

**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 0A1 / Noyau 0A1**  
**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**  
Special Projects/Projets Spéciaux  
11 Laurier St./11, rue Laurier  
Place du Portage/, Phase III  
Floor 10C1/Étage 10C1  
Gatineau  
Québec  
K1A 0S5

<b>Title - Sujet</b> MOVING SERVICES		
<b>Solicitation No. - N° de l'invitation</b> EN578-131825/B		<b>Amendment No. - N° modif.</b> 009
<b>Client Reference No. - N° de référence du client</b> 20131825		<b>Date</b> 2013-09-04
<b>GETS Reference No. - N° de référence de SEAG</b> PW-\$\$ZL-109-26299		
<b>File No. - N° de dossier</b> 109z1.EN578-131825	<b>CCC No./N° CCC - FMS No./N° VME</b>	
<b>Solicitation Closes - L'invitation prend fin</b> <b>at - à 02:00 PM</b> <b>on - le 2013-09-12</b>		<b>Time Zone</b> <b>Fuseau horaire</b> Eastern Daylight Saving Time EDT
<b>F.O.B. - F.A.B.</b> <b>Plant-Usine:</b> <input type="checkbox"/> <b>Destination:</b> <input type="checkbox"/> <b>Other-Autre:</b> <input type="checkbox"/>		
<b>Address Enquiries to: - Adresser toutes questions à:</b> Stephen, Renee		<b>Buyer Id - Id de l'acheteur</b> 109z1
<b>Telephone No. - N° de téléphone</b> (819) 956-6973 ( )		<b>FAX No. - N° de FAX</b> (819) 956-2675
<b>Destination - of Goods, Services, and Construction:</b> <b>Destination - des biens, services et construction:</b>		

**Instructions: See Herein**

**Instructions: Voir aux présentes**

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

---

**This Amendment is raised to provide clarification and answers to questions from potential suppliers.**

**Question 1:**

1) In this latest amendment it states that the only time Terminal Handling Charges would apply to be invoiced back to the government would be if customs wanted to inspect the shipment. Terminal handling charges are incurred from the shipping and airlines irrespective of if the shipment is inspected by customs. Are we safe to assume that any charges for the costs of the customs inspections, should they occur, and any charges directly related to the movement of the shipment to facilitate the customs inspection from third party suppliers are able to be invoiced back to the government?

**Answer 1:**

For Zone to Zone moves, the bid rate includes terminal handling charges. The only exception is on westbound moves if customs or health inspection are requested at the port versus the sufferance warehouse as this would be handling over and above the norm. The same logic prevails on air terminal charges.

For moves where one of the locations is NOS (origin or destination), a quote is required for the move portion including the air or sea freight and this quote would also have terminal handling fees as applicable at the NOS location. For westbound moves to Canada, the destination rate will include the terminal handling fee for the air or sea freight as appropriate. If there is additional handling required because the port authority requests an inspection at the port versus the sufferance warehouse, then this additional handling may be billed as third party. For eastbound moves, the origin services rate includes the terminal handling - air or sea port as appropriate. See Attachment 1 to part 3 1.c table 1, table 2, 2.c table 1, table 2, 3.b table 1, table 2

**ALL OTHER TERMS AND CONDITIONS REMAIN THE SAME**