

**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> RELOCATION SERVICES	
<b>Solicitation No. - N° de l'invitation</b> E60LM-110012/H	<b>Amendment No. - N° modif.</b> 004
<b>Client Reference No. - N° de référence du client</b> E60LM-110012	<b>Date</b> 2014-04-15
<b>GETS Reference No. - N° de référence de SEAG</b> PW-\$\$ZL-109-27473	
<b>File No. - N° de dossier</b> 109z1.E60LM-110012	<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 2014-05-08</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>

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Amendment 004 is raised to provide clarification and answers to received questions.

Question 1:

1) There is nothing mentioned about what will be paid in terms of services rendered in the event of catastrophic events i.e. major loss/damage. If a significant amount of furniture is destroyed will the full amount of the scaled weight at origin be used for billing? If the catastrophe is complete destruction such as fire in van will the GAMS rate be paid to the point where the catastrophe took place? Obviously services were performed and agents need to be compensated. Similar question for PMV shipments.

Answer 1:

In the event of major loss/damage the GAMS rate to the point of the catastrophe will be paid. Once the shipment has been examined/repacked, the shipment will be re-weighed and based on the new weight and distance from the location of the catastrophe to the final destination will be paid. From origin to the catastrophic event, the unpack, as per section 2.0 c, will be deducted from GAMS and as per section 2.0d the pack will be deducted from GAMS. RCP will be paid on original weight.

For PMV, if the PMV is not repairable, then the amount to be paid will be to the point of the catastrophe (represents services performed). The full PC will be paid.

Question 2:

2) For services excluded under the contract, if it is needed then who will pay? For example if it is discovered during loading that there are pests (fleas, spiders, cockroaches, etc.) who will pay the fumigation since it is excluded?

Answer 2:

Such services not included under the contract remain the responsibility of the shipper.

Question 3:

3) It is not possible for a Contractor to provide Canada with a predetermined rate schedule that could be incorporated into the GAMS3PSP table. Since the Contractor has no control over the carriers, shipment weight/size/shape, mode of transportation, price of the charter/scheduled service available at that time, there is no way to create a GAMS rate. By virtue of the remote locations, the Contractor has no choice but to hire services from various third party companies that are constantly changing equipment, rate schedules, availability/capacity, priority over shipments of necessity, etc. Would the Government consider allowing the Contractor to invoice for the actual charges related to the third party for the movement of the HG&E on plane, train or boat? Therefore, the GAMS3PSP table would then be required for the shipment preparation, management of the move, transferring of materials and crews to remote locations, stuffing/destuffing, local transportation in the remote location, downtime, IL&M for crews, truck rentals, etc.

## Answer 3:

Canada recognizes there are many variables in providing a GAMS3PSP rate. Using the historical data combined with the bidder's experience it is expected bidders to be capable of building the necessary contingencies into their rates. Canada will not allow the bidder to invoice on actual charges related to the third party for the movement of the HG&E on plane, train or boat.

## Question 4:

4) While we appreciate the need to have transit time guidelines for the movement of HG&E, there is a problem with having a set guideline for moves traveling to, from or between remote locations described in Rule 14. The carriers for these regions have clearly stated that personal effects do not take priority over the needs of the government and its communities. As such, it is possible that a shipment might be delayed or that parts of a shipment may be held back due to available space. As such, having rules that hold the Contractor to a specific date and attaching steep, daily liquidated damages does not make sense. Can there be flexibility built in to allow for extensions for delays outside of the Contractor's control? Or, is this covered in 14.3 SACC, General Conditions – 2035.10 (Excusable Delay)?

## Answer 4:

In order to take into account for the many variables that could affect remote shipments, Canada has provided for longer TTG's to reasonably expect the shipment to arrive after communicating with the 3PSP. In addition, Annex A – SOW; Rule 14 - Third Party Service Providers (14.3) may be applied, to allow for TTG extensions due to extenuating circumstances.

## Question 5:

5) Various news reports have indicated that there may be a decrease in the number of moves under Government of Canada contracts due to budget reductions, is there any way of knowing what the decreased number will be?

## Answer 5:

Canada does not have a set number or percentage in terms of a decrease in moves. The numbers that have been provided in the RFP are based on historical numbers and are for evaluation purposes. This data does not represent a commitment by Canada that Canada's future usage of the services described in the bid solicitation will be consistent with this data and cannot be construed as confirmation of future business requirements.

## Question 6:

6) Can you please confirm that GAMS 3PSP moves do not go against the move register - even for the over the road component.

## Answer 6:

GAMS 3PSP moves are not put against the register, even for the road portion.

## Question 7:

7) What part of a GAMS 3PSP move will use the GAMS rates and which GAMS rates are applicable if any i.e. warehouse handling in/out.

## Answer 7:

The over the road portion of a GAMS 3PSP move will use the GAMS table 1 of Annex B, the services which are specifically identified with their own rates for schedule A and schedule B locations will also apply.

## Question 8:

8) It is noted that PMVs destined for 3PSP locations will require quotes, can you clarify if there is any portion of bid rates that will be applied to the moves of PMVs to these places.

## Answer 8:

PMVs destined for 3PSP locations may have a portion for which there are bid rates such as when a vehicle moves across Canada to the port of Montreal for loading. This portion will have the table for PMVs for the appropriate road distance applied. From the port to the 3PS location, quotes will be required.

## Question 9:

9) Will the government continue to round up protection coverage for RCP to the next \$1000.00?

## Answer 9:

Yes, the Basis of Payment article 3.8 of Annex B will be revised to include a statement so the coverage is rounded up to the next \$1000 in value.

Under Annex B - Basis of Payment; 3.8 - Replacement Cost Protection HG & E

## DELETE:

Article in its entirety.

## INSERT:

Liability for loss or damage to the HG&E is the responsibility of the Contractor. Terms of the coverage will be as per the SOW of this contract. RCP will be paid on the actual weight of the move and will be rounded up to the next \$1000 in value. The 110% will not apply. Moves will be billed in the currency of the move, i.e. US/Canada moves will have RCP billed in US dollars. Coverage includes all phases of the move including authorized SIT up to 120 days and SIV and associated handling.

For GAMS and GAMS3PS:

Solicitation No. - N° de l'invitation

E60LM-110012/H

Amd. No. - N° de la modif.

004

Buyer ID - Id de l'acheteur

109zl

Client Ref. No. - N° de réf. du client

E60LM-110012

File No. - N° du dossier

109zlE60LM-110012

CCC No./N° CCC - FMS No/ N° VME

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Up to 10,000lbs incl. (up to \$100,000.00 coverage).....\$xx.xx per cwt

For each increment of \$1,000 over \$100,000 coverage (over 10,000 lbs).....\$xx.xx per \$1000 value

Under Attachment 1 to Part 3 - Presentation of Business Distribution Proposal; 5.6 - Financial Evaluation (5.6.5)

DELETE:

Article in its entirety.

Re-number remaining clauses.

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