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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

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Gatineau

Québec

K1A 0S5

Title - Sujet Naval Large Tugs	
Solicitation No. - N° de l'invitation W8472-185713/B	Amendment No. - N° modif. 002
Client Reference No. - N° de référence du client W8472-185713	Date 2018-07-12
GETS Reference No. - N° de référence de SEAG PW-\$\$MC-017-26882	
File No. - N° de dossier 017mc.W8472-185713	CCC No./N° CCC - FMS No./N° VME
Solicitation Closes - L'invitation prend fin at - à 02:00 PM on - le 2018-08-30	Time Zone Fuseau horaire Eastern Daylight Saving Time EDT
F.O.B. - F.A.B.	
Plant-Usine: <input type="checkbox"/> Destination: <input checked="" type="checkbox"/> Other-Autre: <input type="checkbox"/>	
Address Enquiries to: - Adresser toutes questions à: Lamothe, Brenda	Buyer Id - Id de l'acheteur 017mc
Telephone No. - N° de téléphone (819) 420-2916 ()	FAX No. - N° de FAX () -
Destination - of Goods, Services, and Construction: Destination - des biens, services et construction:	

Instructions: See Herein

Instructions: Voir aux présentes

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

Amendment #2 is raised to post Questions and Answers

Annex D

BIDDER'S QUESTIONS AND CANADA'S RESPONSES

Q.1. If we are not a direct bidder to Canada, there are some questions that we would like to ask, please confirm if it is acceptable?

A.1. Yes this is acceptable. Canada invites any and all of Industry to submit their questions with respect to this Request for Proposal on the Naval Large Tugs.

Q.2. The Title page of the RFP describes the project as "Naval Large Tugs Request for info". We assume this is a typo and that this new release is the real thing. Please confirm that is indeed the case.

A.2. Yes, this is a typo. Please delete in its entirety the title "Naval Large Tugs Request for info" and insert the following "Naval Large Tugs".

Q.3. Please provide the following clarification: NLTP 489 – The French version is different from the English version. In the English version you have removed the requirement that NLTs to have medium speed propulsion engines, but that requirement remains in the French version. Please confirm whether or not the requirement to have medium speed propulsion engines is still valid?

French: Le GRN doit avoir au moins deux (2) tracteurs principaux, soit des moteurs diesel à moyenne vitesse.

English: The NLT shall have a minimum of two (2) Diesel Engine Prime Movers.

A.3. Yes, there is an error in the French translation, medium speed diesel engine prime movers are no longer a requirement.

NLTP 489 (English): The NLT shall have a minimum of two (2) Diesel Engine Prime Movers.

NLTP 489 (Français): Le GRN doit avoir au moins deux (2) tracteurs principaux des moteurs diesel.

Q.4. Please provide the following clarification: ANNEX "H" CONTRACT FINANCIAL SECURITY, Part 1, 1.(i)
a) A performance bond representing fifteen (20) percent of the total price...
Please confirm whether it is 15% or 20% of the total price?

A.4. It is confirmed at fifteen (15) percent of the total price.

ANNEX "H" CONTRACT FINANCIAL SECURITY - PART 1,

1. The Contractor must provide one of the following contract financial securities:

- (i) (a) A Performance Bond in the amount of fifteen (15) percent of the total bid price for the four (4) Naval Large Tugs (NLT), in the form prescribed below at Part 2 Performance Bond and issued by a surety company listed below; and
- (b) A Labour and Material Payment Bond in the form prescribed below at Part 2 Labour and Material Payment Bond, and issued by an approved surety company listed below, in the amount of seven (7) percent of the total bid price for the four (4) Naval Large Tugs; or
- (ii) A Security Deposit to the value of seven (7) percent of the total bid price for the four (4) Naval Large Tugs; or

(iii) An Irrevocable Standby Letter of Credit to the value of seven (7) percent of the total bid price or four (4) Naval Large Tugs.

Q.5. Please provide the following clarification: PART 3 – INSTRUCTIONS FOR PREPARING BIDS

3.1 Instructions for preparing bids...

Section I: Technical bid (three (3) paper copies)

Section II: Technical Bid (three (3) paper copies)

Page 10 of 83, please confirm that Section II should be titled “Management Bid”?

A.5. It is confirmed, Section II – Management Bid.

PART 3 - BID PREPARATION INSTRUCTIONS, 3.1 Bid Preparation Instructions

Due to the nature of the bid solicitation, bids transmitted by facsimile will not be accepted.

Canada requests that Bidders provide their bid in separately bound sections as follows:

Section I: Technical Bid (three hard copies)

Section II: Management Bid (three hard copies)

Section III: Financial Bid (one hard copy)

Section IV: Certifications (two hard copies)

Prices must appear in the financial bid only. No prices must be indicated in any other section of the bid. Canada requests that Bidders follow the format instructions described below in the preparation of their bid:

(a) use 8.5 x 11 inch (216 mm x 279 mm) paper where feasible and with technical drawings, use a minimum of 11 x 17 inch (279 mm x 432 mm) paper to ensure legibility;

(b) use a numbering system that corresponds to the bid solicitation.

In April 2006, Canada issued a policy directing federal departments and agencies to take the necessary steps to incorporate environmental considerations into the procurement process Policy on Green Procurement (<http://www.tpsgc-pwgsc.gc.ca/ecologisation-greening/achats-procurement/politique-policy-eng.html>). To assist Canada in reaching its objectives, Bidders should:

- 1) use 8.5 x 11 inch (216 mm x 279 mm) paper containing fibre certified as originating from a sustainably-managed forest and containing minimum 30% recycled content; and
- 2) use an environmentally-preferable format including black and white printing instead of colour printing, printing double sided/duplex, using staples or clips instead of cerlox, duotangs or binders.

Q.6. RFP 2.6 Commercial Off the Shelf (COTS) Basis of NLT

It is critical that the Bidder understand the Initial SRD requirements will be those presented in the SRD in Annex “A” of this RFP. Only after contract award will the selected bidder take part in the Proven Parent In-Service Vessel Inspection, which will add additional requirements to the Initial SRD as described in the SOW.

Finally, it is imperative that the bidder understand that their bid must reflect the effort to produce NLTs that meet the Final SRD requirements. This will necessitate the Bidder be very familiar with the Proven Parent In-Service Vessel so that they can accurately bid the cost to manufacture like vessels in terms of as-built construction, systems and capabilities.

Please clarify what design of vessel the bidder is to quote for. Is the bid price to be based solely on the Initial SRD or is it required to include the cost and schedule necessary to build & deliver a vessel that will meet the Final SRD?

A.6. The Proven Parent Design is the basis of the Naval Large Tug design. The Proven Parent In-Service Vessel is the construction baseline of the Naval Large Tug, providing the level of outfit and furnishing as well as performance required in the Naval Large Tug. The Final SRD is the Initial SRD with the addition of those aspects of the Proven Parent Design and Proven Parent In-Service Vessel that will be monitored and assessed throughout the NLT contract to ensure that the NLT will perform to the capabilities of the Proven Parent In-Service Vessel. The bid price must reflect the cost to build and deliver four (4) Naval Large Tugs that meet the Final SRD.

Q.7. RFP - 7.39.2 Economic LEVERAGING Obligation

1. For each year during the term of the Contract:
 - a. at least 90% of the workforce carrying out the Work must be Canadian; and
 - b. at least 30% of the materials and equipment used in carrying out the Work must contain Canadian Content.

FROM THE SOW

From Annex A definitions: Work: All engineering and shipbuilding effort and activities as defined by the Contract to be carried out by the Contractor to construct and deliver the NLTs.

- A) *Please clarify what the definition of Canadian is as it is used in this RFP.*
- B) *Please clarify where the remaining 10% of the workforce must be located when they complete any of the Work required for this contract.*
- C) *Please confirm that the definition of the term Work as it appears in the Statement of Work will be applied to the definition of the same term used in 7.39.2 Economic LEVERAGING Obligation of the RFP?*

A.7. A) For the purposes of Article 7.39 in the RFP, Economic Leveraging, “Canadian” means Canadian citizens, and permanent residents as defined in the *Immigration and Refugee Protection Act 2001, c.27*.

B) All (100%) of the labour must be completed/done in Canada. Note: up to 10% of the workforce could be foreign workers (non- Canadian) working in Canada.

C)- Yes, that is correct.

Q.8. At 1.3 Objective

Any performance capabilities, design and construction features present in the Proven Parent In-Service Vessel that Canada and the Contractor jointly agree to must also be carried over into the NLT and will be monitored by adding requirements to the Initial SRD, forming the Final SRD.

Please clarify what the term 'carried over' means in the context of this RFP?

A.8. Carried over in this context means that any performance capabilities, design and construction features present in the Proven Parent In-Service Vessel that Canada and the Contractor jointly agree to must also be delivered in the NLT.

Q.9. At 2.2.6 Proven Parent In-Service Vessel Inspection

2.2.6.1 General

During the PPIVI the representatives of Canada will verify that each of the Initial SRD requirements, less the Canadian regulatory requirements, are met by the Proven Parent In-Service Vessel. Additionally, during the inspection of the Proven Parent In-Service Vessel, Canada's representatives will assess the performance capabilities and design features of the Proven Parent In-Service Vessel. *This assessment will permit Canada to develop the additional requirements for the NLT that reflect the performance capabilities and design features of the Proven Parent In-Service Vessel.* These additional requirements will be agreed to by Canada and the Contractor and will be added to the Initial SRD, creating the Final SRD.

Referring to the italicized section of above paragraph when and how will these additional requirements be incorporated in the contract?

A.9. The Initial SRD will be updated to the Final SRD through a no-cost contract amendment, reflecting the outcome of the Proven Parent In-Service Vessel Inspection.

Q.10. At 2.2.6.2 Conduct

Following the Contract Kick-off Meeting the Contractor must arrange and facilitate the PPIVI, which must be conducted within two (2) months of contract award. Canada must be provided details of the PPIVI no more than five (5) Working Days after contract award in order to coordinate and make travel arrangements. The Contractor must make all arrangements for access to, and availability of, the Proven Parent In-Service Vessel for the purposes of the PPIVI. Arrangements must include the provision for up to five (5) personnel representing Canada to have complete access to the Proven Parent In-Service Vessel, along with representatives of the Contractor as required.

The PPIVI must provide for five (5) contiguous days of uninterrupted access to the Proven Parent In-Service Vessel for inspection by Canada. Each day must include no less than three (3) hours of access to the Proven Parent In-Service Vessel followed by no more than four (4) hours of meeting time between the Contractor and Canada. This meeting time is to discuss and agree on the additional requirements for the NLT that reflect the features of the as-built construction, systems and capabilities of the Proven Parent In-Service Vessel that the Contractor is responsible to deliver in the NLT. The Contractor must make all arrangements for the conduct of the meeting time during the PPIVI including arranging the facilities and taking minutes.

Does Canada expect the PPISV to be operational during this 5 day period and actually proceed to sea with additional personnel on board? Such activity will require additional lifesaving preparations, certificates and the like. Please clarify Canada's expectations.

Providing 5 contiguous days of access to the vessel when only 3 hours a day of true access is required needs further explanation. We assume the requisite meetings can take place ashore and recognizing these vessels will operate effectively around the clock please confirm the actual duration of each day that the PPISV needs to be made available to Canada.

A.10. The Proven Parent In-Service Vessel Inspection will be conducted alongside, no provision for taking the vessel to sea is required.

Understanding that the Proven Parent In-Service Vessel is an operating vessel, Canada requires that it be made available for joint inspection for three (3) hours each day for five (5) contiguous days. Following each daily inspection, Canada and the Contractor will meet to review the elements of the Proven Parent In-Service Vessel that were examined that day.

Q.11. At 2.2.7.2 Preliminary Design Review (PDR)

During the Preliminary Design Phase, the Contractor must examine every aspect of the design, construction and outfitting of the Proven Parent Design and carry out the necessary preliminary design and engineering work in order to rectify any discrepancies between the Proven Parent Design and the requirements of Canada as set out in the Final SRD.

The use of term ‘must examine every aspect of the design’ implies a far more complete stage of detailed design than is normal practice. Elsewhere is the SOW the minimum work to be completed for the PDR is defined more clearly. Please clarify Canada’s requirements for the scope of work to be completed for PDR.

A.11. The scope of work for the Preliminary Design Phase will include examining the design, construction and outfitting of the Proven Parent Design, completion of the necessary preliminary design and engineering work to rectify any discrepancies between the Proven Parent Design and the requirements of Canada as set out in the Final SRD. The deliverables to be completed for this Phase are identified in the Preliminary Design Data Package. Further detailed design is to be completed in the Critical Design Phase.

Q.12. At 3.1 061 Hull Structure

The Contractor must prepare and submit the Bridge Arrangement in accordance with CDRL-E-005 and DID-E-005 for Canada’s review and acceptance.

Question

Please confirm if this definition of is accurate or possibly a typo. From our point of view the Bridge Arrangement is not part of hull structure. Please clarify Canada’s intent

A.12. The heading “Hull Structure” is a Ship Work Breakdown Structure designation used only for formatting requirements within the SRD document and is not intended to define the content of the Bridge Arrangement drawing. Bridge Arrangement drawing requirements shall be as per the applicable CRDL/DID.

Q.13. At NLTP-460 The Proven Parent In-Service Vessel must achieve a minimum free-running speed of 12 knots in a fully loaded, deep departure condition, in calm water.

Please confirm what engine MCR can be used to attain the required minimum free running speed

A.13. 100% engine MCR may be used to achieve the minimum free running speed.

Q.14.

a. Proven Parent Design Information

As a minimum, the following technical information with reference to the Proven Parent Design must be submitted;

- 1) Build specification, construction drawings (Classification Society approved design drawings) and a major equipment list (identifying all the major components of the propulsion system, electrical power and generation system, auxiliary systems, deck equipment and towing equipment);
- 2) General Arrangement drawing (Classification Society approved);
- 3) Trim and Stability Manual;
- 4) Trials Report containing a minimum of speed and power curve;
- 5) Major structural construction plans;
- 6) Fuel Consumption and Endurance Calculations; and
- 7) Tank Plan and Capacities.

General Arrangement drawings are not normally approved by Class. Such drawings most commonly just noted and filed. Please amend Canada's requirements

A.14. Canada agrees to modify the General Arrangement drawing to remove the requirement for this drawing to be Classification Society approved.

In Annex G, Table 2 – Technical Bid Evaluation Matrix

DELETE:

- a.) Proven Parent Design Information
- 2) General Arrangement drawing (Classification Society approved)

ADD:

- a.) Proven Parent Design Information
- 2) General Arrangement drawing

Q.15.

b. Proven Parent In-Service Vessel

The Bidder must provide the following information with respect to the Proven Parent In-Service Vessel;

- 1.) Owner contact information: name of company, name of point of contact;
- 2.) Operator contact information, if different than owner: name of operating company, name of point of contact;
- 3.) Name of vessel and IMO hull number, as applicable;

- 4.) Vessel location: Country, City, port of operation, as applicable;
- 5.) Copy of Classification Society Certificate;
- 6.) Proof that the vessel was built in the last 10 years;
- 7.) Proof that the vessel has a minimum of a 1000 operating hours;
- 8.) Proof that the vessel has been operating successfully in a coastal maritime environment.
- 9.) *Proof that the vessel has known and documented hydrodynamic and maneuvering characteristics capable of being demonstrated by sea trials; and*
- 10.) Proof that the vessel is situated in a location that is not under a Government of Canada Travel Advice and Advisories notice of the level “avoid non-essential travel” or higher for the country or the region of the country in which the vessel is located.

Please clarify Canada’s intent regarding Item 9 above. Are sea trials of the PPISV required or will sea trials of the NLT suffice?

A.15. Sea Trials of the PPISV are not required to be conducted as part of this solicitation. However, Trials Reports containing documented information and results of original sea trials from the PPISV is required as objective evidence as part of the Bid Evaluation and as indicated in Annex G of the RFP.

Q.16. From the SRD

NLTP – 447 and NLTP - 1616 The NLT shall have an adequate system of fenders to prevent structural damage and markings to thin hulled naval ships/vessels during berthing/un-berthing operations.

Can Canada quantify this with a design fender pressure? Can Canada define any specific underwater fender requirements for submarines?

A.16. The fender design of the NLT is the responsibility of the Contractor and will be determined by the vessels Bollard Pull and the hull configuration. NLT will perform only towing operations of the submarines, therefore there are no specific underwater fendering requirements to be fitted on the NLT in support of submarines.

Q.17. From the SRD

NLTP – 467 The NLT shall have the fresh water storage capacity and the required pumps and fittings to be able to transfer a minimum of 10 tonnes of potable water, from its own storage tanks, to the DRDC research barge (YR494) and ships/vessels within close proximity of Esquimalt or Halifax harbours per visit.

NLTP – 2225 The NLT should have the fresh water storage capacity and the required pumps and fittings to be able to transfer a minimum of 20 tonnes of potable water, from its own storage tanks, to the DRDC research barge (YR494) and ships/vessels within close proximity of Esquimalt or Halifax harbours per visit.

As these two clauses conflict, please confirm if the desired total capacity is 20 tonnes of potable water. Please provide the required time to transfer the potable water.

A.17. The NLT must meet the requirements of NLTP-467 and this requirement must be present in the PPISV. However, it is not mandatory that the NLT meet the requirement of NLTP-2225, this is a desirable requirement.

The time required to transfer the 20 tonnes of potable water is 1.5 hours.

Q.18. From the SRD

NLTP – 508 The NLT shall be fitted with a firefighting outfit of fire pumps, fire monitors, and water tanks, and other required equipment which conforms to the FFV 1 or equivalent notation.

Please confirm that no AFF foam tank capacity is required.

A.18. With respect to NLTP-508, Canada confirms that only the equipment as specified by the Classification Society FFV1 or equivalent notation is required.

Q.19. From the SRD

NLTP – 2133 The NLT shall comply with STAB 3 from TP 7301 and the Canada Shipping Act 2001, “Hull Construction Regulations”, C.R.C., c1431 (PART VIII Ships Built or Converted for Towing).

In all of our experience is that Hull Construction Regulations, for Part VIII, Paragraph 104 is very difficult to meet. “Every new ship with openings in the main deck aft of the engine room that are capable of causing down flooding shall be designed and constructed so that, in any operating condition, positive buoyancy and stability are retained and no part of the main deck is submerged when any one watertight compartment aft of the engine room is flooded.” This has been interpreted to mean the compartment is filled from above, not simply damaged. In particular, Z-drive compartments that are assumed to be flooded can immerse the main deck. If the Z-drive compartment is divided transversely on centreline, heel will usually immerse the main deck.

Will Canada require bidders to show that the parent design is capable of meeting this difficult criteria or with limited modifications to the Parent vessel?

A.19. Within the SRD this requirement, NLTP-2133, is specified as being “NLT” meaning it is not required that the Parent vessel meet the requirement. This requirement must be met by the final delivered NLT and therefore, the Parent vessel may be modified if required in order to meet NLTP-2133.

Q.20. From the SRD

NLTP – 1445 The deck crane shall be electro-hydraulically operated, be able to reach the main working deck, and have sufficient reach to:

- deploy fuel spill response equipment over the gunwales, and
- be capable of loading and off-loading light cargo when the NLT is alongside dock, and
- launch and recover the NLT's Rescue Boat.

Please confirm the weight of “light cargo” or confirm if “light cargo” is less than the weight of a typical Rescue boat

A.20. Yes, the light cargo will be less than a typical Rescue Boat.

Q.21. From the SRD

NLTP – 373 6.7.2.2.1 582.2.1 Hawser/Towing Winches

Will Canada provide the towing wire and synthetic towing rope? Please provide the required diameter and length of towing wire for coastal towing to be accommodated on the towing winch? Please provide the required diameter and length of synthetic towing rope to be accommodated on the ship docking winch?

NLTP – 1475 All winch cables to be fitted with tow hooks capable of absorbing the maximum bollard pull with a minimum safety factor of 2.5.

NLTP – 2090 The tow hook shall have an automatic release and be provided with a built in shock absorber.

Please clarify this item, we do not understand the wording as written.

A.21. Canada will not be providing the towing wire or the synthetic towing rope.

It is the responsibility of the Contractor to provide the appropriate towing wire and/or the synthetic towing rope of sufficient diameter and length to allow the NLT to perform the operations as described in the SRD.

Canada confirms the following modifications for NLTP-1475 and NLTP-2090;

NLTP-1475 All winch cables to be fitted with an eye splice and be capable of absorbing the maximum bollard pull with a minimum safety factor of 2.5.

NLTP – 2090 A deck mounted tow hook with swivel capability and a quick release mechanism shall be fitted.

Q.22. We have been unable to locate current copies of these documents on line. Please provide a copy of the most recent version as is applicable to this RFP and resulting contract

CFTO C-03-001-024/MS-006 The Production of Stability Books for Canadian Forces Surface Ship

CFTO D-01-400-001/SG-000 Standard Engineering Drawing Practices

CFTO D-01-400-002/SF-000 Specification for Levels of Engineering Drawings and Associated Lists

CFTO D-03-003-024/SG-001, Work Breakdown Structure for Canadian Forces Ships and Submarines

A.22. PSPC will provide copies of these documents for release to the Bidders. Please see the attachment of these requested documents.

Q.23. Page 98 “The Contractor must have in place, or implement and maintain a Quality Management System (QMS) that ensures conformance to contractual requirements and is consistent with the 2015 version of the ISO 9001:2015 Quality Management Systems - Guidelines for Quality Plans standard.”

Question: Does this mean that the Contractor must have a ISO 9001:2015 QMS in place after Contract award, or planned to be implemented after award, or has a QMS that is similar to the intent and scope of ISO 9001:2015?

A.23. The Quality Management System consistent with ISO 9001:2015 must be in place prior to the commencement of the work of the Contract, and be maintained throughout the Contract. The Quality Management System must be in accordance with ISO 9001:2015 but ISO certification is not required.

Q.24. Page 298 Appendix A - Mandatory Evaluation Criteria - Technical Bid (Section I)

NLTP-451 The Proven Parent In-Service Vessel must have seamless, uninterrupted, thrust vectors when changing the thrust direction through a full 360 degrees.

NLTP-452 The Proven Parent In-Service Vessel must have the ability to turn itself on its own position ("on the spot") without creeping, or scribing an arc through the water in 25 knot winds and 2 knot current acting in any direction.

NLTP-453 The Proven Parent In-Service Vessel must have the ability to manoeuvre sideways ("sidestepping") along a line of bearing, on any axis, with the operator having simultaneous and continuous control over the NLT's heading, headway and sternway.

Objective evidence required to prove compliance: Trials report for performance verification of Proven Parent In-Service Vessel

Question: None of the above requirements form a typical sea trials report for any vessel. Will Canada accept (a) videos of the Proven Parent vessel demonstrating these behaviours (b) notarized statements from Masters of the Proven Parent vessel confirming that the vessel can perform in these ways (c) demonstration during the Proven Parent Inspection after Contract award?

A.24. Canada confirms that notarized statements from the Masters of the Proven Parent In-Service Vessel confirming that the vessel can meet the performance requirements of NLTP-451, NLTP-452 and NLTP-453 is acceptable objective evidence to prove performance compliance.

Q.25. From the SRD

NLTP -464 The NLT shall be capable of Conducting out-of harbour coastal towing of an MCDV (1000 tonne displacement, 56 m) up to 750 nautical miles from home port in Sea State 3.

No speed requirement is stated for the above towing requirement. Please clarify if there is a speed requirement associated with this requirement or is it allowable for the Contractor to fulfil this requirement at any speed they choose.

A.25. NLTP-464 has been modified to include a speed requirement as follows;

NLTP-464 The NLT shall be capable of Conducting out-of harbour coastal towing at a speed of not less than 6 knots of an MCDV (1000 tonne displacement, 56 m) up to 750 nautical miles from home port in Sea State 3.

Q.26. With regards to DID-CM-001 Compliance Verification Matrix can Canada provide the exhaustive list of each specific requirement within the Naval Large Tug Final Systems Requirement Documents (SRD) for which the Contractor must identify the objective evidence in the form of a provided deliverable that demonstrates that the requirement has been met by the design?

Please provide example of what objective evidence Canada will consider to be compliant to demonstrate the following (NLTP – 488) requirement has been met by the design:

- The NLT shall have a hull plate thickness with any proposed hull corrosive protection system to meet the 25-year service life requirement.

A.26. The intent of DID-CM-001 is for the Contractor to demonstrate to Canada that their NLTs will meet the requirements laid out in the Final SRD. In order to do so, it is the Contractor's responsibility to populate each SRD requirement with their proposed objective evidence for Canada's review and acceptance.

Q.27. With regards to DID-CM-001 Compliance Verification Matrix requirement 3.0 : In addition to the specific requirements within the Final SRD, the Contractor must also demonstrate compliance, in the Compliance Verification Matrix, with Transport Canada Regulatory Regime or Class requirements that amplify or govern Final SRD requirements. Does a class approved drawing package would be considered a satisfactory demonstration or each single applicable rules would need to be put into a Compliance Verification Matrix supported by objective evidence in the form of a provided deliverable?

A.27. Where a Class-approved drawing package demonstrates compliance with a number of underlying individual rules, the drawing package may be used as the single element in the Compliance Verification Matrix.

Q.28. Due to a large volume of RFP's that we are currently working on and the time of year with many taking holidays etc. I would like to request an extension to the closing date. We would request the closing be extended to 10-31-2018.

A.28. The request for a bid extension remains unchanged. The bid closing date is August 30th, 2018.