

# High Frequency Rail Request for Qualifications

Information Session

March 21, 2023



Government  
of Canada

Gouvernement  
du Canada

Canada

# Housekeeping – In-person

- There are three ways you can ask questions:
  - During the Q&A period raise your hand and someone will come to you with a microphone and you may ask your question verbally
  - At anytime, scan one of the QR codes in the room and type your question into the Google Form
  - At anytime, handwrite your question on one of the cue cards on the tables and submit it to the question box at the coffee station



# Housekeeping – Zoom

- If there are technical difficulties, the speaker may turn off their video.
- Attendees will be muted; please participate through the Q&A window. Hover your mouse on a computer or tap the screen on a smartphone or tablet for the toolbar to pop-up and then click Q&A.
- If you have any technology issues, please also use the Q&A window.
- This meeting is being recorded.



# Agenda

1. Welcome
2. A message from the Minister of Transport
3. The HFR Project
4. The HFR Team
5. Overview of Project Phases
6. RFQ – Processes and Evaluation
7. Anticipated Security Requirements
8. Question and Answer Period

# Welcome

**Vincent Robitaille**

Assistant Deputy Minister, High Frequency Rail  
**Transport Canada**

# A Message from the Minister of Transport

# Presentation Speakers and Question Panel



**Graeme Hampshire**

Project Director

**High Frequency Rail  
Technical Office**



**Miguel Martin**

Executive Director, HFR  
Commercial and Procurement

**Transport Canada**



**Dawn Zwicker**

Supply Team Leader, HFR,  
P3 Procurement Directorate

**Public Service and  
Procurement Canada**

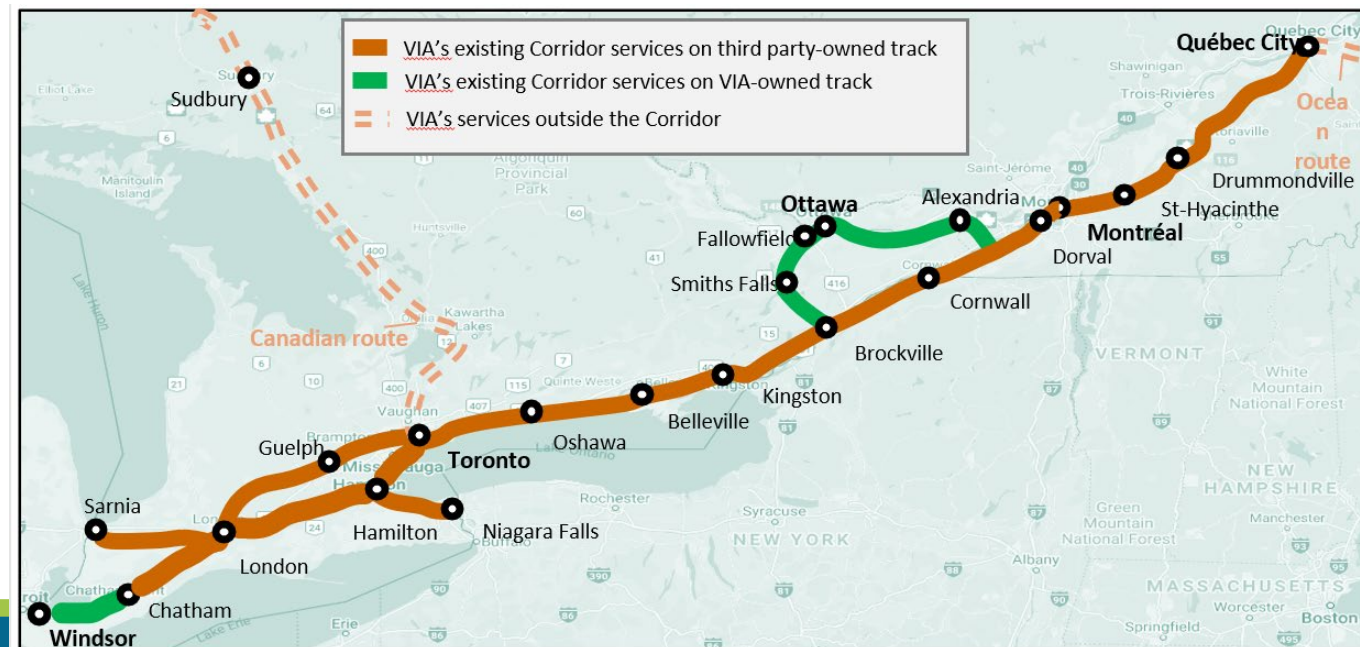
# The HFR Project





# Rail Services in the Québec City – Windsor Corridor

- In addition to operating long distance and regional services, **VIA Rail currently operates intercity passenger rail services** between Québec City and Toronto, and to communities in Southwestern Ontario.
- The tracks and stations along the Corridor are **mostly owned and controlled by Host Railways**, which provide shared access and control and manage dispatching, operations, performance, maintenance and train schedules through train service agreements.
- Increases in ridership over recent, pre-pandemic years have been accompanied by increases in revenues, where Corridor revenues have steadily increased from **\$226 million in 2015 to \$325 million in 2019**.

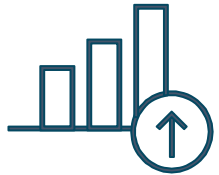


# Growth Opportunities Exist for Passenger Rail in the Corridor



## THE CORRIDOR IS CANADA'S MOST DENSELY POPULATED AND HEAVILY INDUSTRIALIZED REGION

- **61%** of Canada's Total Population
- **62%** of Canada's Total Labour Market
- **59%** of Canada's GDP
- **34%** of Canada's GHG Emissions



## DEMAND FOR PASSENGER RAIL WILL CONTINUE TO INCREASE

- **By 2043, an additional 5 million people are projected to live in Québec and Ontario** (an increase of 21% from 2020), which represents over half of the projected growth in Canada. Most of these new residents will **live and work in the Corridor**.
- The growing population and economy will **increase the demand for all modes of transportation including passenger rail**. The **greatest and most immediate need for improvements** to passenger transportation infrastructure **is in the Corridor**.
  - Passenger rail travel accounted for **only 2.3%** of all trips in the Corridor in 2019 compared to **94% by cars** – the opportunity exists for significant modal shift.

# The High Frequency Rail Project

HFR is the **largest transportation infrastructure project** that Canada has seen in decades and would:



Consist of an intercity passenger rail network in the Corridor **over 1000 km in length, with new and upgraded rights-of-way, tracks, structures, stations, rolling stock, and rail systems, with a railway electrification system along most of the Alignment.**



**Create new routes** between Toronto, Peterborough, Ottawa, Montréal, Trois-Rivières and Québec City, providing new services to communities while maintaining connectivity between cities currently serviced.



Operate alongside existing VIA Rail Corridor services, **creating an integrated passenger rail system** between Windsor and Québec City, with connectivity to VIA's routes outside of the Corridor.



Transform the passenger experience with **faster, more frequent and accessible, and more reliable and on-time** services that offer **improved integration** with other modes and a **much lower carbon footprint.**

# Project Outcomes

The HFR could create a **greener, faster, more frequent and more accessible transportation system** that could **deliver value to customers, communities and taxpayers.**

## 1 Significantly Increase Intercity Rail Passengers

- **Increase annual passenger trips** in the Corridor to at least 17 million by 2059 (up from 4.8 million in 2019), including both HFR Services and Local Services.
- **Operational and fleet strategies** include increased annual seat capacity to enable expected growth in passengers.

## 2 Enhance Passenger Experience in the Corridor

- **Faster service with shorter journey times** between Major Cities (Québec City, Montréal, Ottawa, and Toronto) that are less than:
  - 4h10 between Toronto and Montreal
  - 2h55 between Toronto and Ottawa
  - 1h45 between Ottawa and Montreal
  - 2h50 between Montreal and Québec City
- **More reliable service with improved on-time performance** within the Corridor (up to 95% on dedicated tracks from an average of 68% in 2019) and **more frequent departures** (e.g., minimum 12 departures per day) between Major Cities.
- Add new services to **Peterborough and Trois-Rivières**.
- Maintain connectivity between cities currently serviced by **meeting or exceeding minimum service requirements** to be established by Canada/the Project Authority for Local Services.
- **Improve integration with other modes of transportation** by engaging collaboratively with municipal stakeholders, transit authorities and other orders of government or service providers.
- Provide a passenger rail system that is **significantly less dependent** on sharing tracks with Host Railways.

# Project Outcomes Cont'd

## 3 Provide Meaningful Environmental Benefits to Support Canada's Net Zero Commitment

- **Provide a greener rail system and cleaner travel option** using electrified technology (zero or low emission power technology where electrification is not feasible, including alternative fuels or electric power cells).
- **Reduce greenhouse gas emissions** during operations by a minimum of 10 million tonnes of CO2 over a 30-year term in support of Canada's net zero 2050 target.
- **Reduce total emissions associated with HFR**, including those associated with construction. Targets, including interval targets, would be developed by the Contracting Authority and the Private Developer Partner during the Co-Development Phase.
- **Report on greenhouse gas emissions savings achievements** (e.g., annually with rolled up reporting as intervals, such as every 5 years and/or to support Canada's emissions savings reporting).

## 4 Significantly Increase Availability of Accessible and Affordable Services

- **Provide barrier-free access to services** aligned with the Accessible Canada Act, meeting or exceeding the latest accessibility standards and best practices and significantly increase availability of accessible services to travellers in the Corridor.
- Incorporate an **affordable and socially equitable fare and ticketing policy** for passengers in the Corridor.
- **Incorporate findings into the Project** of a **Gender Based Analysis Plus (GBA+)** analysis that considers diverse identity factors, including how different individuals might experience the Project, to deliver positive GBA+ outcomes.

# Project Outcomes Cont'd

## 5 Enable Safe Intercity Journeys

- Provide a **safe and secure environment** for customers, staff and communities by incorporating proven standards of world-class safety focused passenger rail systems.
- Provide a **level of safety** for Project railways operations comparable to proven North American and European rail safety standards.

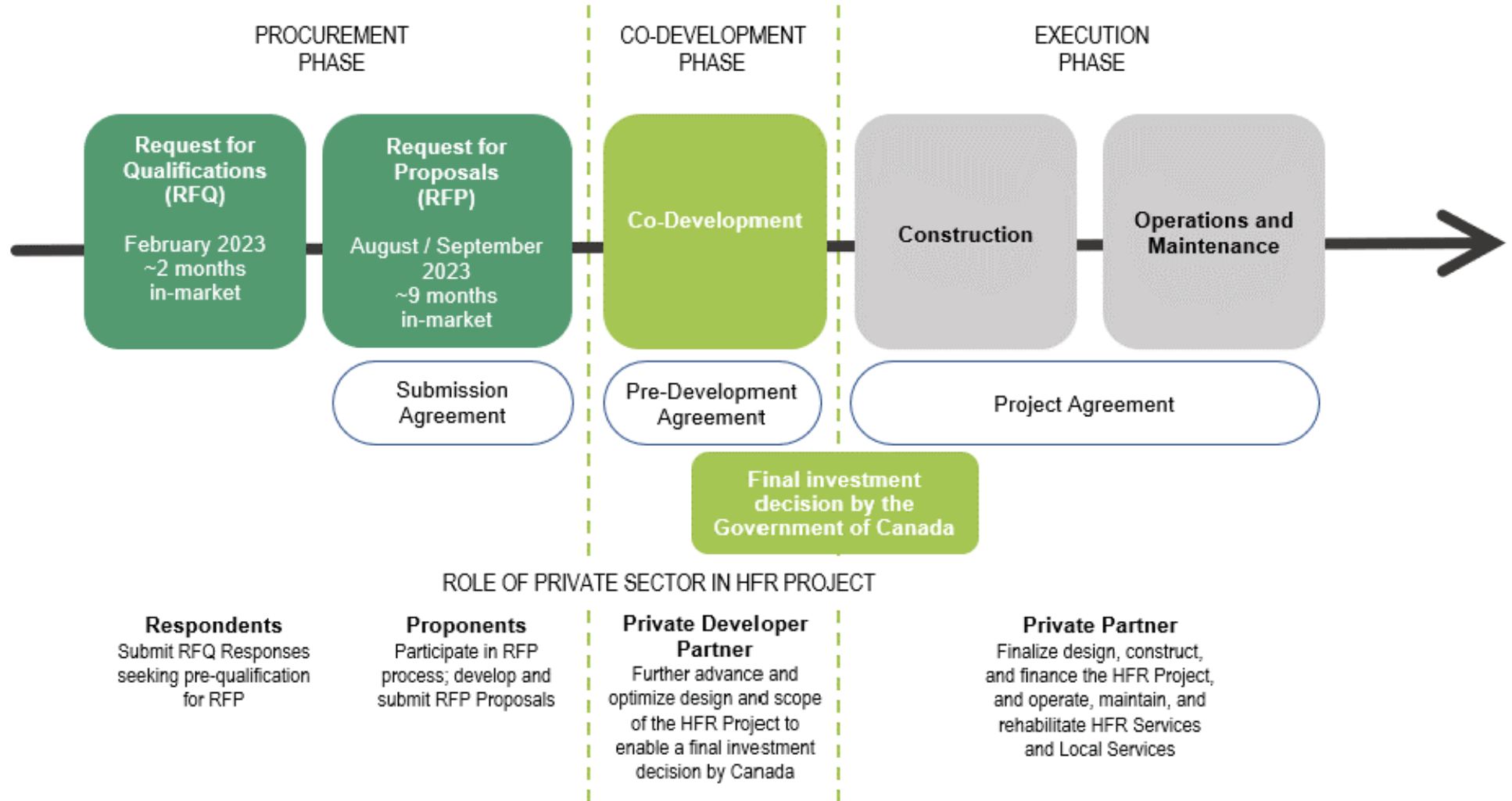
## 6 Minimize Financial Costs to Taxpayers

- **Eliminate operating subsidies** by Canada in the Corridor while achieving defined levels of **customer satisfaction**.
- Provide a Solution that yields best **value for money** for taxpayers, through:
  - the integration of design, construction, maintenance, and operations; and
  - optimal revenues and cost management
- Establish and adhere to an **affordability range** for the Project throughout the project lifecycle.
- **Contribute positively to** the Government of Canada's priorities on **economic growth** by generating jobs, creating new supply chains and supporting training and skills development while respecting trade obligations and ensuring cost efficiencies.

## 7 Contribute Positively to Canada's Commitment to Reconciliation with Indigenous peoples

- Create **socio-economic benefits and maximize project participation** opportunities for Indigenous Peoples.
- Support **ongoing engagement** to foster meaningful, two-way dialogue.

# HFR Project Phases



A Request for Expressions of Interest (RFEOI) was issued in February 2022 and a subsequent RFEOI Update in October 2022, the responses to which have informed the RFQ and future steps

# Indigenous Engagement, Socio-Economic Benefits and Participation

- Engagement, consultation, and collaboration with Indigenous peoples will be essential to the success of the Project and Canada is confident that by fostering strong relationships with Indigenous peoples, the Project can create mutually beneficial socio-economic development opportunities.
- Canada is committed to continuing to consult and engage broadly with Indigenous communities, organizations, and entities, and incorporating Indigenous knowledge and perspectives into organizational operations and planning processes where appropriate.
- The Private Developer Partner and the Private Partner will be expected to:
  - Support Canada's work towards fulfilling its duty to consult and advancing priorities on reconciliation with Indigenous peoples;
  - Support Canada and VIA HFR with Indigenous and public consultations related to the Impact Assessment; and
  - Work with Canada, VIA HFR and Indigenous communities to develop opportunities and enter into contracts with Indigenous businesses and individuals to deliver services associated with the construction and operation of the Project.



# The HFR Team



# Project, Procurement and Contracting Authority

## Project Authority

- Transport Canada: Accountable owner for the Project during the Procurement Phase

## Procurement Authority

- Public Services and Procurement Canada: Responsible for the administration of the Procurement Process

## Contracting Authority

- VIA HFR - VIA TGF Inc.: Wholly owned subsidiary of VIA Rail. Created for the purposes of developing the Project. Public sector counterparty to the Pre-Development Agreement and Project Agreement.
- VIA HFR will be the Project Authority and Contracting Authority for the Co-Development Phase

# HFR Advisors

- **Infrastructure Canada**
- **Canada Infrastructure Bank**
- **VIA Rail**
- **Department of Justice**

- **Financial and Transaction Advisor** – Ernst & Young
- **Capital Markets Advisor** – BMO Capital Markets
- **Technical Advisors** - AECOM, Arup, Steer
- **Strategic Advisors** - Evolve Infrastructure, Agilia Infrastructure Partners
- **Communications** – NATIONAL Public Relations
- **External Legal Counsel** – Dentons, DLA Piper
- **Project Management** - Ernst & Young and Turner & Townsend
- **Fairness Monitor** – BDO Canada LLP

# Overview of Project Phases



# Request for Qualifications (RFQ) Overview

## Participants

Teams of interested parties with relevant development, design, and operational expertise

## Objectives

To pre-qualify respondents to be invited to participate in the RFP

## Outcomes

Qualification of up to three Respondents with proven capability and capacity to develop, design, operate, and finance the Project, and with sound approaches to collaborate with Canada and other stakeholders

## Payments

No compensation will be paid to Respondents at this stage.

# Request for Proposals (RFP) Overview

## Participants

Qualified Respondents from the RFQ that have signed Submission Agreements

## Objectives

Select a Preferred Proponent to participate in the Co-Development Phase

## Outcomes

Proponents will be ranked based on the evaluation of their RFP Proposal, with the top-ranked Proponent expected to be invited to participate in the Co-Development Phase as the Private Developer Partner.

## Payments / Proposal Development Fee

Anticipated to be up to \$20 million per Proponent, including the successful Proponent, in consideration of the level of effort required to submit a compliant Proposal

# Co-Development Phase Overview

## Objectives

The Private Developer Partner (PDP)'s final technical, commercial and financial proposal for the Project, presented to Canada for final approval and as a condition of the Contracting Authority entering into the Project Agreement

## Outcomes

Upon approval by Canada, the Project Agreement would be executed by the Private Developer Partner, which would then become the Private Partner

## Payments

The Private Developer Partner would be compensated for scope completed during the Co-Development Phase, expected to be commensurate with the level of effort involved

# Co-Development Phases

The project development process during co-development is expected to be broken up into four distinct phases:

## 1 Initial Development Phase

- VIA HFR and Private Partner Developer to establish the Project plan and delivery approach.
- Activities such as stakeholder engagement and other due diligence activities will advance, to understand potential constraints and requirements impacting the initial concept developed in the Private Developer Partner's RFP Proposal.

## 2 Concept Design Development Phase

- Project specifications and plan will advance, engagement activities will continue and field and geotechnical investigations will occur. This will lead to completion of concept business case and supporting cost estimates.

## 3 Preliminary Design Development Phase

- The Project requirements specification will be refined, and the system requirements specification will be developed.

## 4 Enhanced Design Development Phase

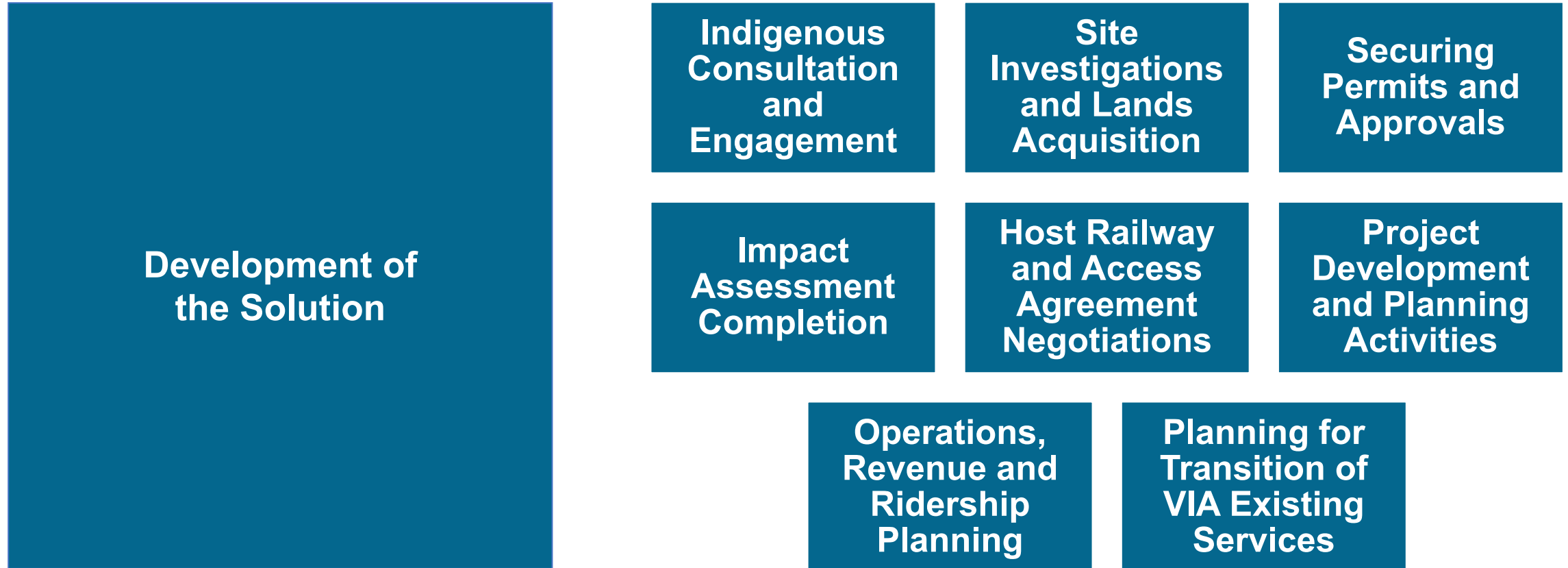
- The parties will finalize the project requirements specification and the system requirements specification.
- The necessary approvals for the Project from the Impact Assessment Agency of Canada will have been obtained and the parties will begin preparing for an efficient mobilization in anticipation of the Project proceeding to the Execution Phase.



# Alignment Selection, Opportunities for Innovation and High-speed

- Through the structuring of the Procurement Phase and Co-Development Phase, Canada is seeking to encourage innovation by providing flexibility to explore options and alternatives to maximize Project Outcomes, including with respect to:
  - Alignment solutions;
  - Opportunities to increase speed on certain segments;
  - Station locations; and
  - Other potential innovations.
- A preliminary Alignment will be part of the RFP proposal
- The final Alignment will be determined early in the Co-Development Phase, in consideration of cost-benefit trade-offs of alternative approaches for exceeding the Project Outcomes

# Private Developer Partner Activities



# Procurement & Sourcing Activities by the Private Developer Partner

- During the Co-Development Phase, the Private Developer Partner may be expected to begin procurement/sourcing processes in support of the development of its Solution.
- This is expected to include the procurement/sourcing of construction contractors, rolling stock providers, and systems providers, among others.
- The RFP and the Pre-Development Agreement will contain more details on the procurement and contracting protocols required to be put in place to promote fairness, transparency, and competitive tension in the procurement of the different work and supply packages to preserve value for money for Canadians.
- This is expected to include protocols, constraints and/or limitations related to self-performance by the Private Developer Partner and/or subsidiaries of key team members during the Co-Development Phase and the Private Partner during the Execution Phase.
- Canada does not intend to prohibit subsidiaries or affiliates from participating in major subcontracting procurements or to prohibit Team Members from self-performing parts of the works or services, although constraints may be put in place.

# Overview of Execution Phase

## Objective and Outcome:

- The successful design, build, operations, maintenance, and financing of the Project will be the expected outcomes of the Execution Phase.

## Project Agreement Anticipated Key Structural and Risk Allocation Features:

- Optimize the level of risk and reward between all stakeholders;
- Incorporate private sector financing;
- Flexibility to procure and manage the design and build through packages and phases;
- Ensure financing is sufficiently flexible to enable a dynamic, live system;
- Incentives to maximize Project Outcomes, including increasing ridership and system revenues, while maintaining affordability, reducing construction and operating costs; and
- Incentivize cost efficiencies and achieve value for money for optimized Local Services and HFR Services.

# Payment Mechanism

## Design and Construction

- Expected to use a hybrid of a regulated asset base model and a typical concession model to determine target price and net asset value (which will be utilized during operations).
- Expected to include a gain share for cost underruns and pain share for cost overruns.
- Capital costs financed by the Contracting Authority, long-term debt, and long-term equity (including CIB equity).
- Total long-term debt and equity expected to be up to 25% of total capital costs with equity sharing in long term operating revenue upside.
- Debt-to-equity ratio expected to be closer to utility financing models and lower than traditionally used for availability-based P3 projects.
- Upon substantial completion, monthly capital payments during the Operations Phase are based on the deemed long-term capital structure, associated cost of debt, and equity.
- If transition of Existing VIA Services occurs prior to the construction completion for the new HFR Services, repayment for operating costs with a simplified payment mechanism based on availability of the system and associated performance regime.

# Payment Mechanism continued

## Operations and Maintenance

- Expected to include monthly capital payments on debt, return on equity invested during the construction phase, revenue from Local Services and HFR Services, and ancillary income to manage the operations, maintenance, and rehabilitation costs of HFR Services and Local Services
- Operating costs and performance risk of HFR Services and Local Services would be transferred to the Private Partner
- Revenue risk is expected to be transferred to the Private Partner for Local Services and HFR Services with protection against significant downside scenarios
- VIA HFR to provide a corresponding upside revenue sharing mechanism between the Private Partner and Canada if revenues are significantly higher than forecasted

# Private Partner Responsibilities

## Design and Construction

- Anticipated to include over 1,000 km of new and upgraded rights-of-way, tracks and infrastructure, including:
  - New structures
  - Crossings
  - Stations
  - Maintenance yards
  - Rolling stock rail systems
  - Upgrading existing stations and structures
  - Associated railway systems
- Expected to include acquisition of rolling stock for HFR Services

## Operations and Maintenance

- Network Planning and Timetables
- Dispatching
- Train Operations and Performance
- Staffing and Crew Management
- Safety and Security
- Rolling Stock
- Station Operations

## Revenue Management and Collection

- Farebox Strategy and Revenue
- Ticketing
- Distribution Strategy and Revenue Collection
- Marketing
- Customer Service
- Ancillary Revenue

Throughout, the Private Partner will minimize disruption impacts of construction activities on passengers, and be responsible for ensuring effective mobilization of Project assets, systems, and a smooth transition to the new integrated service combining HFR and Local Services.

# RFQ – Process and Evaluation





# Procurement Timeline

## Procurement Phase Timelines

RFQ or RFP	Activity	Date
RFQ	RFQ issued by Canada	17 February 2023
RFQ	Respondents submit their RFQ Response	24 April 2023
RFQ	RFQ evaluation and identification of Qualified Respondents	April – July 2023
RFP	RFP issued by Canada	September 2023
RFP	Proponents consultative process, including commercially confidential meetings	September 2023 – May 2024
RFP	Proponents submit their RFP Proposals for evaluation	June 2024
RFP	Identification of Preferred Proponent and execution of Pre-Development Agreement	Late Summer 2024

# Response Preparation Instructions

## Package 1 – Forms and Certifications

### C-1: Master RFQ Submission Form

- Completed by the sole Respondent Representative

### C-2: Team Member Consent Declaration Form

- Completed by each Infrastructure Development, Design, and Operations Prime Member, Guarantor and all Equity Members

### C-3: Respondent Team Members Form

- Refer to the definitions to discern the minimum percentage participation in the project to be designated a Prime Member

### C-4: Integrity Verification Forms

- Complete the online form(s) based on the instructions, print and include with Response

### C-5: Respondent Key Individuals Form

- Include all Key Individual information

### C-6: Confidentiality Undertaking

- Completed by each Team Member

# Response Preparation Instructions

## Package 2 – Technical Capability and Experience

- A. Respondent Team Composition, Structure, Governance and Experience
- B. Infrastructure Development Capability and Experience
- C. Design Capability and Experience
- D. Rail Operations, Commercial Management & Customer Service Delivery Experience
- E. Experience and Approach – Working with Indigenous Peoples

## Package 3 – Financing Capability and Experience

- A. Financial Capability and Financing Experience

**Both packages should include all the information required by Appendix D – Response Requirements and Evaluation Criteria, being mindful of associated page count restrictions.**

# Evaluation Process

- Government of Canada procurements, including this one, are fully transparent in how the responses will be evaluated
- To be considered a Qualified Respondent, the Response must:
  - Be received by the Procurement Authority via CanadaBuys by the Submission Deadline. Only electronic versions of Responses will be accepted.
  - Obtain the required minimum score of points, as applicable.
  - Be ranked as one of the three highest ranked Respondents.
- The Qualified Respondents will be invited to execute a Submission Agreement prior to proceeding to the RFP stage

# Evaluation Process

## Response Submission Requirements

- Details the elements to include in the Response for evaluation, including minimum mandatory requirements such as timeframes, project value, and project type
- Includes the format and content that is expected, and may be limited by a maximum number of examples and/or pages
  - Additional examples/pages will be removed from the response prior to evaluation
- Respondents are expected to use the submission forms to build their response, under the guidance of the expectations contained within the submission requirements and evaluation criteria

## Evaluation Criteria

- Outlines the elements of the Response that will be rated
- Details conditions that will impact the rating, such as comparability to the HFR Project, or past demonstrations of capacity
- Only the elements contained within the evaluation criteria will be scored
- Scoring is in accordance with the Rating Scales of the RFQ

# Evaluation Process

## Common Errors

- Pay close attention to the definition of Prime Members and the associated percent allocation of work to ensure the right Team Members are identified and the Response adheres to the submission requirements
- Any additional information in the Response that is outside of the submission requirements will be removed prior to evaluation
- Responses should demonstrate understanding of the evaluation requirements and provide explanations on how these requirements are (or will be) met
  - Experience should be well demonstrated, clearly addressing the points that are subject to the Rated Evaluation Criteria and approaches to carrying out the Project should be thorough, concise and clear.
- There are no undisclosed evaluation criteria, so be sure to align your Response with the requirements of the RFQ

# Evaluation Process

## Evaluation Governance

- Relationship Review Committee will review all potential conflicts of interest declared by Evaluators in relation to the Respondent Team Members and Key Individuals
- Each section of the technical and financial rated criteria is evaluated by different teams of experts
- Responses will be evaluated first individually and then finalized in consensus meetings, which will seek a true consensus, and will not perform an averaging of individual scores
- Evaluation Review Committee (ERC) will review anonymized consensus reports from each of the evaluation teams to verify that the consensus rationale supports allocated scores uniformly across all Responses
- Fairness Monitors will be present at all consensus and ERC meetings, and will review all communications to and from Respondents

# Evaluation Process

Rated Criteria	Weighting	Minimum Score
A: Respondent Team Composition, Structure, Governance and Experience	15%	6/15
B: Infrastructure Development Capability and Experience	25%	10/25
C: Design Capability and Experience	15%	6/15
D: Rail Operations, Commercial Management & Customer Service Delivery Experience	25%	10/25
E: Experience and Approach - Working with Indigenous Peoples	5%	3/5
F. Financial Capability and Financing Experience	15%	6/15
OVERALL SCORING	100%	60/100



# Submission in CanadaBuys (SAP Ariba)






- Enquiries must be submitted to the Procurement Authority using the SAP Ariba messaging system.
- Familiarize yourselves with the response submission process in advance, do not wait until the last minute to upload your documents.
- The Procurement Authority will not see your response before the closing date and time; we cannot confirm we have received your response (we only see that you have "Participated").

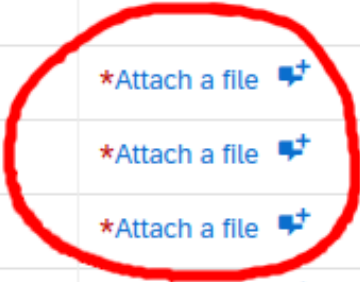
**PLEASE DO NOT SEND A PAPER VERSION  
OF YOUR RESPONSE TO THE BID RECEIVING UNIT!**

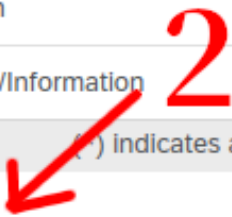
# Submitting Your Response

- Consult the RFQ (Section 5) on how to prepare and submit your response.
- The following are screenshots from SAP Ariba; familiarize yourself with the system before uploading your response.

All Content

Name ↑	
1 RFQ documents  References▼	
2 Please submit Technical Bid	*Attach a file 
3 Please submit Financial bid	*Attach a file 
4 Please submit Certification	*Attach a file 
5 Any additional attachment/Information	*Attach a file 

 1









 2

(\*) indicates a required field

# Submitting Your Response

- Confirm that the files are **uploaded**, and they are the **final version** (especially if you tested the system before). If the financial response is a password-protected file, send the password to the Procurement Authority prior to the closing date and time.






## All Content

Name ↑	
1 RFQ documents  References ▾	
2 Please submit Technical Bid	*  Technical.zip ▾ Update file Delete file 
3 Please submit Financial bid	*  Financial.zip ▾ Update file Delete file 
4 Please submit Certification	*  Forms.zip ▾ Update file Delete file 
5 Any additional attachment/Information	*Attach a file 

✓ Your response has been submitted. Thank you for participating in the event.

Revise Response

## All Content

Name ↑	
1 RFQ documents  References ▾	
2 Please submit Technical Bid	 Technical.zip ▾
3 Please submit Financial bid	 Financial.zip ▾
4 Please submit Certification	 Forms.zip ▾
5 Any additional attachment/Information	 Forms.zip ▾

# Anticipated Security Requirements



# Security Conditions and Timeline for Access to Sensitive Information in the RFP Data Room

- Proponents will be granted access to unclassified information at the start of RFP stage without having to meet any security conditions.
- Access to Sensitive Information will be provided only to Proponents , including their Team Member organizations and Resources, who have satisfied the Security Conditions described in Appendix I – RFQ Security Requirements of the RFQ.
- Each Team Member Organization requesting access will need to:
  - Appoint a Company Security Officer
  - Provide information about their organization, resources, physical security and IT security
- Respondents and their Team Members are encouraged submit information to address RFP data room Security Conditions by the Response Deadline.
  - Information can also be submitted after the Response Deadline, and during RFP stage.

# RFP Data Room Access – Questions

Questions about the Security Verifications for RFP data room access should be addressed directly to Transport Canada's Security in Contracts and Other Arrangements Program at:

[securitylist-listesecurite@tc.gc.ca](mailto:securitylist-listesecurite@tc.gc.ca)

# Anticipated Security Requirements for Pre-Development Agreement

- Security screenings required for the Pre-Development Agreement:
  - Be required to obtain a Designated Organization Screening (DOS) or Equivalent
  - Be subject to a Foreign Ownership, Control and Influence Evaluation
- Subsequently, security requirements anticipated to apply to the Private Developer Partner and its Team Members:
  - Facility Site Clearance (FSC) at Secret or Equivalent
  - Document Safeguarding Capability (DSC) up to Secret or Equivalent
  - IT Written Approval at *Protected B* or Equivalent
  - Personnel security screening of Reliability Status or Equivalent where required, with a select number of designated Resources requiring Secret Clearance or Equivalent.

# Anticipated Security Requirements at Project Agreement Execution

- Security requirements anticipated to apply to the Private Partner:
  - Facility Site Clearance (FSC) at Secret or Equivalent
  - Document Safeguarding Capability (DSC) up to Secret or Equivalent
  - IT Written Approval at Protected B or Equivalent
  - Where required, personnel security screening of Reliability Status or Equivalent where required, with a select number of designated Resources requiring Secret Clearance or Equivalent.



# Questions from Information Session Participants



# Thank you for participating. Any questions?

If you are using Zoom use  
the Q&A window to type in  
a question



If you are in the room scan the  
QR code with your phone



# Thank you for participating. Any questions?

**We want to hear from you! Use the Q&A window to type in a question**

**Click here on your screen to enter a question**



# Q&A Period: Speakers

## Vincent Robitaille

Assistant Deputy Minister, High  
Frequency Rail  
**Transport Canada**

## Graeme Hampshire

Project Director  
**High Frequency Rail  
Technical Office**

## Dawn Zwicker

Supply Team Leader, HFR, P3  
Procurement Directorate  
**Public Service and  
Procurement Canada**

## Miguel Martin

Executive Director, HFR  
Commercial and Procurement  
**Transport Canada**

# Thank you for your interest

All information regarding this RFQ is available on:

<https://canadabuys.canada.ca/>

Please direct any enquiries regarding the RFQ to  
the Procurement Authority Contact Person :

[tgf-hfr@tpsgc-pwgsc.gc.ca](mailto:tgf-hfr@tpsgc-pwgsc.gc.ca)

