



Transport
Canada

Transports
Canada

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OTTAWA, ONTARIO K1A 0N5

FEBRUARY 19, 2015

ADDENDUM # 4

**Re: Request for Proposals T8080-140109
Assessment of the Infrastructure Engineering Vulnerabilities Associated with
Potential Climate and Weather-related Impacts at Three Northern Airports**

No consideration will be given for extras and/or changes because the tenderer was not familiar with the contents of this Addendum.

A number of questions have been received from potential tenderers about the subject Request for Proposals. The purpose of this Addendum to the Request for Proposals is to summarize the questions and answers for the information of all potential bidders. There is also an amendment to the RFP.

Q1: We would request clarification regarding A6 in Addendum #3, which states "...for R5.1 through R5.4, corporate experience will not be rated. Only the experience of the resources of the proposed project team will be rated in R5.1 through R5.4."

Is it TC's intention that resources rated for R5.1, R5.3, and R5.4 must be employed by the contractor, and not by subcontractor firms?

A1: Yes. As per A11 in Addendum #3, Transport Canada will not accept the experience of subcontracted resources for any criteria except R5.2. This means the proposed resources for all criteria except R5.2 must be employees of the Bidder.

Q2: We understand from item 4.1 of appendix B that the scope includes assessment of all airport infrastructure at the Churchill airport, and only runways and taxiways at Inuvik and Cambridge Bay. We also understand that the study will not deal with non-structural elements or accessory equipment. Does the scope include the airside components such as runway lighting, or the communications and electrical systems for all three airports?

A2: As per Appendix B, the infrastructure considered in this study should comprise structural elements (e.g., building or runway structure), policies and procedures (e.g., emergency preparedness and response plans, asset management, operations and maintenance practices), and support equipment (e.g., HVAC, backup power, control systems, etc.). The study will **not** deal with non-structural

building elements or accessory equipment (e.g., seating in the terminal, signage, etc.). More specifically, the scope of the assessment at Churchill Airport would encompass all airport infrastructure, including runway lighting and communications and electrical systems. However, the scope of the assessments at Inuvik Airport and Cambridge Bay Airport is limited to the runways, taxiways and aprons. The successful bidder, will develop a final list of mutually agreed to infrastructure components for assessment for each airport with the Airport Management.

Q3: Do all sites have reliable high speed internet available to facilitate videoconferencing and other means of long distance information sharing?

A3: Transport Canada is unable to guarantee internet connections at the airports under this RFP. Bidders may wish to seek out this information on their own.

Q4: The PIEVC website lists the assessments that have been completed thus far using their protocol although none of those projects appear to be for Transport Canada. Has Transport Canada been involved in similar work with other sites that are not on the PIEVC website?

A4: No.

Q5: Once the project is underway, will the client contact for the project be located in Ottawa, or will there be multiple contacts located at the regional locations?

A5: The project manager is located in Ottawa; however, the successful bidder will also be provided with a contact at each airport.

Q6: In order to tailor the information we provide in the proposal it would be good to understand the audience. Can you provide the backgrounds of the people who will be evaluating the proposals, specifically in respect of their knowledge of the PIEVC process and familiarity with this type of engineering assessment work?

A6: The evaluation team is composed of federal government employees with sufficient knowledge to evaluate bids on this subject matter.

AMENDMENT:

In Section 8 of Appendix B:

DELETE:

The Contractor will be required to sign a Confidentiality Agreement with Transport Canada to use the PIEVC Engineering Protocol, which is the intellectual property of Engineer's Canada.

INSERT:

The Contractor will be required to sign a License Agreement and Non-Disclosure Agreement with Engineers Canada to use the PIEVC Engineering Protocol, which is the intellectual property of Engineers Canada.

Tenderers are to acknowledge this Addendum by signing in the space provide below and enclosing a copy of this document with their proposal.

All other terms and conditions of the Request for Proposals remain unchanged.

Yours truly,

David Anderson
Contracting Specialist
Materiel and Contracting Services

RECEIPT ACKNOWLEDGED

Name of Company _____

Signature _____