



**RETURN BIDS TO:**  
**RETOURNER LES SOUMISSIONS À:**  
Regional Manager/Real Property  
Contracting/PWGSC  
Ontario Region, Tendering Office  
12th Floor, 4900 Yonge Street  
Toronto, Ontario  
M2N 6A6  
Ontario

**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**  
Regional Manager/Real Property Contracting/PWGSC  
Ontario Region, Tendering Office  
12th Floor, 4900 Yonge Street  
Toronto, Ontario  
M2N 6A6  
Ontario

<b>Title - Sujet</b> Parks Canada Industry Day	
<b>Solicitation No. - N° de l'invitation</b> EQ754-161554/A	<b>Amendment No. - N° modif.</b> 005
<b>Client Reference No. - N° de référence du client</b> R.076951.001	<b>Date</b> 2015-12-22
<b>GETS Reference No. - N° de référence de SEAG</b> PW-\$PWL-041-2059	
<b>File No. - N° de dossier</b> PWL-5-38134 (041)	<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 2015-12-31</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> Chan, Ricky	<b>Buyer Id - Id de l'acheteur</b> pwl041
<b>Telephone No. - N° de téléphone</b> (416) 512-5276 ( )	<b>FAX No. - N° de FAX</b> (416) 512-5862
<b>Destination - of Goods, Services, and Construction:</b> <b>Destination - des biens, services et construction:</b> PWGSC-TPSGC Joseph Shepard Building 32 4900 Yonge Street Toronto, ON M2N 6A6	

**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>

Amendment 005 is raised to provide responses to Questions and Comments related to this letter of interest:

#	Question	Response
1	<p>Is it possible to consider splitting the tender package with this arrangement:</p> <ul style="list-style-type: none"> <li>a) Civil works (Concrete, excavation, etc...)</li> <li>b) Mechanical works (Gate design, gate fabrication, gate installation, embedded parts design-fabrication-installation, Hoist system, Electrical control for lifting device, etc...)</li> <li>c) Added value if split: <ul style="list-style-type: none"> <li>i. Optimization for each part (added value because each group work in to the core business)</li> <li>ii. Cost optimization (Reduce the double markup)</li> </ul> </li> </ul>	<p>The Contractor's "Constructor" role within the Province of Ontario does not allow splitting the job sites into trade disciplines. PSPC must engage a prime contractor to act as a "Constructor" for the entire site.</p>
2	<p>Is it possible to prequalify the suppliers for each expertise (Mechanical and civil works) to mitigate the risks with the schedule and cost? The knowhow and competencies are very specialized and for that reason if you prequalify the suppliers you obtain the better results.</p>	<p>Thank you for your suggestion. We are currently investigating possible ways to pre-qualify contractors.</p>
3	<p>Where can we find the details of future work on the project the Rideau Canal and Trent-Severn? More technical information.</p>	<p>As information continues to become available, these details will be posted on the Buyandsell.gc.ca.</p>
4	<p>Is it possible to confirm the execution management process to realize these projects (One contract for technical management and one for built construction with a "Design Build" approach)? Please supply more details concerning this point.</p>	<p>At this time, the approach is for PSPC to engage Construction Managers to deliver the construction work with separate Prime Consultants to provide the technical design.</p>
5	<p>Regarding the Construction Management bundles, how will the construction manager be required to tender work to contractors? Will it be the responsibility of the construction manager to hire contractors/subcontractors according to their own guidelines, or will they be required to follow PWGSC processes in the selection of qualified contractors/subcontractors?</p>	<p>These details are still being reviewed but the construction manager will be expected to undertake fair, open and competitive tendering processes to select contractors/subcontractors.</p>
6	<p>As a Contractor, will we be submitting request for progress payments to the Construction Manager, or to PWGSC?</p>	<p>As a subcontractor or contractor to the construction manager, you would submit your request for payment to them and not PWGSC.</p>

Solicitation No. - N° de l'invitation

EQ754-161554/A

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

R.076951.001

Amd. No. - N° de la modif.

005

File No. - N° du dossier

PWL-5-38134

Buyer ID - Id de l'acheteur

pwl041

CCC No./N° CCC - FMS No/ N° VME

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7	Due to the nature of work and the long lead times in obtaining a PTTW, we suggest that PWGSC follow the MTO process in initiating PTTW's on all tendered work and passing them on to the successful contractor at the time of award.	Thank you for your suggestion. We have noted this for further consideration.
8	Is this proposal going to include the upgrading of any existing pump out facilities along our waterways in Ontario? Being that the Trent-Severn is part of the American Great Loop, it hosts a ton of boaters each year. The growing concern is that pump out facilities along these precious shorelines are old and outdated, which will lead to boaters evacuating their bilge water into our waters. This should not be allowed.	Parks Canada does not provide pump out facilities for boats at the Trent-Severn Waterway. This type of service is provided by private marinas. Our funding will only be used to work on Parks Canada's assets.