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R3B 0T6
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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 Canada -
Western Region
Room 100
167 Lombard Ave.
Winnipeg
Manitoba
R3B 0T6

Title - Sujet Medevac Services	
Solicitation No. - N° de l'invitation H3551-150951/B	Amendment No. - N° modif. 002
Client Reference No. - N° de référence du client H3551-150951	Date 2016-12-13
GETS Reference No. - N° de référence de SEAG PW-\$WPG-206-10066	
File No. - N° de dossier WPG-5-38100 (206)	CCC No./N° CCC - FMS No./N° VME
Solicitation Closes - L'invitation prend fin at - à 02:00 PM on - le 2016-12-22	Time Zone Fuseau horaire Central Standard Time CST
F.O.B. - F.A.B. Plant-Usine: <input type="checkbox"/> Destination: <input checked="" type="checkbox"/> Other-Autre: <input type="checkbox"/>	
Address Enquiries to: - Adresser toutes questions à: Tetrault, Renata	Buyer Id - Id de l'acheteur wpg206
Telephone No. - N° de téléphone (204) 228-9032 ()	FAX No. - N° de FAX (204) 983-7796
Destination - of Goods, Services, and Construction: Destination - des biens, services et construction:	

Instructions: See Herein

Instructions: Voir aux présentes

Delivery Required - Livraison exigée	Delivery Offered - Livraison proposée
Vendor/Firm Name and Address Raison sociale et adresse du fournisseur/de l'entrepreneur	
Telephone No. - N° de téléphone Facsimile No. - N° de télécopieur	
Name and title of person authorized to sign on behalf of Vendor/Firm (type or print) Nom et titre de la personne autorisée à signer au nom du fournisseur/ de l'entrepreneur (taper ou écrire en caractères d'imprimerie)	
Signature	Date

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H3551-150951

Amd. No. - N° de la modif.
002
File No. - N° du dossier
WPG-5-38100

Buyer ID - Id de l'acheteur
WPG206
CCC No./N° CCC - FMS No./N° VME

This amendment 002 is issued to provide minutes for the bidders' conference and modify solicitation # H3551-150951/B as follows:

Modifications

1. Refer to page 9 of 51, article 2.3:
DELETE: See Appendix A for additional aircraft requirements.
INSERT: See Appendix 1 to Annex A for additional aircraft requirements.
2. Refer to page 23 of 51, article 7.4.1 Period of Contract:
DELETE: The period of the Contract is from March 1, 2017 to March 31, 2020, inclusive.
INSERT: The period of the Contract is 3 years (anticipated March 1, 2017 to February 29, 2020, inclusive).
3. Refer to page 34 of 51, R2, 40 points for Contingency Plan, Point Rated Scoring Grid column:
INSERT: Written narrative to a maximum of 40 points. For each contingency situation the narrative should:
 - i. Identify the risk (1 point)
 - ii. Determine the likelihood and impact of the risk. (1 point)
 - iii. Identify a detailed contingency plan/process for handling the risk. (6 points)

Point Breakdown per identified risk situation and complete narrative as described above:

 - 1 situation = up to 8 points
 - 2 situations = up to 16 points
 - 3 situations = up to 24 points
 - 4 situations = up to 32 points
 - 5 situations = up to 40 points
4. Refer to page 46 of 51, Annex E Equipment List:
INSERT: Transport Canada approved stretcher kit

Bidders' Conference Minutes

December 9, 2016, 1:30pm-2:15pm

Attendance:

PWGSC: Renata Tetrault, Karen Kuzych, Adele Palmer

Health Canada: Elaine Wolford, April McKay, Amanda Voroney

Mamawetan Churchill River Health Authority: Andrew McLetchie, Kim-Ann Bell

Bidders:

1. Athabasca Basin Medical - Katherine Christmann
2. Good Spirit Air – Devan Yaholnitsky
3. Keewatin Air - Wayne McLeod, Brian Hodge
4. Northern Air - Nate Hilman
5. RCM Safety Services - Ryan Monette

6. Transwest Air - Patty Hughes, Pat Campling, Vicky McPherson, Garrett Lawless, Candace Czemerer
7. Westwind Aviation - Darcie Bowles, Shannon DeGagné

Agenda Items

- Welcome and introductions
- Review of RFP
- Overview of requirement and environment
- Questions/Answers
- Closing Remarks

Welcoming Remarks

- The purpose of this meeting is to review and discuss the requirement for basic to intermediate northern air medical evacuation services (Solicitation number H3551-150951/B).

Review of the Request for Proposal

- The solicitation closes at 14:00 CST, December 22, 2016.
- Return bids to address on page 1 of solicitation
- Pages 18-19 detail the evaluation procedures and basis of selection
 - Mandatory & Point Rated criteria
 - Best Value selection using a 60-40 ratio for technical merit and price respectively
- The period of the Contract will be 3 years (anticipated from March 1, 2017 to February 29, 2020) plus 1 additional 1 year option.
- Appendix 1 to Annex A details the Mandatory and Point Rated criteria
 - Mandatory criteria are evaluated on a pass/fail basis
 - Point rated criteria are evaluated based on the rating guide and point breakdown indicated
- Be sure to include all details and supporting information within your bid submission
- Annex B Basis of Payment must be completed and submit with the bid
- Pricing must be provided for all aircraft requested for each year + option

Overview of requirement and environment

- Area of Coverage : Mamawetan Churchill River (MCR) and Keewatin Yatthe (KY) Health Regions
- Medevac services may be required anywhere within these regions and/or in bordering areas as requested.
- Main communities include: Wollaston, Patuanak, Southend, Pinehouse, LaRonge, Sandy Bay, LaLoche, Ile a la Crosse.
- Typical medevac destinations may include: La Ronge, Flin Flon (MB), Prince Albert and Saskatoon

Landing capability

- May be clay, gravel and/or turf
- Short take-off and landing capability within communities
- There may be times where a flight would be requested to a remote location (not a community).
- The Bidder is responsible for understanding the landscape within the MCR and KY Health Regions.

Aircraft

- Primary historically used for up to 80% of flights
- Secondary historically used for approximately 20%
- Back-up to primary will only be used at times when primary is unavailable due to service or maintenance. *It will not be called upon when the primary is in-service on a call.*
- Rotary to be used when no airstrip is available

The Bidder is responsible for understanding the requirements of this RFP and bidding appropriate aircraft to meet these specification and care needs.

Patient Care

- Basic to intermediate air medical evacuation services (CTAS 3, 4 & 5)
- Patient types will vary, and may include (but not be limited to) pediatric, geriatric, and/or bariatric clients
- The Bidder is responsible to ensure that the business model they propose meets Provincial license requirements and provides appropriate patient care.

Questions/Answers

1. Referring to page 9 of 51, article 2.3, can you please clarify where in the RFP the Appendix A – Aircraft Requirements is located?

Answer: This article should refer to Appendix 1 to Annex A.

2. Does the primary aircraft need to be a pressurized aircraft?

Answer: Yes.

3. Given that the response time for the dedicated aircraft is within 60-minute after dispatch, please explain the reasoning for requiring a 60-minute response time on a non-dedicated aircraft?

Answer: There will be communities that do not have paved airstrips that will still need medevac support.

4. *Q&A outstanding*

5. *Q&A outstanding*

6. *Q&A outstanding*

7. Section 5.2.2 Federal Contractors Program for Employment Equity – Bid certification states “The Bidder must provide the Contracting Authority with a completed Annex H Federal Contractors Program for Employment Equity – Certification, before contract award.” Annex H, A5.2 states “The Bidder certifies having submitted the Agreement to Implement Employment Equity (LAB1168) to ESDC-Labour.” Does the employment equity program need to be approved by ESDC prior to award?

Answer: The Annex H certification should be completed and submit with the bid. If item A5.2 in Annex H is applicable to the Bidder, the requirement is to *submit* to ESDC. It is not mandatory to have approval of ESDC prior to award.

8. Does the Employment Equity Program apply to the whole organization or just the employees who will be working under the terms of the contract?

Answer: The Federal Contractors Program for Employment Equity applies to the Bidder or any member of the Bidder if the Bidder is a Joint Venture. More information on the program can be found here: <https://www.canada.ca/en/employment-social-development/programs/employment-equity/federal-contractor-program.html>

9. Are subcontractors subject to the Employment Equity Program requirements?

Answer: The Federal Contractors Program for Employment Equity applies to the Bidder or any member of the Bidder if the Bidder is a Joint Venture. Subcontractors are not verified.

10. *Q&A outstanding*

11. Are the tables within Annex B Basis of Payment (includes aircraft information, retainer fee, and unit costs per aircraft) the sole requirement in to order to evaluate the financial portion of the submission?

Answer: Yes. All items in each table must be completed and submit to form the Financial Bid.

12. Is CAMTS accreditation a requirement (must have)?

Answer: There are sections of the Accreditation Standards which directly impact the medevac service on providing care, equipment, etc. These requirements are mandatory.

13. *Q&A outstanding*

14. Can the float and ski required communities or locations be identified for mileage calculations?

Answer: This would be hard to define as our regions have a large geographical area. There will be times were the flight may not be to a community but to a remote location.

15. Does the air medical crew have to be PCP or can they be RN Flight Nurses?

Answer: Additional attendants may be permitted as approved or required by the Provincial Air-Medical Coordination Centre. There may be times were a RN/DR is requested to escort the Paramedic team. A minimum of two PCP 2011 qualified attendants **must** be provided on each medevac flight. For this Contract an Emergency Medical Responders (EMRs) is not considered to be a qualified attendant.

16. Does the Province of Saskatchewan have the same license requirements as Manitoba?

Answer: It is the Bidder's responsibility to understand and meet the Provincial license requirements to operate in Saskatchewan.

17. Are there exceptions to the 60 minute call out due to multiple calls, weather and or runway issues?

Answer: The Contractor will be required to meet the 60 minute call-out time. With the bidder needing to have a mandatory quality assurance and reporting program in place, all issues must be document and followed up with internally and notification must be provided to Mamawetan Churchill River Health Region and/or Canada within a period of time.

18. Are alternate options to provide the service acceptable, such as different aircraft, base locations, etc.?

Answer: Yes. As long as the mandatory requirements and service standards outlined in the RFP are being met (i.e. dispatch time, landing capabilities...etc.).

19. Referring to Annex E Equipment List, would an equivalently or higher equipped Lifepak 12 be acceptable?

Answer: No. A Lifepak15 is mandatory to provide consistent and standard care within the region.

20. Is there a fee for using PACC?

Answer: Currently PACC does not bill for call outs. The Bidder must have an internal process for dispatching the aircraft which could be a business expense.

21. Is there a preferred form of communication with the medical crew (cell phone, P25, etc.)?

Answer: No. At this time PACC uses cell phones for communication, while the Provincial Road Ambulance service use P25s.

22. Referring to mandatory criteria M4, could a Bidder meet this requirement through experience providing full support of medical evacuation and paramedical services (pre and post air transport) in combination with non-medical air transport experience?

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Answer: No. This is a combined requirement for air medevac, and not on an individual provider experience.

23. Referring to Annex E Equipment List, should the aircraft be equipped with a stretcher?

Answer: Yes. The Primary Aircraft needs to have a Transport Canada approved stretcher kit. (i.e. Lifeport sled kit) The Secondary aircraft also needs to have the appropriate stretcher kit/litter kit.

Additional Q&A from conference to follow

Closing Remarks

- The solicitation closes at 14:00 CST, December 22, 2016.
Additional questions can be submit to Renata Tetrault (renata.tetrault@pwgsc-tpsgc.gc.ca)

ALL OTHER TERMS AND CONDITIONS REMAIN THE SAME