU CVC- Indiquez quand le contrat a été attribué, quand le navire a été livréb) Type de navire - Inclure les détails du type de navire et de la taille du navirec) Documentation ISU CVC - Inclure le dessin d'arrangement général du navire et les dessins des principaux systèmes, y compris les livrables ISU CVC et les photos			/15
Évaluation par points				
0	5	10	15	
Le soumissionnaire <u>n'a pas démontré</u> que le ISU CVC a de l'expérience dans l'intégration (y compris la conception, l'installation et la mise en service) de systèmes CVC pour des projets	Le soumissionnaire démontre que le ISU CVC a de l'expérience dans l'intégration (y compris la conception, l'installation et la mise en service) de systèmes CVC pour <u>un (1) radoub de navire projet</u> dans les 10 ans et 6 mois suivant la clôture de la présente demande de soumissions, si le navire mesure entre 24 mètres et 43 mètres de longueur.	Le soumissionnaire démontre que le ISU CVC a de l'expérience dans l'intégration (y compris la conception, l'installation et la mise en service) de systèmes CVC pour <u>un (1) projet de construction de navire</u> dans les 10 ans et 6 mois suivant la clôture de la présente	Le soumissionnaire démontre que le ISU CVC a de l'expérience dans l'intégration (y compris la conception, l'installation et la mise en service) de systèmes CVC pour <u>deux (2) projets de construction et/ou de réaménagement de navires</u> dans les 10 ans et 6 mois suivant la clôture de la présente demande de soumissions, si le navire mesure entre 24 mètres et 43 mètres de longueur.	

Solicitation No. - N° de l'invitation
F7013-220306/A
Client Ref. No. - N° de réf. du client
F7013-220306/A

Amd. No. - N° de la modif.
File No. - N° du dossier
040mc.F7013-220306/A

Buyer ID - Id de l'acheteur
040mc
CCC No./N° CCC - FMS No./N° VME

de radoub et/ou de construction de navires dans les 10 ans et 6 mois suivant la clôture de la présente demande de soumissions , où le navire est entre 24 mètres et 43 mètres de longueur.		demande de soumissions, si le navire mesure entre 24 mètres et 43 mètres de longueur.	
# du Critères	Critères d'évaluation cotés		Maximum de points disponibles
PR6	<p>Le soumissionnaire doit avoir de l'expérience dans la construction et la livraison d'un navire avec une entreprise d'ingénierie professionnelle de contrôle du bruit sous-traitante afin de réduire la signature sonore du navire dans les 10 ans et 6 mois suivant la clôture de la présente demande de soumissions.</p> <p>Le soumissionnaire doit fournir suffisamment de détails pour évaluer PR6, y compris les éléments suivants :</p> <ul style="list-style-type: none">a) Informations sur le contrat - Indiquez la date d'attribution du contrat, la date de livraison du navire et le nom de la société d'ingénierie professionnelle de contrôle du bruit sous-traitanteb) Type de navire – Inclure les détails du type et de la taille du navire ;c) Documentation sur la réduction du bruit - Inclure le dessin de l'arrangement général du navire et les dessins des principaux systèmes, y compris une liste des livrables de réduction de la signature sonore de la société d'ingénierie professionnelle sous-traitante en matière de contrôle du bruit, la norme de réduction du bruit spécifique utilisée (le cas échéant) et des photos à l'appui ;		/10
Évaluation par points			
0	5	10	

<p>Le soumissionnaire <u>n'a pas démontré</u> qu'il possède de l'expérience dans la construction et la livraison d'un navire avec une entreprise d'ingénierie professionnelle de contrôle du bruit sous-traitante pour réduire la signature sonore du navire dans les 10 ans et 6 mois suivant la clôture de la présente demande de soumissions.</p>	<p>Le soumissionnaire a démontré qu'il a de l'expérience dans la construction et la livraison d'un (1) navire avec une entreprise d'ingénierie de contrôle du bruit professionnelle sous-traitante où la signature acoustique était une préoccupation, mais <u>aucune norme spécifique n'a été utilisée</u> pour guider le processus de réduction de la signature sonore du navire. dans les 10 ans et 6 mois suivant la clôture de la présente demande de soumissions.</p>	<p>Le soumissionnaire a démontré qu'il a de l'expérience dans la construction et la livraison d'un (1) navire avec une entreprise d'ingénierie professionnelle de contrôle du bruit sous-traitante où il y avait des considérations pour réduire la signature acoustique et une <u>norme spécifique</u> devait être respectée du navire dans les 10 ans et 6 mois suivant la clôture de la présente demande de soumissions.</p>
# du Critères	Critères d'évaluation cotés	Maximum de points disponibles
PR7	<p>Le soumissionnaire doit avoir de l'expérience de travail sur des éléments hybrides d'un système hybride dans un projet de prolongation de la durée de vie, de modernisation ou de construction de nouveaux navires dans les 10 ans et 6 mois suivant la clôture de la présente demande de soumissions, où « travailler sur » comprend des activités telles que la conception, installation, enlèvement, intégration, révision, réparation ou mise en service.</p> <p>Les éléments hybrides comprennent un système de stockage d'énergie (ESS), une configuration de production d'énergie diesel-électrique et des batteries. (Système hybride signifie un système de production d'énergie par batterie-diesel).</p> <p>Le soumissionnaire doit fournir suffisamment de détails pour évaluer PR7, y compris les éléments suivants :</p> <ul style="list-style-type: none"> a) Informations sur le contrat - Indiquez quand le contrat a été attribué, quand le navire a été livré b) Type de navire – Inclure des détails sur le type de navire et la taille du navire 	/30

c) Documentation des éléments hybrides - Inclure le dessin de l'arrangement général du navire et les dessins des principaux systèmes, y compris les éléments hybrides (par exemple, le système de stockage d'énergie (SSE), la production d'énergie diesel-électrique et les batteries) du système hybride (génération d'énergie batterie-diesel système) et photos à l'appui ;			
Évaluation par points			
0	10	20	30
Le soumissionnaire n'a pas démontré qu'il a de l'expérience travaillant sur les éléments hybrides d'un système hybride dans un projet de prolongation de la durée de vie, de modernisation ou de construction de nouveaux navires dans les 10 ans et 6 mois suivant la clôture de la présente demande de soumissions, ayant un système de stockage d'énergie (SSE), et/ou la production d'énergie diesel-électrique et/ou les batteries.	Le soumissionnaire a démontré qu'il a de l'expérience travaillant sur les éléments hybrides d'un système hybride dans un projet de prolongation de la durée de vie, de modernisation ou de construction de nouveaux navires dans les 10 ans et 6 mois suivant la clôture de la présente demande de soumissions, ayant un (1) des trois (3) éléments hybrides suivants : Système de stockage d'énergie (SSE), génération d'énergie diesel-électrique ou batteries. (système hybride désigne un système de production d'énergie par batterie-diesel).	Le soumissionnaire a démontré qu'il a de l'expérience travaillant sur les éléments hybrides d'un système hybride dans un projet de prolongation de la durée de vie, de modernisation ou de construction de nouveaux navires dans les 10 ans et 6 mois suivant la clôture de la présente demande de soumissions, ayant deux (2) des trois (3) éléments hybrides suivants : Système de stockage d'énergie (SSE), génération d'énergie diesel-électrique ou batteries. (système hybride désigne un système de production d'énergie par batterie-diesel).	Le soumissionnaire a démontré qu'il a de l'expérience travaillant sur les éléments hybrides d'un système hybride dans un projet de prolongation de la durée de vie, de modernisation ou de construction de nouveaux navires dans les 10 ans et 6 mois suivant la clôture de la présente demande de soumissions, ayant trois (3) des trois (3) éléments hybrides suivants : Système de stockage d'énergie (SSE), production d'énergie diesel-électrique et batteries. (système hybride désigne un système de production d'énergie par batterie-diesel).

(système hybride désigne un système de production d'énergie par batterie-diesel).			
*SSE - Système de stockage d'énergie			
# du Critères	Critères d'évaluation cotés		Maximum de points disponibles
PR8	<p>Le soumissionnaire doit avoir de l'expérience en gestion de projet pour des projets de construction et de livraison de navires d'une longueur de 24 mètres ou plus, dans les 10 ans et 6 mois suivant la clôture de la présente demande de soumissions.</p> <p>Le soumissionnaire doit fournir suffisamment de détails pour évaluer PR8, y compris les éléments suivants :</p> <p>a) Informations sur le contrat - Indiquez quand le contrat a été attribué, quand le navire a été livré</p> <p>b) Type de navire – Inclure les détails du type et de la taille du navire</p> <p>c) Documentation du plan de management de projet – La documentation et les exemples du plan de management de projet</p>		/20
Évaluation par points			
0	10	20	
Le soumissionnaire <u>n'a pas démontré</u> qu'il possède de l'expérience en gestion de projet pour des projets de construction et de livraison de navires d'une longueur de 24 mètres ou plus, dans les 10 ans et 6 mois suivant la clôture de	Le soumissionnaire a démontré qu'il possède de l'expérience en gestion de projet pour la construction et la livraison de navires dans le cadre de <u>deux (2) projets</u> pour un navire de 24 mètres ou plus de longueur, <u>les 10 ans et 6 mois</u> suivant la clôture de la présente demande de soumissions.	Le soumissionnaire a démontré qu'il possède de l'expérience en gestion de projet pour la construction et la livraison de navires dans le cadre de <u>trois (3) projets</u> pour un navire de 24 mètres ou plus de longueur, <u>dans les 5 ans et 6 mois</u> suivant la clôture de la présente demande de soumissions.	

la présente demande de soumissions de cette demande de soumissions .		
# du Critères	Critères d'évaluation cotés	Maximum de points disponibles
PR9	<p>Le soumissionnaire doit fournir le curriculum vitae d'un gestionnaire de projet ayant de l'expérience dans les chantiers navals dans la gestion de l'ingénierie par le biais de projets de construction et de livraison pour un navire de 24 mètres ou plus d'une complexité similaire à celle du NSHRH dans les 10 ans et 6 mois suivant la clôture de la présente demande de soumissions. Complexité similaire à celle décrite dans PR1 ci-dessus.</p> <p>Le soumissionnaire doit fournir suffisamment de détails pour évaluer PR9, y compris les éléments suivants :</p> <ul style="list-style-type: none"> a) Informations sur le contrat - Indiquez quand le contrat a été attribué, quand le navire a été livré b) Type de navire – Incluez des détails sur le type de navire, la taille et la complexité du navire c) CV du chef de projet 	/20
Évaluation par points		
0	10	20
Le soumissionnaire n'a pas fourni le curriculum vitae d'un gestionnaire de projet ayant de l'expérience dans un chantier naval dans la gestion de l'ingénierie par le biais de projets de construction et de	Le soumissionnaire a fourni le curriculum vitae d'un gestionnaire de projet ayant de l'expérience dans les chantiers navals dans la gestion de l'ingénierie jusqu'à la construction et la livraison d' <u>un (1) projet</u> pour un navire de 24 mètres ou plus d'une complexité similaire à celle du NSHRH dans les 10 ans et 6 mois suivant la clôture de la présente demande de soumissions. Complexité similaire à celle décrite dans PR1 ci-dessus.	Le soumissionnaire a fourni le curriculum vitae d'un gestionnaire de projet ayant de l'expérience dans les chantiers navals dans la gestion de l'ingénierie jusqu'à la construction et la livraison de <u>deux (2) projets</u> pour un navire de 24 mètres ou plus avec une complexité similaire à celle du NSHRH dans les 10 ans et 6 mois suivant la clôture de la présente demande de soumissions. Complexité similaire à celle décrite dans PR1 ci-dessus.

Solicitation No. - N° de l'invitation
F7013-220306/A
Client Ref. No. - N° de réf. du client
F7013-220306/A

Amd. No. - N° de la modif.
File No. - N° du dossier
040mc.F7013-220306/A

Buyer ID - Id de l'acheteur
040mc
CCC No./N° CCC - FMS No./N° VME

livraison pour un navire de 24 mètres ou plus d'une complexité similaire à celle du NSHRH dans les 10 ans et 6 mois suivant la clôture de la présente demande de soumissions . Complexité similaire à celle décrite dans PR1 ci-dessus.		
# du Critères	Critères d'évaluation cotés	Maximum de points disponibles
PR10	<p>Le soumissionnaire doit fournir un calendrier préliminaire à l'aide de PMBok ou d'un logiciel équivalent pour la conception, la construction, la livraison et la mise en service du NSHRH qui indique :</p> <p>(i) un délai de conception entre 8 et 12 mois après l'attribution du contrat ; (ii) un délai de construction, de livraison et de mise en service de 18 à 24 mois après l'achèvement de la conception ; et (iii) étapes importantes</p> <p>Le soumissionnaire doit fournir suffisamment de détails pour évaluer PR10, y compris les éléments suivants :</p> <p>a) La documentation de l'horaire comprend :</p> <ul style="list-style-type: none"> a. Un délai de conception entre 8 et 12 mois après l'attribution du contrat ; b. Un délai de construction entre 18 et 24 mois après l'achèvement de la conception ; et c. Les principales étapes comprennent les phases de conception, de construction, de livraison et de mise en service et l'intégration ISU. 	/20
Évaluation par points		
0	10	20

<p>Le soumissionnaire n'a pas fourni de calendrier préliminaire utilisant PMBok ou un logiciel équivalent pour la conception, la construction, la livraison et la mise en service du NSHRH qui indique :</p> <p>(i) un délai de conception entre 8 et 12 mois après l'attribution du contrat ;</p> <p>(ii) un délai de construction, de livraison et de mise en service de 18 à 24 mois après l'achèvement de la conception ; et</p> <p>(iii) étapes importantes</p>	<p>Le soumissionnaire a fourni un calendrier préliminaire à l'aide de PMBok ou d'un logiciel équivalent pour la conception, la construction, la livraison et la mise en service du NSHRH qui indique :</p> <p>(i) un délai de conception entre 8 et 12 mois après l'attribution du contrat ;</p> <p>(ii) un délai de construction, de livraison et de mise en service de 18 à 24 mois après l'achèvement de la conception ; et</p> <p>(iii) <u>comprendait certaines étapes importantes, mais pas toutes</u></p>	<p>Le soumissionnaire a fourni un calendrier préliminaire à l'aide de PMBok ou d'un logiciel équivalent pour la conception, la construction, la livraison et la mise en service du NSHRH qui indique :</p> <p>(i) un délai de conception entre 8 et 12 mois après l'attribution du contrat ;</p> <p>(ii) un délai de construction, de livraison et de mise en service de 18 à 24 mois après l'achèvement de la conception ; et</p> <p>(iii) <u>inclus toutes les étapes importantes</u></p>
<p>Score total</p> <p>* la note de passage minimale est de 170</p>	<p>/280</p>	