



REQUEST FOR STATEMENTS OF QUALIFICATIONS No. 24-035

Fleet Decarbonization and Infrastructure Plan Consultant

Addendum 2

Issued: June 12, 2024

Closing Date & Time: on or before 3:00 PM Pacific Time on June 24, 2024

Questions & Answers:

- Q1.** For baseline analysis, we'd need data for all RDN units including makes/models/years of the vehicles & equipment, kms-travelled, fuel used, and fuel type. Our company has a complete dataset for City of Nanaimo fleet from a project we completed ~3 years ago but data will be needed for the Lantzville, Parksville and Qualicum Beach fleets. If there are missing datapoints, we maintain a peer fleet database of data/statistics of the average performance of Canadian municipal fleets which we could substitute. At minimum we'd need a list of units, makes/models/years, fuel types (e.g., gas, diesel etc.) and the quantity of fuel used. We'd also require annual vehicle kms-travelled (VKT). However, if telematics or other VKT is not available, providing we knew the current odometer readings for each unit, and the age, we could calculate average annual VKT as a workaround. Is data available?
- A1.** This level of detail is not required for a reply to this RFSQ (we are currently looking for company credentials/experience and then will proceed to negotiation and proposal refinement with the highest ranked vendor at which point these details would be shared)

Please note the scope for this study is only the RDN's fleet, and the vehicles we contract for waste haulage. Data for City of Nanaimo, Lantzville, Parksville or Qualicum Beach fleets will not be needed as those vehicles are excluded from the scope of this study.

We have a list of makes/models/years, type of fuel used and a general estimate of total quantity of fuel used but we are not always able to allocate fuel use to specific vehicles. Best estimates will be required in a number of cases.

- Q2.** The RFSQ references the use of biodiesel. Is RDN amenable to considering hydrogenation derived renewable diesel (HDRD)?

A2. It depends on the sustainability credentials of the supply chain and compatibility with equipment – total cost of ownership (financial and environmental impact-wise) as would be determined through the study work.

Q3. How many charging sites are anticipated in total? (e.g., how many EV site assessments will the consultant be required to complete?)

A3. This level of detail is not required for a reply to this RFSQ (we are currently looking for company credentials/experience and then will proceed to negotiation and proposal refinement with the highest ranked vendor at which point these details would be shared).

We would expect the successful vendor to help us determine where it made sense to do EV site assessments based on fleet knowledge once, we proceed to scope refinement and contract negotiations.

Q4. Will RDN advise bidders of its total budget for the assignment? Internal funds available vs. expectation from FCM?

A4. Estimated budget range is \$50,000 - \$110,000.

Q5. Has RDN begun the FCM GMF funding process with Phase 1 (the pre-application submission)?

A5. No, we need more information on estimated total cost of the project to complete the pre-application submission, which we will require from the successful vendor.

Q6. How many different sites are the fleet assets parked at overnight?

A6. This level of detail is not required for a reply to this RFSQ (we are currently looking for company credentials/experience and then will proceed to negotiation and proposal refinement with the highest ranked vendor at which point these details would be shared).

Q7. Is the RDN able to share the makes and models of vehicles listed by class in the RFSQ?

A7. This level of detail is not required for a reply to this RFSQ (we are currently looking for company credentials/experience and then will proceed to negotiation and proposal refinement with the highest ranked vendor at which point these details would be shared).

Q8. Which vendor does the RDN currently engage with for diesel/gasoline supply?

A8. This level of detail is not required for a reply to this RFSQ (we are currently looking for company credentials/experience and then will proceed to negotiation and proposal

refinement with the highest ranked vendor at which point these details would be shared).

Q9. Would the RDN consider adding fleet rightsizing as part of this scope of work?

A9. Yes, thank you. We would expect this to be a key step in the development of a fleet electrification/decarbonization plan and have right-sizing included in our existing policy approaches.

End of Addendum 2