



**RETURN BIDS TO:**

**RETOURNER LES SOUMISSIONS À:**

Bid Receiving - PWGSC / Réception des soumissions  
- TPSGC

11 Laurier St. / 11, rue Laurier

Place du Portage, Phase III

Core 0B2 / Noyau 0B2

Gatineau

Quebec

K1A 0S5

Bid Fax: (819) 997-9776

**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**

Relocation Services Division/Division des services de  
réinstallation

Terrasses de la Chaudière 5th Floor

10 Wellington Street

Gatineau

Quebec

K1A 0S5

<b>Title - Sujet</b> IHGRS	
<b>Solicitation No. - N° de l'invitation</b> EN578-181495/A	<b>Amendment No. - N° modif.</b> 002
<b>Client Reference No. - N° de référence du client</b> 20181495	<b>Date</b> 2018-04-13
<b>GETS Reference No. - N° de référence de SEAG</b> PW-\$\$ZU-001-32316	
<b>File No. - N° de dossier</b> 001zu.EN578-181495	<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 2018-04-30</b>	
<b>F.O.B. - F.A.B.</b> <b>Plant-Usine:</b> <input type="checkbox"/> <b>Destination:</b> <input type="checkbox"/> <b>Other-Autre:</b> <input type="checkbox"/>	
<b>Address Enquiries to: - Adresser toutes questions à:</b> Sanford(zudiv), Gordon	<b>Buyer Id - Id de l'acheteur</b> 001zu
<b>Telephone No. - N° de téléphone</b> (613) 618-2727 ( )	<b>FAX No. - N° de FAX</b> ( ) -
<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/ de l'entrepreneur (taper ou écrire en caractères d'imprimerie)</b>	
<b>Signature</b>	<b>Date</b>

**Solicitation Amendment 002**

This solicitation amendment is raised to:

1. Respond to questions relating to this bid solicitation as detailed in Section A; and
2. Modify the bid solicitation as detailed in Sections B.

**SECTION A: QUESTIONS AND ANSWERS**

Number	Question	Answer
Q26	<p>Annex A – 2 – Scope of Work 2.1 a) Will the pre-move package generated by the IDC outline, for each destination, what is and is not allowed to be shipped depending on the member's status in the destination country? i.e. Diplomatic or non-diplomatic?</p>	<p>The BSI will provide specific instructions for destinations and must be read in conjunction with Annex A, Appendix 1, Rules 5,6,7,8.</p>
Q27	<p>Annex A – 2 – Scope of Work, 2.1 d) a) Can you please advise why recreational vehicles (motorcycles, ATV's etc.) are to be treated as HG&amp;E and not treated as a PMV? Recreational vehicle vehicles are subject to the same clearance scrutiny as PMV's (i.e. inspections, paperwork requirements). b) When move orders are sent for new moves, for members that have both HG&amp;E and PMV's, will the move orders advise that the HG&amp;E and PMV's are to be shipped together or separately? If not, how is the contractor to know how to proceed with booking the logistics? c) When move orders are sent, will they specify if there is a recreational vehicle to be included?</p>	<p>a) Policy endorsed by Treasury Board defines the category that recreational vehicles fall under.  At Annex B, a new section 2.8, named Recreational Vehicle Preparation Rate, will be added to include a \$150 flat fee per recreational vehicle shipped overseas, which includes the origin and destination services. In addition, at Annex H – Glossary of Terms and Acronyms, the term "Recreational vehicles" will be amended.  b) As per Annex A 2.1 d), shipments of HG&amp;E and PMV(s) must be amalgamated by default. When separation of the two are required for customs clearance purposes, it will be indicated in the Move Order.  c) As per Annex A 2.8, the Contractor is required to do a pre-move consultation to review with the shipper the items being shipped or stored. This is when the Contractor will become aware of recreational vehicles being shipped.</p>
Q28	<p>Annex A – 2 – Scope of Work 2.1 n) Can you please specify what specific services are considered "any other services that are required to execute the move that may not be otherwise specified"? Inclusions in pricing need to be clear, concise, and exact, leaving no room for interpretation.</p>	<p>The reference to "any other services" will be removed. See amendments to Annex A, sections 2.1 n), r) and t).</p>
Q29	<p>Annex A – 2 – Scope of Work 2.1 t) a) Can you please advise why the common inland shipping ports, in addition to the 3 sea</p>	<p>a) Appendix 2, Table 1 has three sea ports. No additional ports will be added.</p>

<p>ports listed, have not been included for freight services? Sea Freight is booked with shipping lines to and from these inland ports. These additional inland ports are:</p> <ul style="list-style-type: none"> <li>• Calgary, AB</li> <li>• Edmonton, AB</li> <li>• Saskatoon, SK</li> <li>• Regina, SK</li> <li>• Winnipeg, MB</li> <li>• Toronto, ON</li> <li>• St John's, NL</li> </ul> <p>b) Can you please confirm that, in addition to the official government invoices for inspections etc., invoices for charges for additional services required caused by inspections will also be paid by Canada upon presentation of the invoices for the 3rd party service providers?</p> <p>Regarding direct costs at ports in relation to government imposed services (e.g. inspection, x-ray), it is important for Canada to understand that there will not only invoices from the government, but possibly also invoices from the various other parties for facilitating the services requested by the Government. The other potential charges could be for, but not limited to, the following:</p> <ul style="list-style-type: none"> <li>• Shipping line exam fee</li> <li>• Port / Inland terminal exam fee</li> <li>• Container Detention by the shipping line</li> <li>• Container Demurrage by the shipping line</li> <li>• Port Storage fees</li> <li>• Airport Storage Fees</li> <li>• Truckers Chassis detention fee</li> </ul> <p>The charges from the other vendors, cannot be included in the Freight Services. Reason for this is that there is no way to know if a shipment is going to be sent for an exam, what kind of exam, how long an exam will take, and what logistics are required for the exam until the specific exam is request by customs in the destination country.</p>	<p>b) Third-party invoices must be originals from the service provider, e.g. terminal handling company, government custom inspection group, with no markup and administrative fees. These do not include any charges by a subcontractor, e.g. the shipping line for a customs exam. Payment will be made upon presentation and acceptance of actual third-party invoices that are not attributable to the fault of the Contractor or their subcontractor. Please refer to Annex A, 2.1 t) and Annex B 1.1 o)</p> <p>To illustrate;</p> <ul style="list-style-type: none"> <li>• Shipping line exam fee (shipping lines do not do exams). Charges for terminal handling to transport a shipment to an examination (x-ray or physical exam) will be reimbursed upon presentation of an invoice from the company providing the service (not the shipping line but the port service provider, e.g. Termont in Montreal)</li> <li>• Port / Inland terminal exam fee (custom exam fees?) will have the exam fee paid to the government inspector reimbursed upon presentation of the original receipt less any charges resulting from failing an inspection.</li> <li>• Container Detention by the shipping line – detention fees charged in conjunction with normal clearance procedures (e.g. there may be a long delay in a particular location for clearing customs) will be paid if the cause of the delay is not attributable to actions of the Contractor (e.g. paperwork was improperly filed by the Contractor).</li> <li>• Container Demurrage by the shipping line – demurrage beyond the free time allowed will be paid if the cause of the demurrage is not attributable to actions of the Contractor (e.g. a shipment failed an inspection).</li> <li>• Port Storage fees – upon presentation of a receipt from the port and if not attributable to actions of the Contractor (see examples above).</li> </ul>
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		<ul style="list-style-type: none"> <li>• Airport Storage Fees – upon presentation of a receipt from the port and if not attributable to actions of the Contractor (see examples above).</li> <li>• Truckers Chassis detention fee – upon presentation of a receipt from the port/terminal service provider and if not attributable to actions of the Contractor (see examples above).</li> </ul>
<p>Q30</p>	<p>IHGRS Financial Proposal Attachment 2 to Part 3 Tables 4 and 5 – Sea Outgoing and Incoming 2. Can you please advise why the common inland shipping ports, in addition to the 3 sea ports listed in the tables, have not been included for freight services? Sea Freight is booked with shipping lines to and from these inland ports, and not solely from 3 sea ports listed in the tables. There will be significant cost savings to Canada by including the below mentions inland ports in these 2 freight tables, as the costs of the freight with the shipping lines booked to / from these inland ports is monumentally cheaper than having containers picked-up/dropped off from the 3 sea ports, transported to origin / destination city, then returned empty/full to the sea port. The inland ports serviced are: o Calgary, AB o Edmonton, AB o Saskatoon, SK o Regina, SK o Winnipeg, MB o Toronto, ON o St John's, NL</p>	<p>Please see Answer to Q15.</p>
<p>Q31</p>	<p>IHGRS Financial Proposal Attachment 2 to Part 3 Table 6 – Move Services a) Can you please advise why there is only one rate for HG&amp;E Origin Services and rate for HG&amp;E Destination Services, rather than have separate rates for Air, Loose Load Sea, and Liftvan (LCL) Sea for both the origin and destination services? The costs involved with the services required for origin and destination services for Air and LCL Shipments, are far higher than those services required for Loose Load Shipments. Canada would receive significant cost savings by having the origin and destination service rates for the 3 HG&amp;E modes</p>	<p>Packing and Unpacking, regardless of the container used, is the same level of effort.  Annex B, section 2.4, will be amended to add a flat fee of \$200 per lift van used for sea shipments.</p>

	<p>separated. By leaving them all covered under one rate, the rate will be much higher on all modes to cover the higher costs incurred for the Air and LCL.</p> <p>Table 6 needs to be amended to include separate columns to include rates for the following:</p> <ul style="list-style-type: none"> <li>• HG&amp;E Air Origin Services</li> <li>• HG&amp;E Liftvan Origin Services</li> <li>• HG&amp;E Loose Load Origin Services</li> <li>• HG&amp;E Air Destination Services</li> <li>• HG&amp;E Liftvan Destination Services</li> <li>• HG&amp;E Loose Load Destination Services</li> <li>• HG&amp;E Loose Load Ground Transport</li> <li>• HG&amp;E Liftvan Ground Transport</li> <li>• HG&amp;E Air Ground Transport</li> </ul>	
<p>Q32</p>	<p>IHGRS Financial Proposal Attachment 2 to Part 3 Table 6 – Move Services</p> <p>b) Can you please advise why the rates for Origin Services and Destination Services in Canada are for the entire country?</p> <p>c) Will this pricing table be broken down to request Origin and Destination Service rates for different areas of Canada, as it has been in previous Overseas Moving contracts (i.e. 5 Zones in Canada)?</p> <p>Origin services and Destination service rates vary greatly across Canada and having only 1 rate for all Canada will result in contractors having to use the highest cost rates in the country for the entire country. For example, Costs in Alberta will be far greater than the same services in Nova Scotia due to the higher labor and materials costs.</p> <p>d) Will Canada be excluding any locations within Canada from the Canadian Origin and Destination Rates?</p> <p>There should be locations in Canada that are excluded due to the extreme remote locations and excessive high costs that would inflate all rates across Canada if included.</p> <ul style="list-style-type: none"> <li>• This include, but are not limited to: <ul style="list-style-type: none"> <li>o Any location in Nunavut</li> <li>o Any location in Northwest Territories (except Yellowknife – to be listed as its own location for pricing)</li> <li>o Any location in Yukon Territory (except Whitehorse – to be listed as its own location for pricing)</li> <li>o Any location in BC north of Kamloops</li> <li>o Any Location in Alberta North of Cold Lake</li> </ul> </li> </ul>	<p>There is a requirement to have a standard rate for origin/destination services in Canada. Locations that are not accessible via all-weather roads are excluded from this RFP. Please refer to Annex A, section 1.2 g) and section 2.6 g).</p>

	<ul style="list-style-type: none"> <li>o Any Location in Saskatchewan north of Prince Albert</li> <li>o Any Location in Manitoba North of Ashern</li> <li>o Any location in Ontario North of Sudbury</li> <li>o Any location in Quebec North of Quebec City (except Chicoutimi / Jonquiere)</li> <li>o Any Location in Labrador</li> <li>• If overseas moves are required for these locations, then Canada should request quotes from contractors for the required services prior to booking the moves</li> </ul>	
Q33	<p>IHGRS Financial Proposal Attachment 2 to Part 3 Table 6 – Move Services</p> <p>e) Can you please advise why the USA has only 1 rate for the entire country and not specific cities listed, as with all other international locations?</p> <p>Origin services and Destination service rates vary greatly across the USA and having only 1 rate for all USA will result in contractors having to use the highest cost rates in the country for the entire country. For example, services in New York, NY will be far more expensive than the same services in Tampa Bay.</p>	Please see Answer to Q32.
Q34	<p>General Question</p> <p>In an existing GAC contract, there is the request for a performance bond of over \$100,000. We note no condition in this RFP document. Is this correct?</p>	No performance bond is required.
Q35	<p>Annex B - 2.2</p> <p>It lists the minimum weights for LCL (454 kg), LTS (220 kg) and Air shipments (100 kg). What is the minimum weight for FCL shipments?</p>	Please see Answer to Q16.
Q36	<p>Annex B - 5.3</p> <p>This section explains the global average bunker price, please confirm our understanding that this amount is to be billed on every container shipment as a separate line item on the contractors invoice for ocean shipments.</p>	<p>The bunker surcharge is per sea container (20' or 40'). For LCL shipments, 1/5 of the bunker surcharge per lift van will apply except if LCL loads are consolidated in which case the surcharge is per sea container.</p> <p>Surcharges must be itemized on the invoice, see Annex B 4.2 b) ix.</p>
Q37	<p>IHGRS Financial Proposal Attachment 2 to Part 3 Table 6 – Move Services</p> <p>a) You are expecting one fixed rate for origin services as well as one fixed rate for destination services for any city in Canada as well as any city in Mexico, bearing in mind that origin services for instance in Vancouver are on average about 40% higher than in Ottawa for instance.</p>	<p>a) Historical Data will inform bidders on frequency of moves from various cities in Canada in order to rationalize prices bid.</p>

	<p>b) You further expect a fixed origin or destination rate regardless of the size of the shipment, again, bearing in mind that origin service rates decrease as the shipment size increases, i.e. the origin service rate for a crated shipment is a lot higher than a loose loaded shipment.</p> <p>I believe that I must be misunderstanding the pricing table or a table may be missing, as I highly doubt that Canada would want to waste millions of dollars on account of having a simplified one-rate-fits all pricing schedule.</p> <p>c) Please confirm if airline transport charges are based on net, gross or volumetric weight (10.4 lbs per cft as charged by the airline).</p>	<p>b) Origin and destination services are per weight. Crated shipment (LCL) will be compensated for the building of the crate (see Q31).</p> <p>c) Air charges are volumetric (see Q6).</p>
Q38	<p>SOLAS weights Please confirm as discussed during the bidders' conference that in lieu of weight scale tickets, Canada will accept SOLAS weights. Please confirm that both method 1 &amp; 2 are acceptable.</p>	<p>Please see Answer to Q5.</p>
Q39	<p>General Please confirm as mentioned during the bidders' conference that vehicle cleaning services at destination if ordered by Customs will not be covered by Canada, in which case they would have to be included in our origin services rates.</p>	<p>See Table 6 – PMV Origin/Destination Services. The Contractor is responsible to ensure the PMV is cleaned to in order to pass Import/Export inspections. If it does not pass at destination and is required to be cleaned in order to pass inspection, this is also is the responsibility of the Contractor. In addition, any additional fees as result of not passing the inspection are the responsibility of the Contractor.</p>
Q40	<p>RT3 Storage Handling additions from wholesalers (i.e. Costco), will this now be part of the standing offer and are we being asked to provide this service inclusive of our origin service tariff or will collection from wholesalers (2nd pick up) be for the transferees personal account?</p>	<p>Shippers are responsible for paying the delivery charges to either the wholesaler (e.g. Costco) or the Contractor. Canada will pay only the one pickup at the residence.</p>
Q41	<p>Mandatory Technical Criteria – MT1 and MT2 Does Canada want bidders to provide a list of all the individual moves that support the relevant experience being provided for these two mandatory technical criteria? We ask as MT1 asks for dates of moves, weight of Move, and overseas locations serviced</p>	<p>Yes, we need to verify through the listing that the bidder meets MT1 and MT2. While MT1 needs to be international moves (e.g. moves to/from USA to another country would count), MT2 requires the use of sea and/or air transport for the door-to-door service.</p>
Q42	<p>IHGRS Financial Proposal Attachment 2 to Part 3 Table 6 – Move Services Can you please confirm that the Rates requested in “Table 6 – Move Services” for USA and Mexico are solely for the purpose of</p>	<p>Table 6 Move services for USA and Mexico are solely for the purpose of Cross-Postings between overseas locations. The country combinations listed are not included in the scope of the IHGRS contract.</p>

	<p>Cross-Postings to/from Overseas Locations? I.e. these will not be applicable for moves that are from:</p> <ul style="list-style-type: none"> <li>○ Canada to Mexico</li> <li>○ Mexico to Canada</li> <li>○ Canada to USA</li> <li>○ USA to Canada</li> <li>○ USA to Mexico</li> <li>○ Mexico to USA</li> </ul>	
Q43	<p>Part 3 Attachment 2 to Part 3 During the Bidders Conference Major Lori Woods had made a reference to an example of a vehicle inspection and would require they actual invoice from CBSA with no additional cost added by the contractor for its services rendered, which can be as much as \$300 per inspection per vehicle depending on what requirements CBSA has for access. Is this something that should be added to Table 7, Miscellaneous Charges or is the contractor expected to include some provision in Table 6, Move Services?</p>	<p>Please see part b) of the Answer to Q29.</p>
Q44	<p>Appendix 8 – HG&amp;E Insurance (3(g)) Appraisals Unlike Appendix 9 – Private Motor Vehicles, Appendix 8 does not really clarify the employee’s responsibility for an appraisal for a particular item of furniture that they believe higher in value than that of a normal furniture item, on occasion leading to conflict. Will the responsibility of proving value over and above normal value be identified as the responsibility of the employee by appraisal in the pre-move booklet?</p>	<p>Please refer to Annex A - SOW 2.8 g) iv. This includes informing the Shipper of the requirements in Appendix 8 – 3 g).</p>
Q45	<p>In some instances, services provided in some countries will attract VAT. Do we include this into our tariff rates or would that be assesses as a disbursement and therefore separate from the tariff rates?</p>	<p>Value Added Tax (VAT), when payable, will be assessed as a third party charge (government imposed) and is, therefore, a flow through cost on the invoice that Canada will pay.</p>



**SECTION B: MODIFICATIONS TO BID SOLICITATION****Modification 7:**

At Annex A – Statement of Work, Appendix 10 – Move Order Transmission, section 10 – Move Order (MOV) Record Layout:

Insert the following three rows into the table:

Field Name	Field Type	Field Size Min	Field Size Max	Field Format
Direction of Travel	Char	2	5	See para 9. Direction of Travel
Prime Loading Date - PMV	Date	8	8	“yyyymmdd”
Origin TA Code	Char	3	3	

**Modification 8:**

At Annex H – Glossary of Terms and Acronyms:

Insert the following row into the table entitled “List of Terms”:

Term	Definition
Air Chargeable Weight	Volumetric weight calculation used for air freight.

**Modification 9:**

At Annex H – Glossary of Terms and Acronyms:

Insert the following rows into the List of Acronyms table:

ACW	Air Chargeable Weight
CBM	Cubic Meter

**Modification 10:**

Further to the Answer to Q9 in Bid Solicitation Amendment 001, a new spreadsheet entitled “IHGRS LCL 2013-2016 EN” is added as an attachment. The spreadsheet provides supplemental historical data from 2013 - 2016 for Less than Container Load (LCL) shipments. This information is a subset of the Historical Data already provided (in a separate spreadsheet) as part of total sea shipment volumes. It represents data for all of the Government of Canada.

**Modification 11:**

At Annex B – Basis of Payment, 2. Service Rates:

Insert: **2.8 Recreational Vehicle Preparation Rate**

A flat fee of \$150.00 per recreational vehicle shipped overseas, which includes the origin and destination services.

**Modification 12:**

At Annex H – Glossary of Terms and Acronyms:

Insert the following at the end of the definition for Recreational Vehicles:

This exclude toys (e.g. battery operated toy cars).

**Modification 13:**

At Annex A – Statement of Work, 2 – Scope of Work, 2.1 Requirements:

Delete:

- n) In Canada, Origin or Destination Services (HG&E and PMV) include the first 100 km of inland transportation (by any mode) between city center of residence and port or LTS (Canada only), and any other services that are required to execute the move that may not be otherwise specified. For international locations additional transportation charges will apply when the residence is beyond 100 km of city center as identified in Annex B – Basis of Payment, Table 6.

Insert:

- n) In Canada, Origin or Destination Services (HG&E and PMV) include the first 100 km of inland transportation (by any mode) between city center of residence and port or LTS (Canada only). For international locations additional transportation charges will apply when the residence is beyond 100 km of city center as identified in Annex B – Basis of Payment, Table 6.

Delete:

- r) Origin Services PMV: includes Pre-move Consultation; Red Book valuation (alternative valuations to be provided by Shipper); documentation preparation; Vehicle Conditioning Report at origin; pick up of vehicle at Origin or as stated in the Move Order; physical handling of PMV at origin; loading; blocking and bracing; up to 10 days of secure SIT; and any other services that are required for the transport of the PMV to the port. The Contractor must prepare the PMV so that it passes all government inspections (e.g. CFIA inspections or equivalent).

Insert:

- r) Origin Services PMV: includes Pre-move Consultation; Red Book valuation (alternative valuations to be provided by Shipper); documentation preparation; Vehicle Conditioning Report at origin; pick up of vehicle at Origin or as stated in the Move Order; physical handling of PMV at origin; loading; blocking and bracing; up to 10 days of secure SIT; and services that are required for the transport of the PMV to the port. The Contractor must prepare the PMV so that it passes all government inspections (e.g. CFIA inspections or equivalent).

Delete:

- t) Freight Services include: port to port transportation; port handling services including storage awaiting loading and ground transport as necessary to/from the identified international locations; import/export documentation and handling required to facilitate customs clearance procedures; and any other service required in order to comply with shipping regulations for air/ocean/ground freight services, including any transaction fees (e.g. administration, banking, courier costs) and translation costs. Direct costs for services at the port of entry which are incurred as a result of a government imposed requirement (e.g. inspection, x-ray) as part of the import/export process will be paid by Canada upon presentation of official government invoices with no allowance for mark-up or profit.

Insert:

- t) Freight Services include: port to port transportation; port handling services including storage awaiting loading and ground transport as necessary to/from the identified international locations; import/export documentation and handling required to facilitate customs clearance procedures; and services required in order to comply with shipping regulations for air/ocean/ground freight services, including any transaction fees (e.g. administration, banking, courier costs) and translation costs. Direct costs for services at the port of entry which are incurred as a result of a government imposed requirement (e.g. inspection, x-ray) as part of the import/export process will be paid by Canada upon presentation of official government invoices with no allowance for mark-up or profit.

**Modification 14:**

At Annex B – Basis of Payment, 2. Service Rates, section 2.4 - HG&E Origin and Destination Services:

Insert: d) A Flat fee of \$200.00 per lift van used for oversea shipments.

**Modification 15:**

At Annex B – Basis of Payment, section 5.3 d), insert the sentence below between “...(20 ft or 40 ft sea container).” and “There will be no other applicable bunker fuel surcharges.”:

Insert: For LCL shipments, 1/5 of the bunker surcharge per lift van will apply except if LCL loads are consolidated in which case the surcharge is per sea container.

**Modification 16:**

At Annex A – Statement of Work, Appendix 3 – General Packing Requirements, section 1 j):

Delete: If there is a risk of pilferage or rough handling, air lift vans must be used at no additional cost to Canada.

At Annex A – Statement of Work, Appendix 3 – General Packing Requirements, section 1 b), insert the following sentence at the end:

Insert: If there is a risk of pilferage or rough handling, lift vans may be used at no additional cost to Canada.

**ALL OTHER TERMS AND CONDITIONS OF THE BID SOLICITATION REMAIN UNCHANGED**