

Amendment 001

This Amendment 001 is issued to modify the Request for Qualifications document identified as “ABES.PROD.PW__NB.B002.E73122.EBSU000.PDF” for file number 47419-187064/A issued July 14, 2017 as follows:

1. Replace line 6 “Ineligible Parties” of the Summary of Key Information table with the following

6. INELIGIBLE PARTIES	AA71, a joint venture composed of the following entities: <ul style="list-style-type: none">• IBI Group Architects (Canada) Inc., Moriyama & Teshima Architects• WSP Group• Hanscomb• P1/P3 Consulting• Ernst & Young Orenda Corporate Finance Inc. PPP Canada (current and former employees who are or were involved in the Project)
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2. Replace the third bullet of Section 1.4.3 with the following:
 - Deliver on the applicable elements of the Government’s [Pan-Canadian Framework on Clean Growth and Climate Change](#); and
3. Replace the paragraph titled “Financing” of Section 1.7 with the following:

Financing: The Private Partner will be responsible for arranging all financing required for the Project. It is anticipated that the Private Partner will be required to provide long-term financing for approximately 50% of the capital costs of the Project with the balance being provided in the form of substantial completion payments from Canada.
4. Replace the second paragraph of Section 2.3 by the following:

To ensure the integrity of the procurement process, Enquiries and other communications regarding the RFQ must be directed only to the Canada Contact Person. Other than as expressly permitted in this RFQ, interested parties shall not contact any other employee of Canada or any of the Ineligible Parties, found at Appendix E – Section 15.4, or other persons involved in the Project to discuss questions regarding the RFQ. Canada has designated as the Canada Contact Person, the individual identified as such in the Summary of Key Information.
5. Replace Section 3.5.1 by the following:
 - 3.5.1 Package 1: “**Forms and Certifications**”, which should include one (1) bound, signed master, marked as “Master”, and two (2) hard copies of the following:
 - a) Master RFQ Submission Form (Form B-1);
 - b) Team Member Consent Declaration Form (Form B-2);
 - c) Respondent Team Members Form (Form B-3);
 - d) Corporate Profile (Form B-4);
 - e) Directors of the Respondent Team Form (Form B-5); and
 - f) Respondent Key Individuals Form (Form B-6).

in both Microsoft® Office compatible format and searchable Adobe Acrobat® compatible PDF format of all of the information provided pursuant to this subparagraph in a package marked “**Forms and Certifications**”;

If any of the above required forms (B-1 to B-6) are submitted to the Procurement Authority but not duly completed, the Procurement Authority has the right (but not the obligation) to request that the Respondent duly complete and submit them to the Procurement Authority within a timeframe specified by the Procurement Authority. Should the Respondent fail to complete and submit any of the said forms within the specified timeframe, the Response will be considered non-compliant.

6. Replace Table 1 of Appendix C with the following:

PACKAGE 2: TECHNICAL AND FINANCIAL CAPABILITY AND EXPERIENCE		
RATED CRITERIA		WEIGHTING
A: Respondent Team Structure and Project Development Capability and Experience		Total: 10%
A.1 Respondent Team Composition, Structure and Approach		4%
A.2 Experience Working Together		4%
A.3 Project Lead Key Individuals		2%
B: Design Capability and Experience		Total: 25%
B.1 Experience	B.1.1 Comparability	5%
	B.1.2 Capability	5%
B.2 Approach		10%
B.3 Key Individuals		5%
C: Construction Capability and Experience		Total: 25%
C.1 Experience	C.1.1 Comparability	5%
	C.1.2 Capability	5%
C.2 Approach		10%
C.3 Key Individuals		5%
D: Facility Operations Capability and Experience		Total: 20%
D.1 Experience	D.1.1 Comparability	3%
	D.1.2 Capability	3%
D.2 Approach		10%
D.3 Key Individuals		4%
E. Information Technology (IT) and Specialized Equipment Capability and Experience		Total: 20%

PACKAGE 2: TECHNICAL AND FINANCIAL CAPABILITY AND EXPERIENCE		
RATED CRITERIA		WEIGHTING
E.1 Experience	E.1.1 Comparability	3%
	E.1.2 Capability	3%
E.2 Approach		10%
E.3 Key Individuals		4%
TOTAL MINIMUM SCORE		65/100
F. Financial Capacity and Financing Experience		
F.1 Financial Capacity		Pass/Fail
F.2 Financing Prime Team Experience		Pass/Fail
F.3 Key Individuals		Pass/Fail

7. Replace the second line of Table F. Financial Capability and Experience of Appendix C with the following:

F.1 Financial Capacity	Max Pages: Unlimited
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8. Replace Section 13.1 of Appendix E by the following:

13.1 *The Code of Conduct for Procurement provides that Bidders must respond to bid solicitations in an honest, fair and comprehensive manner, accurately reflect their capacity to satisfy the requirements set out in the bid solicitation and resulting contract, submit bids and enter into contracts only if they will fulfill all obligations of the Contract. By submitting a response, the Respondent is certifying that it is complying with the Code of Conduct for Procurement. Failure to comply with the Code of Conduct for Procurement may render the bid non-responsive.*

9. Replace the second paragraph of Section 15.2 of Appendix E by the following:

15.3 Where Canada intends to reject a Response under Section 15, Canada will inform the Respondent and provide the Respondent an opportunity to respond before making a final decision. Respondents which are in doubt about a particular situation should contact the Canada Contact Person before the RFQ Response Submission Deadline. By submitting a Response, the Respondent represents that it does not consider itself to be in conflict of interest nor to have an unfair advantage. The Respondent acknowledges that it is within Canada's sole discretion to determine whether a conflict of interest, unfair advantage or an appearance of conflict of interest or unfair advantage exists.

10. Adjust the Section number of the following Sections of Appendix E:

Original Section Number	New Section Number
15.3	15.4
15.4	15.5
15.5	15.6
15.6	15.7

11. Replace the second row of the Table in Section 15.4 with the following:

Advocate Architect	AA71, a joint venture composed of the following entities: IBI Group Architects (Canada) Inc., Moriyama & Teshima Architects , WSP Group, Hanscomb, P1/P3 Consulting, and Ernst & Young Orenda Corporate Finance Inc.
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12. Replace Section 14.1 g) of Appendix E by the following:

g) any of the Ineligible Parties listed at section 15.4.

13. Add the seven (7) following pages at the end of the RFQ document.

Prairies – Gretna, MB

a. Architecture

Site Context

The surrounding topography is very flat and low lying around the Port of Gretna. This makes the Port very susceptible to flooding.

Between the port building and the border, there is a raised road that prevents overland water from encroaching onto the Canadian side of the border. This is a contentious issue with the American neighbours.

The port is located close to the border providing little operational space for CBSA in terms of queuing.

From the information available, it would appear that the site is very short and wide running perpendicular to the highway, making the layout and phasing challenging.

Site Demolition & Approaches Phasing

The existing building was constructed in the early 1980's. It is constructed with concrete foundation walls with a structural concrete slab at grade with a steel frame and metal siding. There is potential for asbestos in the drywall compound but it is minimal. There is also potential for an abandoned heating oil tank buried in the location of the former customs building to the east of the current structure. This should be confirmed.

Given the size and shape of the site, a temporary structure will be required to facilitate the construction of the new port. Also the current outbound lanes would need to be temporarily widened to accommodate both inbound and outbound traffic. The temporary port structure would then be located on the west side of the outbound lanes. This would free up the proposed site for demolition of the existing building and construction and paving of the new facility.

Site Specific Requirements

Given the low lying nature of the site, the new grading should be adjusted to raise the new building up as high as possible without impacting traffic.

The new proposed layout of the building and paving encroach on the current location of the septic tank and septic bed. A new tank and bed will need to be considered either to the west side of the site or in the south east corner.

POE Size & Variation From Prototype

Gretna is appropriately sized as a Small POE prototype, and no program variation from the standard prototype is suggested. The amount of truck traffic is higher than average for the prairies, similar to Winkler and Regway, but the site footprint is very constraining and does not easily allow for a commercial offload facility on site. Consideration should be given to purchasing additional property to the north to facilitate this.

The layout of the Small prototype had to be adjusted to accommodate the constrained property boundaries. In an attempt to keep the facility within the assumed property boundaries, the tertiary garage was severed from the prototype and relocated on the east side of the inbound lanes, to the north of the PIL. Sight lines are maintained to the tertiary garage from the PIL. With this adjustment, there is no longer an opportunity to have a drive through configuration in the tertiary garage, resulting in the drivers having to back out into the inbound lanes. This can be controlled through the use of traffic gates. No other program variations from the Small prototype are suggested.



TRAFFIC - 3 Year Average (2013-2015)					STAFFING	POE TARGET SIZE	
Travellers	Pedestrians	Cars	Trucks	Buses	FTE	CBSA Target Size	Recommended Size
90,532	0	48,266	10,569	0	7	small	small

Next Steps

There was some property information available, but an updated survey with current property information and topography is required. Additionally, we should solicit a geotechnical investigation, and Phase 1 Environmental Report.

Further consultation and co-ordination with the Transportation Systems Planning & Development from Manitoba Infrastructure should be done to determine the best way to merge the new POE with the local highway. Consultation with the US POE counterpart and authorities would also be advisable.

Consultation with the local utility companies should be completed to determine potential upgrades to the services. For example upgrades to hydro should be co-ordinated with Manitoba Hydro.

We would recommend a review of our proposed site layout and additional program space with the POE staff to ensure it meets their operational needs.

Consideration should be given to purchasing additional property to the north to facilitate the future construction of a commercial offload facility.

b. Civil & Traffic

Topography

Topographical factors that may impact the cost of the site work (grade raises over 0.5m, steep slopes, embankments, availability of stormwater drainage outlet etc.)

- Site topography is generally flat and surrounded by farm land.
- As a result of the flat topography, strong winds are often present on-site. A treed shelter belt has been implemented northeast of the existing building.
- A dike (or “road”) runs in an east-west orientation south of the Customs building – just north of the Canada-U.S. border to prevent flooding.
- Flooding is an issue in the area and it has been noted that the highway south of the site is especially susceptible to flooding.
- Site drainage is overland to the road ditches.

Geotechnical

Geotechnical factors that may impact the cost of the site work (shallow bedrock, silty soils prone to consolidation, muskeg, permafrost etc.)

- The soil conditions are unknown; however no geotechnical issues are expected.

Environmental

Environmental factors that may impact the cost of the site work (species at risk mitigation (flora and fauna), proximity to protected watercourses / wetlands, hazardous materials on site?)

- The former Customs building was located to the south east of the existing building – to the east of the existing northbound lanes.
- Previous site plans also indicate that a shed and garage used to be located east of the existing building.
- A septic mound is located east of the building – just south of the treed shelter belt.

Other Issues

- Current site does not have any designated parking spaces, staff indicated that the future POE should accommodate six staff parking spaces, two spaces for northbound passenger vehicles, two for northbound commercial vehicles, and the same for southbound passenger and commercial vehicles.

Site Plan Issues

- Turning Templates

Design Vehicle	Issue/Comment
WB-20 (Transport Truck)	• No room for rejection/return loop. Exit island porkchop to be significantly reduced in size and replaced with paint.
B-Train (Tandem Trailer Truck)	• Needs slightly more room in southbound loop.
MH / B (Motorhome with Boat Trailer)	• Needs slightly more room in southbound loop.
P/T (Passenger Car with Camping Trailer)	
LSU (Light Service Truck)	
Site Specific Oversized Vehicle (Combine, Tractor, Oversized Load etc)	

Property:

- Exact location of property boundaries is currently unknown.

Utilities and Servicing:

- Overhead power lines run east-west to the south of the customs building and north-south to the east of the northbound lanes.
- The building is serviced by Manitoba Hydro.
- A septic tank is located north of the existing building

**PLAN D'IMPLANTATION
EXISTANT
GRETNNA, MB – EXISTING SITE PLAN**





IMAGE DE FOND: CARTE DE GOOGLE 2016
 IMAGE UNDERLAY: Map Data ©2016 Google

LEGEND: LEGENDE:	
	EDIFICE TEMPORAIRE TEMPORARY FACILITY
	PHASE 1: TEMPORARY SITE WORK PHASE 1: TRAVAUX TEMPORAIRES DU SITE
	PHASE 2C: REALIGNMENT AND CONSTRUCTION OF NEW HIGHWAY PHASE 2C: REALIGNEMENT ET CONSTRUCTION DE LA NOUVELLE AUTOROUTE
	PHASE 3A: CONSTRUCTION OF NEW FACILITY PHASE 3A: CONSTRUCTION DU NOUVEL EDIFICE
	PHASE 3B: NEW SITE WORK, REALIGNMENT AND CONSTRUCTION OF HIGHWAY PHASE 3A: TRAVAUX DU SITE NOUVEAUX, REALIGNEMENT ET CONSTRUCTION DE LA NOUVELLE AUTOROUTE



**PLAN D'IMPLANTATION
PROPOSE
GRETNA, MB – PROPOSED SITE PLAN**



IMAGE DE FOND: CARTE DE GOOGLE 2016
IMAGE UNDERLAY: Map Data ©2016 Google

LEGEND: LEGENDE:

	PROPOSED FACILITY EDIFICE PROPOSE
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ETUDE DE CIRCULATION
GRETNA, MB – TRAFFIC STUDY



CANADA
ETATS-UNIS

CANADA
UNITED STATES OF AMERICA

INTERNATIONAL BOUNDARY
FRONTIERE INTERNATIONALE

IMAGE DE FOND: CARTE DE GOOGLE 2016
IMAGE UNDERLAY: Map Data ©2016 Google

LEGEND; LEGENDE:

 PROPOSED FACILITY
EDIFICE PROPOSE

SCALE: 0 8 16 40m
ECHELLE:

END OF AMENDMENT