



Transport Canada Transports Canada

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November 18, 2015

ADDENDUM # 2

Re: Request for Proposals T8080-150036
Supply Chain Analysis on Canadian Petroleum Industry

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

A question has been received from potential tenderer about the subject Request for Proposals. The purpose of this Addendum to the Request for Proposals is to summarize the question and answer the information of all potential bidders.

Question # 1: What defines Person days?

Answer # 1: number of estimated days either per individual and/or a proposed team that would not exceed a total of estimated 120 days.

Question # 2: What is the rationale for 30 person days on project of 3 months (as stated on page 17, Level of effort)?

Answer # 2: This is to provide flexibility to the TC steering committee to ensure completeness and thoroughness of final deliverables. We have added in time for the steering committee to review and provide feedback.

Question # 3: There is a discrepancy in the project duration for Phases 1 and 2. Phase 1 is expected to end on March 31st, 2016 with a timeline of 4 months. Would this imply that the project would be awarded on December 1st?

- a) Is there a pre-determined date for when the contract will be awarded?
- b) Is it possible to work on the project before a contract is awarded, with permission from TC?

Answer # 3: It is estimated that a contract would be in place by mid-Dec.

- a. No
- b. No

Question # 4: For any meetings in Canada, (referring to Section 9 of SOW "...may be invited to participate on interdepartmental meetings in Ottawa..."), it is expected that TC will be covering the travel costs. What is the rate/coverage of the travel costs?

Answer # 4: As per Appendix A – 4.1 Travel is not included. Travel costs are to be included in the all inclusive price consultants will provide in the bid.

Question # 5: Where can we access the list of DGs in Schedule 1 of the TDC directorate?

Answer # 5: The following page provides a link to the zip file that contains the *TDG Regulations*:

<http://www.tc.gc.ca/eng/tdg/clear-download-372.htm>

Question # 6: Should we only focus on the 18 refineries referred to in the RFP?

Answer # 6: Yes

Question # 7: Will we get a list of refineries and distribution centers?

Answer # 7: No - The list will be provided to the Consultant at the kick-off meeting.

Question # 8: In Phase 2, which petroleum fuels, waste products and bi-products should we focus on?

- a) Which types of waste products should be addressed? i.e. liquids, solid, etc.
- b) Is the focus only on propane, gasoline, aviation fuel, diesel fuel [by-products from refineries]?

Answer # 8:

- a) ALL forms of DANGEROUS GOODS
- b) No we want to see ALL DANGEROUS GOODS by products

Question # 9: In Phase 1 (page 14 – section 5 Phase I, 1.) we need clarification on what upgrading centers are.

Answer # 9: These are facilities where bitumen type crude oil is diluted for further delivery into pipeline system – there are 3 in Alberta and 1 in Saskatchewan.

Question # 10: Where are the boundary conditions for Phases 1 and 2?

- a) Does the boundary for Phase 1 start at DG inputs to the well head, or at the well-head?
 - i. Reason being, production wells usually have some sort of chemical injection systems to enhance production means (Enhanced Oil Recovery EOR). To feed these injection systems with chemicals, there would be some sort of logistics in place. This can be classified as input to wellhead and do we need to cover those as well?
- b) In Phase 2, are we identifying the location of distribution centers in Canada/ internationally?
- c) In Phases 1/2, are we identifying road/pipeline routes carrying DGs? Does TC have GIS data with this information?
- d) For Phases 1 and 2, what information is TC prepared to provide with respect to transportation infrastructure, pipeline layout, etc?

Answer # 10:

- a) DG input into the well- head (delivery of DG input to well-head).
- b) Just Canadian primary distribution centre.
- c) YES, we will provide what GIS information we have for road and pipeline routes.
- d) GIS Spatial location data.

Question # 11: What is the study going to be used for?

Answer # 11: The study is being used to inform the Transport Dangerous Goods Directorate of Transport Canada of the various dangerous goods being transported to and from each component of the Canadian Crude Petroleum Refinery industry supply chain as it pertains to dangerous goods including waste products. Longer term, this information will be consolidated with other sources that will allow Transport Canada to be more proactive in addressing emerging issues and mitigating risks.

Question # 12: What are the drivers behind the study?

Answer # 12: The main driver is to increase Transport Canada's knowledge of the dangerous good supply chain of the Canadian Crude Petroleum Refinery Industry including the transportation, offering for transport and means of containment of these products and by-products as governed by the Transportation of Dangerous Goods Act, 1992.

Question # 13: Are any of the terms negotiable? (i.e. time is of the essence)

Answer # 13: No

Question # 14: MT2 indicates that the "The Bidder must identify and provide a detailed resume (3 page maximum summary) of a project lead resource (as per MT1) with a minimum of seven (5) cumulative years experience in the items identified in MT1 or closely related fields field within the past ten (10) years and/or a proposed team member(s) with a minimum of five (5) cumulative years experience (within the last eight (8) years) with the following experiences . . ."

Would you confirm that "five (5)" cumulative years of experience is acceptable for the Lead Resource?

Answer # 14:

Yes - five (5) years is acceptable.

Question # 15: Does the analysis need to identify the type of bi-product or is it enough to classify as bi-products?

Answer # 15:

The type of bi-product should be identified.

Question # 16: Our understanding is that the scope is limited to onshore activities. Please confirm our understanding?

Answer # 16:

Yes, scope is limited to onshore activities.

Question # 17: Our members would like to confirm that the proposed study will rely on TC in-house data, or publicly available information. We note on page 15 of the RFP that the consultant will be responsible for purchasing data outside of what resources TC currently has, with the exception of some rail data requirements which may be handled by agreement with the railways.

Could you confirm that my understanding is; that TC or its consultant does not plan to request data from the petroleum industry while conducting the proposed study?

Answer # 17:

TC expects the consultant to identify sources of data that can be easily accessible or purchased to ensure the objectives are met. It is unknown at this time whether the Consultant will request data from industry. In instances where industry agrees to share information, it is expected that formal agreements between the Consultant and data provider will outline the handling, usage and final disposition of the data in a manner that protects the interest of the sources.

Question # 18: Derived Products from oil refiners cannot be separated from other sector manufactureres using Statistics Canada trade data.

How does Transport Canada want to report the volumes?

Answer # 18:

Volume data should be reported as specifically and accurately as possible, within the constraints of available information. Aggregations, assumptions and included/excluded data should be documented thoroughly.

Question # 19: Will Transport Canada provide a list of products that can only be manufactured from a refiner?

Answer # 19:

TC will provide the UN number of known refined products.

Question # 20: It is our understanding that Transport Canada has the DG good movement by each mode.

Will this information be provided to the consultant?

Answer # 20:

TC will not be able to provide the DG movements for road – this information resides with the provinces. Data for the other modes will be made available to the consultant, subject to agreed

limitations, in formats and aggregations that will be agreed upon during the kick-off meeting. Its use and handling will be covered by a formal agreement between TC and the consultant.

Question # 21: The rail, truck and marine DG commodity data is available.

- a) What are the field items of information, values shown?
- b) Are there volumes, geographic info. and average cargo size etc?

Answer # 21:

TC will not be able to provide the DG movements for road – this information resides with the provinces. The datasets for the other modes include fields for volume, weight and locational information.

Question # 22: Will the modal information provided to the consultant?

Answer # 22:

TC will not be able to provide the DG movements for road – this information resides with the provinces. Data for the other modes will be made available to the consultant, subject to agreed limitations, in formats and aggregations that will be agreed upon during the kick-off meeting. Its use and handling will be covered by a formal agreement between TC and the consultant.

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

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

Yours truly,

(Original signed by)

Céline Chartrand
Contracting Specialist
Materiel and Contracting Services

RECEIPT ACKNOWLEDGED

Name of Company _____

Signature _____
Canada