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November 30, 2016

ADDENDUM 001 TO THE REQUEST FOR PROPOSAL

Subject: Request for Proposal T8080-160096 – Addendum 001
Regional Study on Dangerous Goods Movement – Greater Montreal Area Analysis

Further to the above-mentioned Request for Proposal, this Addendum 001 is to advise potential bidders of the question(s) received during this tender call to date and the response(s) are indicated in the attached Annex A-1.

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

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

Unless otherwise indicated, all other terms and conditions of the Request for Proposal T8080-160096 remain the same.

Yours truly,

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RECEIPT ACKNOWLEDGED – ADDENDUM 001

Name of Company: _____

Signature: _____

Canada

ANNEX A-1

Question and Answer no. 1:

Question 1:

We understand that all deliverables and documents must be provided to Transport Canada (TC) in English. Is it also required that the proposal be in English or may be in French?

Answer 1:

The proposal may be in one of the official languages.

Question and Answer no. 2:

Question 2:

We would like to know more about the available inputs and the scope of the study. More specifically:

- a) Number of sites to be surveyed and geographic distribution (geographic limit of the study, including defining what TC means by the Greater Montreal area)?
- b) Number of carriers (assessed) to be investigated;
- c) The title / type / scale / format of the MD & D statistical and geospatial data to be provided to the contractor.
- d) Knowing the scope and type of inputs that will be provided to the contractor (without providing them in advance as we understand that they are confidential) is essential to identify the effort required to process, analyze and complete them if necessary.

Answer 2:

The greater Montreal is defined for us by Downtown Montreal. It includes the entire Island of Montreal, Laval, and Longueuil.

We will be able to give you access to a data set that captures TDG facilities across Canada. The raw data contains and use several coding conversion tables (correspondence tables between NAICS codes and various DG codes such as STCC, SCTG, UN etc.) to identify which locations were involved in handling dangerous goods. The output datasets include ONLY facilities where dangerous goods are either the primary output product, or a secondary output product. For each facility, the STCC number, UN number, primary DG class and subsidiary DG classes are identified for every dangerous good produced. Each site is classified either as Producer, Distributor, Retail, Wholesale or Other.

The data identifies all sites or facilities in Canada where dangerous goods are being produced, handled, stored and distributed.

File 1

Shapefile including 19,963 unique sites or facilities involved in production or handling of dangerous goods

File 2

Shapefile including 42,902 unique sites or facilities involved in production or handling of dangerous goods

Our hope is that you can use this to identify the facilities for Montreal region (simple extract) and hopefully your expertise will identify the area that should constitute of Downtown Montreal, the entire Island of Montreal, Laval and Longueuil. Further to this, we would ask your team to identify various carriers in and around Montreal. You may contact various government agencies to acquire a list of carriers that obtain DG permits, knowledge of the industry, and internet research. From there, we are hoping you can either survey or contact the various carriers to identify a number of different things related to movement of dangerous goods (the type and amount of DG, a description or sketch of the route they are transported on etc.). We can work with you to prepare a survey questions. From this, we are hoping you will be able to identify common corridors and routes used by trucks and rail for moving the various goods throughout the city. We are hoping we will see patterns emerge based the location of the facilities that we will provide you. Your focus for this study therefore, would be in identifying the carriers of DGs, what they carry and travel patterns.

Question and Answer no. 3:Question 3:

Would it be possible for the road network modeled by the MTQ in the greater Montreal area (EMME) to be made available to the contractor?

Answer 3:

It's part of the job to find the road network. The Contractor must find the road and rail network.

Question and Answer no. 4:Question 4:

Not knowing the number of sites or the number of carriers to be surveyed, it is very difficult to assess the scope of such an investigation. Moreover, no sampling is recommended. Based on our knowledge of the environment, it seems to us that such a survey should take a minimum of 3 months and should be carried out jointly with TC given the confidentiality of the data exchanged and the importance of those data in the fulfillment of this mandate.

Can you give us more information on the scope of the survey and the sampling level targeted?

Answer 4:

The Contractor will identify from Files 1 and 2 the number of sites and carriers to be surveyed. In addition, he may refer to other sources to identify the sites and carriers to be surveyed. The Contractor shall determine a representative sample for the survey.

Question and Answer no. 5:

Question 5:

After completing the survey, considering the processing time of the survey, then the modeling-assignment-calibration on the road network (2 to 3 months), then geomatics processing (1 to 2 months), we consider that a timeframe of the order of 6 to 9 months would be more realistic.

Do you have any flexibility as to the timetable of this mandate or, if so, can you provide us with information that will allow us to better target the scope of the work requested?

Answer 5:

We would like the contract to be finalized by 31 March 2017 as stipulated in the terms of reference.