



**RETURN BIDS TO:**  
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Public Works and Government Services / Travaux  
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Des Acquisitions Kingston  
86 Clarence Street, 2nd floor  
Kingston  
Ontario  
K7L 1X3  
Bid Fax: (613) 545-8067

**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  
Public Works and Government Services / Travaux  
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Kingston Procurement  
Des Acquisitions Kingston  
86 Clarence Street, 2nd floor  
Kingston  
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K7L 1X3

<b>Title - Sujet</b> Repower Diesel Scows	
<b>Solicitation No. - N° de l'invitation</b> 5P322-150074/A	<b>Amendment No. - N° modif.</b> 003
<b>Client Reference No. - N° de référence du client</b> 5P322-15-0074	<b>Date</b> 2015-12-11
<b>GETS Reference No. - N° de référence de SEAG</b> PW-\$KIN-519-6730	
<b>File No. - N° de dossier</b> KIN-5-44135 (519)	<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 2015-12-16</b>	
<b>F.O.B. - F.A.B.</b> <b>Plant-Usine:</b> <input type="checkbox"/> <b>Destination:</b> <input checked="" type="checkbox"/> <b>Other-Autre:</b> <input type="checkbox"/>	
<b>Address Enquiries to: - Adresser toutes questions à:</b> Choquette, Herb	<b>Buyer Id - Id de l'acheteur</b> kin519
<b>Telephone No. - N° de téléphone</b> (613) 536-4874 ( )	<b>FAX No. - N° de FAX</b> (613) 545-8067
<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>

**Bidders' Questions and responses from Canada**

**Question #8:** What must be done to the existing fuel tanks in each scow?

**Response #8:** As a minimum the tanks must be cleaned so they don't have fuel or fumes in them and then sealed.

**Question #9:** Would Canada be interested in a credit for trading in the old propulsion units

**Response #9:** Yes, please use the new pricing basis in this amendment to specify the trade in value.

**Question #10:** Will the Contractor be able to use the washrooms and lunch rooms of nearby Parks Canada buildings when they are doing the on-site installation?

**Response #10:** The Contractor can use the washrooms and lunch rooms in the Parks Canada building at Smiths Falls.

**Question #11:** Will there be storage facilities available for the propulsion units when they are delivered?

**Response #11:** There will be indoor cold storage available for the propulsion units only at Smith Falls.

**Question #12:** According the SOW, Parks Canada will provide electricity. But this is only 110V. Would the Contractor have access to 240 volts or higher for their welding equipment?

**Response #12:** None of the sites have electrical service higher than 120 volts near the scow work sites so the contractor should bring a portable generator for their welding equipment.

**Question #13:** Who is responsible for dismantling of old Stern propulsion drive? According the contract, the existing controls and monitoring equipment together with the pedestal will be removed from the vessels by Parks Canada. Please confirm what to be removed by the contractor.

**Response #13:** The Contractor will remove the stern propulsion drive and all equipment that will be replaced.

**Question #14:** Will Parks Canada or the Contractor supply the Magnetic compass for each vessel? If the Contractor must supply them, please provide a specification.

**Response #14:**

Rideau Canal scows already have magnetic compass that has been removed for winter

**Question #15:** Some of the scows' diesel stern propulsion drives are equipped with an additional hydraulic pump. This pump is used for operation of vessels spuds. Please confirm if a special PTO or hydraulic pump is required and provide a specification of this additional equipment.

**Response #15:**

Yes one will require PTO run hydraulic pump

Or

"The cost of the PTO driven Hydraulic pump will not be included in the lot price in Pricing Basis "A" for the propulsion units. It will be an extra to the contract which will be priced using Pricing Basis "B"."

**Question #16:** Please confirm if the contractor's offer must include spare parts for 600 hours operation and spare propeller for each scow.

**Response #16:**

Yes

**Question #17:** The technical specifications require a transmission with oil cooled clutches. Our design don't need oil cooled clutches. Please confirm if this is acceptable.

**Response #17:**

Yes

**Question #18:** The weight of the new propulsion units most probably will be different from the weight of

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the existing units. After Transport Canada inspection, inclining test (or stability test) may be required. Please confirm who will perform the stability examination because this will have to be done before the sea trials.

**Response #18:**

Parks Canada

**Question #19:** According the technical specification, a drive elevation gauge is required. From our experience the drive is visible and the drive elevation position (up or down) can easy be identified. There will be a gauge for thrust and steering indications on the control panel. Please confirm if drive elevation gauge can be excluded.

**Response #19:**

Yes it can be excluded

**Question #20:** Please specify what exact must be included in our quotations for the vessels Peterborough and Burleigh Falls. The vessels are completely different, and not enough information was available for both of them.

**Response #20:**

Trent-Severn Canal Scow NO.1 & No.2 will be removed from this tender process. Canada likely will tender that additional requirement at a later date.

## **PART 1 - GENERAL INFORMATION**

### **1.2 Statement of Work**

#### **Delete:**

Parks Canada Agency requires an option to replace the diesel engine on two similar scows located in Peterborough Ontario between 1 April 2016 and 31 March 2017.

## **PART 4 - EVALUATION PROCEDURES AND BASIS OF SELECTION**

### **4.1.1 Mandatory Financial Criteria**

#### **Delete:**

To be responsive the Bidder must:

- a. Provide firm unit pricing for all of the items in accordance with Annex "B", Basis of Payment, in Canadian currency.

### **4.1.3 Financial Evaluation**

The price of the bid will be evaluated in Canadian dollars, the Goods and Services Tax or the Harmonized Sales Tax excluded FOB destination, Canadian customs duties and excise taxes included.

The extended item prices will be calculated by multiplying the actual or estimated usages by the corresponding Bidder's unit price or discount or markup percentage from Pricing Basis "A" of Annex "B". The evaluated price is the aggregate of all the extended item prices for all pricing periods and pricing basis.

### **4.2 Basis of Selection**

A bid must comply with all requirements of the bid solicitation to be declared responsive. The responsive bid with the lowest evaluated price will be recommended for award of a contract.

#### **Insert:**

To be responsive the Bidder must:

- a. Provide firm unit pricing for all of the items in Pricing Basis "A and "B" of Annex "B", Basis of Payment, in Canadian currency.

It is the bidders' option to offer a trade in credit for the propulsion units and associated controls that will be removed from the scows.

### **4.1.3 Financial Evaluation**

The price of the bid will be evaluated in Canadian dollars, the Goods and Services Tax or the Harmonized Sales Tax excluded FOB destination, Canadian customs duties and excise taxes included.

The evaluated price will be calculated by adding the Bidder's lot prices from Pricing Basis "A" of Annex "B".

### **4.2 Basis of Selection**

A bid must comply with all requirements of the bid solicitation to be declared responsive. The responsive bid with the lowest evaluated price will be recommended for award of a contract.

Canada will not use the value of the credit(s) to determine the evaluated price of the bids and reserves the option to accept the credits offered by the bidder selected to receive a contract. Only one contract

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will be awarded for this work. Canada will have the option of trading in or retaining all or any of the propulsion units and associated controls that will be removed from the scows.

## **PART 6 - RESULTING CONTRACT CLAUSES**

### **6.4 Term of Contract**

**Delete:**

#### **6.4.2 Optional Goods and/or Services**

The Contractor grants to Canada the irrevocable option to acquire the goods, services or both described at Annex A of the Contract under the same conditions and at the prices and/or rates stated in the Contract. The option may only be exercised by the Contracting Authority and will be evidenced, for administrative purposes only, through a contract amendment.

The Contracting Authority may exercise the option at any time before the expiry of the Contract by sending a written notice to the Contractor.

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**Amendment to Annex "A", Statement of Work**  
**DESCRIPTION OF SERVICES – SCOPE OF WORK**

**Delete:**

The vessels falling within this scope of work are:

Trent-Severn Canal Scow No.1 and  
Trent-Severn Canal Scow No.2

The work on Rideau Canal Scow No.1 must be completed by 15 March 2016.  
The work on Rideau Canal Scow No.2 must be completed by 15 April 2016.

It will be Canada's option to authorize the contractor to replace the engine on Trent-Severn Canal Scow No.1 and Trent-Severn Canal Scow No.2. This work must not be commenced without a Contract Amendment which authorizes the contractor to perform the work.

**Insert:**

The vessels falling within this scope of work are:

The work on Rideau Canal Scow No.1 must be completed by 15 March 2016.  
The work on Rideau Canal Scow No.2 must be completed by 15 April 2016.

The Contractor must:

**Insert:**

The Contractor must remove the propulsion units and any equipment that will be replaced and turn them over to Parks Canada. Parks Canada will have the option of offering all surplus equipment from the vessels to the Contractor for a trade in credit.

**Delete:**

The existing controls and monitoring equipment together with the pedestal will be removed from the vessels by Parks Canada.

**Insert:** The existing controls and monitoring equipment together with the pedestal will be removed from the vessels by the Contractor and turned over to Parks Canada.

**Delete:**

In the event that the new consoles are not suited to this arrangement the Contractor must propose an acceptable alternative for the mounting.

**Insert:**

In the event that the new consoles are not suited to this arrangement the Contractor must propose an acceptable alternative for the mounting and include all costs in their lot price for repowering each scow in Annex B.

**Insert:**

As a minimum the existing fuel tanks below deck must be cleaned so they don't have fuel or fumes in them and then sealed.

**LOCATION OF WORK**

**Delete:**

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Rideau Canal Scow No.1 and No. 2 are located at the Parks Canada Agency compound 49 Centre Street, Smiths Falls, Ontario.

Trent-Severn Scow #1 is located at Parks Canada Agency compound at Lock #28 at 4834 Highway 28 Burleigh Falls, Ontario.

Trent-Severn Scow #2 is located at Parks Canada Agency compound 2155 Ashburnham in Peterborough Ontario.

**Insert:**

The work on Rideau Canal Scow No.1, Rideau Canal Scow No.2 may be at the Contractor's location or on site at the Parks Canada canal compound at 49 Centre Street, Smiths Falls.

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**Delete:**

Annex B from the RFP and insert the following:

**ANNEX "B", BASIS OF PAYMENT**

All prices herein are firm net prices DDP Incoterms 2000, in Canadian Funds including Canadian customs duties, excise taxes, excluding H.S.T. All costs associated with accommodations and travelling to and from worksite are included.

Pricing Period:

Date of award to 31 March 2017

**PRICING BASIS "A"**

Lot price to perform work as stated in Annex A of the following scows:

- A. Rideau Canal Scow No. 1 \$ \_\_\_\_\_  
B. Rideau Canal Scow No.2 \$ \_\_\_\_\_

**PRICING BASIS "B" Extra Work**

Firm all-inclusive prices in Canadian currency for additional work as and when requested (Task Authorization) goods and services in beyond the Statement of Work in Annex "A".

**Labour:** All charges for labour must be verified by a time log signed by the Technical Authority's. The log will be kept in the Technical Authority's office or at a prearranged job site location.

Hourly Labour Rate will be \$ \_\_\_\_\_/hour

**Additional Materials:** This only applies to materials that are not included in other pricing included in this annex. Percentage mark-up on laid down cost of additional materials will be \_\_\_\_\_%

**PRICING BASIS "C", Trade in credit offered for equipment removed from scows**

It is the bidders' option to offer a trade in credit for the propulsion units and associated controls that were removed from the scows. Canada will not use the value of the credit(s) to determine the evaluated price of the bids and reserves the option to accept the credits offered by the bidder selected to receive a contract. The trade in credit is offered for the propulsion drive unit and controls in the current condition and location without any warranties or guarantees expressed or implied.

- A. Rideau Canal Scow No. 1 \$ \_\_\_\_\_ credit  
B. Rideau Canal Scow No.2 \$ \_\_\_\_\_ credit