

**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> 005
<b>Client Reference No. - N° de référence du client</b> E60LM-110012	<b>Date</b> 2014-04-17
<b>GETS Reference No. - N° de référence de SEAG</b> PW-\$\$ZL-109-27473	
<b>File No. - N° de dossier</b> 109zl.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> Fuseau horaire 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> 109zl
<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> Raison sociale et adresse du fournisseur/de l'entrepreneur	
<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> (type or print) <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 005 is raised to provide clarification and answers to received questions.

Question 1:

1) Regarding the fuel surcharge for Canada and the USA, items 3.1b and 3.2b, what is meant by “the base price for fuel will be re-established?”

Answer 1:

Base price means the price from the identified source tables just prior to posting of the RFP. Re-establishing the base price, i.e. what would be the zero adjustment price, is needed when the CPI adjustment to rates is done since the CPI adjustment includes fuel in the cost consideration.

Question 2:

2) The Replacement Cost Protection for HG&E in Annex E Section 1 reads that the coverage is “a minimum of \$100,000 per shipment for all shipments weighing 10,000 lbs or less.” We have two questions:

a) Is there a situation where the coverage could be more than \$100,000 for shipments weighing 10,000 lbs or less since this section says “a minimum of \$100,000”?

b) Does this requirement mean that a 1,000 lbs shipment has \$100,000 of coverage, the same as a 10,000 lbs shipment? By way of example, 10 shipments of 1,000 lbs for a total of 10,000 lbs has a coverage requirement of \$1,000,000 while one shipment of 10,000 lbs (the same weight as the 10 smaller ones combined) has a coverage of \$100,000? If this is the case, don't we need to know how many shipments make up the 42,005,830 lbs in Table 3 of the Presentation of Business Distribution Proposal since each one is covered up to \$100,000?

Answer 2:

Even moves with a weight below 10,000 lbs may require over \$100,000 of insurance. In this case the additional insurance above \$100,000 in value is purchased by the member from the van line or other sources depending upon the high value items being transported. For moves weighing more than 10,000 lbs, the valuation is described in Annex E and is billed to the Government. If this amount of insurance is not sufficient, then the member may purchase additional insurance from the van line or other sources depending upon the high value items being transported.

The average annual number of moves with weights <10,001lbs is 9,570.

Solicitation No. - N° de l'invitation

E60LM-110012/H

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

E60LM-110012

Amd. No. - N° de la modif.

005

File No. - N° du dossier

109zIE60LM-110012

Buyer ID - Id de l'acheteur

109z1

CCC No./N° CCC - FMS No/ N° VME

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Question 3:

3) When a shipment is moved in/out of a remote location by a third party service provider, in many cases, the shipment is not weighed by the third party service as they don't have the facility or need to physically weigh the shipments. Also, for those carriers that might weigh the shipment, they do not always provide a weight ticket and may not weigh this goods in accordance with our standards. Also, if we assume that the service provider will weigh the shipment, and then they decide to bill based on the cubic measurement, will there be service shortfalls associated with the absence of a scaled weight. Would it not be better to scale the shipment at an approved scale that meets the requirements of this contract at the transfer location or at origin?

Answer 3:

If the shipment is not scaled at origin when moving out of a 3PSP location, the shipment should be scaled at the transfer point where the GAMS rate will begin (within 50 mi. radius), if there are no scales available, the shipment must then be scaled at destination (within 50 mi. radius), if there again are no scales available, constructive weight will be used. For moves between 3PSP locations, if the shipment cannot be scaled at origin or destination (within 50 mi. radii), then constructive weight should be used.

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