



**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> 004
<b>Client Reference No. - N° de référence du client</b> 20181495	<b>Date</b> 2018-04-23
<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 2018-05-14</b>	<b>Time Zone</b> <b>Fuseau horaire</b> Eastern Daylight Saving Time EDT
<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 004**

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
Q61	IHGRS Financial Proposal Attachment 2 to Part 3 Table 1-Cdn Inland Rates 1. Can you please advise why there is no section in this table for LCL Sea Shipments, or if you will be amending this table to include such a section?	Consolidated LCL lots in a sea container will get the sea container ground transport rates. LCL lots that are not consolidated (1-2 containers) and transported in a truck will get the air cargo ground transport rate. This applies for Annex B Table 1 and Table 6
Q62	General Question Can you please provide the average volume in gross cubic feet for air shipments? It is understood that air shipments should have their rates displayed in actual gross kilos and to be billed as such. We must pay airfreight vendors on a constructed weight that is arrived at by multiplying the actual gross volume by 10.4 pounds per gross cubic foot. This data will help us more accurately calculate our rate to the DND.	Please see Answer to Q47.
Q63	Foreign Currency Protection Please confirm that exchange rate to be used is the date of packing or the date of invoicing. Please also advise what adjustments Canada will make if Canada is delayed in payment.	In accordance with Annex B, section 4.6 f), the FCP exchange rate will be calculated as of the DSR date. In accordance with Annex B, section 1.1 g), currency exchange for third-party invoices (e.g. customs) is based on the invoice date. Overdue accounts will be paid in accordance with Annex B, section 4.3 d).
Q64	MT9 of the Mandatory Technical Criteria Please clarify that the warehouse capacity is 65% of the average 2,400,000 kg.	(Please note that the question relates to MT8, not MT9). MT8 - Warehouse Capacity: The Bidder must demonstrate how they will meet the capacity to store 2,400,000 kg on an ongoing basis.
Q65	Part 7 – Resulting Contract Clauses (7.7(b)) Security Requirements Foreign Contractors Company A sub-contracts their systems to Company B in country XYZ. Unclassified and Protected A information will reside on the system in country XYZ. Would company A consider Company B as a subcontractor for Security provision, with the Company A CSO responsible for clearance of the system and personnel at Company B or would it be better to include Company B as another part of our	If the subcontractor is providing a core service described in Annex D – 1.1, then it must comply with the security requirements. It is the responsibility of the Bidder to structure its response to meet all requirements of the solicitation.  In accordance with Part 7, section 7.7 – Security Requirements, subsection a) 4., Subcontracts respecting the core services set out in Annex D that contain security

	joint venture for this system support of Company A?	<p>requirements are NOT to be awarded without the prior written permission of CISD/PWGSC.</p> <p>Prior to providing written permission, the subcontractor must meet all security and privacy requirements. Therefore, all joint venture members and subcontracts respecting the core services would be required to meet the same security and privacy requirements.</p>
Q66	<p>Part 3 Attachment 2 to Part 3</p> <p>We are also concerned that there is no specific mention of random inspections of goods. There could be extension labour involved, depending upon the size of the shipment, to offload/reload each item and open boxes, repack, etc. at the request of the customs office. Inspections such as this can be expected on 5% to 10% of the moves. Is this cost covered in Table 7, Miscellaneous Charges Re-pack rate or is the contractor expected to include some provision in Table 6, Move Services?</p>	<p>Yes, random inspections of goods is covered in Table 7 - Miscellaneous Charges – Re-pack Rate in accordance with Annex B – 1.1 l). Please also see Answer to Q29.</p>
Q67	<p>Also, during the conference, I had asked a question to determine whether we could weight shipments using any of the two SOLAS methods as identified by the International Maritime Organization (IMO). Any news on this?</p>	<p>Please see Answer to Q5.</p>
Q68	<p>Due to the global moving industry average standard minimum weight for loose loaded container shipments being 1360 KG, will Canada amend the minimum chargeable weights for sea shipments to have the following separate minimums for Loose Loaded and Liftvan Shipments?</p> <ul style="list-style-type: none"> <li>• Loose Loaded = 1360 KG</li> <li>• Liftvan Loaded = 454 KG <ul style="list-style-type: none"> <li>○ These minimums are place since there are static costs on loose load shipments, regardless of the weight, and if the minimum weight for Loose Load shipments is not increased, it will result in the Origin and Destination service rates being much higher than they would be if the minimum weight for Loose load was the global industry standard.</li> </ul> </li> </ul>	<p>No, Canada is not considering modifying the minimal chargeable weights.</p>
Q69	<p>TT Transit Times</p> <p>1. As it is not possible to know how long a transshipment delay may be, can you advise</p>	<p>Please see parts b) and c) of Answer to Q12.</p>

	<p>how Canada has built Transshipment delays into the GTT?</p> <ul style="list-style-type: none"> <li>a) What routings and from which shipping lines did Canada obtain the information, and how many days was included in each GTT listed?</li> <li>b) Will Canada be providing all contractors with this information to substantiate how these GTTs were calculated?</li> </ul>	
<p>Q70</p>	<p>Can you please confirm that once a GTT is built, the contractor has that entire time to get the shipment from Canadian Residence to Destination Overseas city (for exports) and from Origin Overseas city residence to the Contractors Canadian bonded warehouse at destination?</p> <ul style="list-style-type: none"> <li>a) For example, a shipment from Germany to Ottawa will have a GTT of 37 days <ul style="list-style-type: none"> <li>i. 36 days from Germany to Montreal Port</li> <li>ii. 1 Day to get from Montreal to Ottawa Bonded Warehouse</li> </ul> </li> <li>b) If contractor gets the Shipment to Port of Montreal in 25 days, opposed to 36, does the contract then have the remaining 12 days to get the shipment to the Bonded warehouse in Ottawa? Or will Canada issue a service failure for the length of time it takes to get from Montreal Port to Ottawa Bonded warehouse?</li> </ul>	<p>Yes, the entire time specified in the GTT may be used by the Contractor, even if a portion of the shipment was faster than anticipated.</p>
<p>Q71</p>	<p>Please provide clarification on the statement "The default Canadian port of origin or destination is determined by the routing that provides the shortest GTT, however, the TA may specify different routings on the Move Order that would result in a different GTT"</p> <ul style="list-style-type: none"> <li>a) Does this mean that default Canadian port will be the port that gives a faster GTT when coupled with the Canadian Inland portion, or always based on the Sea Port that is closest to the Canadian origin / destination? <ul style="list-style-type: none"> <li>i. For example, a Shipment from Victoria, BC to Belgium. The closest Shipping port is Vancouver. Vancouver has a GTT of 54 to Belgium, plus one day added for Victoria to Vancouver being over 100 km, for total GTT of 55 days.</li> </ul> </li> </ul>	<p>In accordance with Annex A, Appendix 2, section 1.0 g), the default Canadian port of origin or destination is determined by the routing that provides the shortest GTT, however, the TA may specify different routings on the Move Order, which may result in a different GTT.</p> <p>If the Contractor provides a reason to the TA for changing the port selection, the TA may agree to the change.</p> <p>If the Contractor uses a port other than the one indicated on the Move Order, the applicable rate and GTT will be as per the port selection on the Move Order.</p>

	<p>However, the GTT Table for Montreal Port to Belgium is 30 days. If 10 days are added for the 4,555 km from Victoria to Montreal Port, that puts total GTT for this routing at 40 days. Is the expected GTT from Victoria, BC residence to Belgium 55 days or 40 days?</p> <p>ii. Another Example would be Italy to destination residence in Montreal. The closest Shipping port to destination residence is Montreal. Italy to Montreal has a GTT of 51 days. However, the GTT Table for Italy to Halifax Port 46 days. If 3 days are added for the 1150 km from Halifax Port to the Bonded warehouse in Montreal, that puts total GTT for this routing at 49 days. Is the expected GTT from Italy to Montreal Bonded warehouse 51 days or 49 days?</p>	
<p>Q72</p>	<p>IHGRS Financial Proposal Attachment 2 to Part 3</p> <p>Will Canada be revising the pricing structure for Origin and Destination services to have separate Origin and Destination Rates for Loose Load Containers, Liftvan Shipments, and Air Shipments, which will result in Canada paying far less than it would with the pricing in its current format of a Single rate for all the shipment modes?</p> <ul style="list-style-type: none"> <li>• 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 due to the additional costs for the Liftvan, Air Crates, and labour involved with building / loading these.</li> <li>• Canada would receive significant cost savings by having the origin and destination service rates for the 3 HG&amp;E modes separated.</li> <li>• 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.</li> </ul>	<p>Please see Answer to Q31.</p>

	<ul style="list-style-type: none"> <li>• If not separated, this would result in Canada paying millions of dollars more than is required should they not increase the minimum charge weight on loose loaded shipments</li> <li>• In most locations in Canada, and around the world, the charge for Liftvan and Air Shipment origin and destination services is twice the cost of Loose load shipments.</li> <li>• Table 6 needs to be amended to include separate columns to include rates for the following to ensure that Canada is paying the most economical rates for each mode of shipment:             <ul style="list-style-type: none"> <li>i. HG&amp;E Air Origin Services</li> <li>ii. HG&amp;E Liftvan Origin Services</li> <li>iii. HG&amp;E Loose Load Origin Services</li> <li>iv. HG&amp;E Air Destination Services</li> <li>v. HG&amp;E Liftvan Destination Services</li> <li>vi. HG&amp;E Loose Load Destination Services</li> <li>vii. HG&amp;E Loose Load Ground Transport</li> <li>viii. HG&amp;E Liftvan Ground Transport</li> <li>ix. HG&amp;E Air Ground Transport</li> </ul> </li> </ul>	
<p>Q73</p>	<p>Why are the rates for Origin Services and Destination Services in Canada are for the entire country?</p> <ul style="list-style-type: none"> <li>• 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)?             <ul style="list-style-type: none"> <li>○ 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.</li> </ul> </li> </ul>	<p>Please see Answer to Q32.</p>
<p>Q74</p>	<p>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. This include, but are not limited to:</p>	<p>Please see Answer to Q32.</p>

	<ul style="list-style-type: none"> <li>i. Any location in Nunavut</li> <li>ii. Any location in Northwest Territories (except Yellowknife – to be listed as its own location for pricing)</li> <li>iii. Any location in Yukon Territory (except Whitehorse – to be listed as its own location for pricing)</li> <li>iv. Any location in BC north of Kamloops</li> <li>v. Any Location in Alberta North of Cold Lake</li> <li>vi. Any Location in Saskatchewan north of Prince Albert</li> <li>vii. Any Location in Manitoba North of Ashern</li> <li>viii. Any location in Ontario North of Sudbury</li> <li>ix. Any location in Quebec North of Quebec City (except Chicoutimi / Jonquiere)</li> <li>x. Any Location in Labrador</li> </ul> <ul style="list-style-type: none"> <li>• If overseas moves are required for these locations, would Canada consider requesting quotes from contractors for the required services prior to booking the moves</li> </ul>	
Q75	Why does Mexico have only 1 rate for the entire country for cross-postings and not specific cities listed, as with all other international locations, which would result in a large cost savings for Canada?	Please see Answer to Q18.
Q76	Table 1 – Cdn Inland Rates: Why is there is no section in this table for LCL Sea Shipments?	Table 1 – Canadian Ground Transport Rates was amended to include LCL.
Q77	<p>Tables 4 and 5 – Sea Outgoing and Incoming: Why are the charges for LCL Freight based on Weight when all LCL Shipping carrier's charge LCL Sea freight is based on the Gross Crated volume of the shipment in Cubic Meters (CBM)?</p> <ul style="list-style-type: none"> <li>• If not changing to the global LCL industry requirement of using CBM for LCL freight charges, will you be providing list of gross volumes for historical LCL shipments?</li> </ul>	Please see Answer to Q48.
Q78	<p>Tables 4 and 5 – Sea Outgoing and Incoming: Why are the common inland shipping ports, in addition to the 3 sea ports listed in the tables, not been included for freight services?</p> <ul style="list-style-type: none"> <li>• 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</li> </ul>	Please see Answer to Q15.

	<p>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.</p> <ul style="list-style-type: none"> <li>• The inland ports serviced are: <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> </li> </ul>	
<p>Q79</p>	<p>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> <ul style="list-style-type: none"> <li>• Regarding direct costs at ports in relation to government imposed services (e.g. inspection, xray), 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: <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> </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>Please see Answers to Q28 and Q29.</p>



<p>Q80</p>	<p>Annex A – 2 – Scope of Work</p> <p>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>Please see Answers to Q26 and Q46.</p>
<p>Q81</p>	<p>2.1 d) 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?</p> <p>Recreational vehicle vehicles are subject to the same clearance scrutiny as PMV's (i.e. inspections, paperwork requirements).</p> <p>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?</p> <p>When move orders are sent, will they specify if there is a recreational vehicle to be included?</p>	<p>Please see Answer to Q27.</p>
<p>Q82</p>	<p>I have a question regarding the relationship between the end of the GTT and customs clearance that would apply for imports into Canada or exports to an international location.</p> <p>You have mentioned on p.85 that after customs clearance, we would have 2 business days to deliver a shipment to the house. You also mentioned that the GTT covers the # of days allowed to reach the destination city identified in the BSI from the DSR date. This being said and knowing that customs clearance is usually done at the border (point of entry) of a country (whether it's a port or road), if a shipment discharges at a port and the customs clearance is done while the shipment is at the port, will the GTT pause at that point and then resume until the shipment gets to the destination city where, at that point, the 48hours delivery rule would automatically apply?</p> <p>For example: We have a 20' FCL export shipment bound to Berlin, Germany from the port of Montreal (GTT 36 days). The container would discharge in Hamburg port after let's say 20 days. At this point, the shipper would need to do the customs clearance before the</p>	<p>There is a difference between port clearance and customs clearance. For example, if a Shipper is required to clear bond at the port, the time to clear bond by the Shipper is not included in the GTT. In accordance with Appendix 2 – 1.0 c), delivery to final destination will be within 2 business days from the time the Shipper clears bond.</p> <p>In addition, please see Answer to Q51.</p>

	<p>container can leave the port which would pause the GTT. Let's say that 3 days later, the shipment is cleared. At that point, would the GTT resume at 20 days to allow us to reach Berlin and then the 48 hours to deliver would start or would the GTT be entirely over after customs clearance, allowing us only 48 hours to reach Berlin AND deliver to door?</p> <p>This will be a critical issue for which clarifications would be appreciated. Thank you very much for your help on this matter.</p>	
<p>Q83</p>	<p>For the PMV Only Shipment option in the sea freight tables 4 and 5, is this rate solely for the freight between the Canadian Ports and the overseas locations listed? I.e. if Canada chooses a PMV only shipment option, will the services to be invoiced be:</p> <p>For outgoing shipments from Canada: PMV Origin Services in "Table 6 – Move Services" + PMV Transport in "Table 1 - Cdn Ground Rates" + PMV Only Shipment Rate in "Table 4 – Sea Out going" + PMV Ground Transport Rate and PMV Services – Destination Services in "Table 6 – Move Services"</p> <p>For incoming shipments to Canada: PMV Services – Origin Services and PMV Ground Transport Rate in "Table 6 – Move Services" + PMV Only Shipment Rate in "Table 5 – Sea Incoming" + PMV Transport in "Table 1 - Cdn Ground Rates" + PMV Destination Services in "Table 6 – Move Services"</p>	<p>For PMV Only Shipments, Outgoing from Canada, the following rates may apply:</p> <ul style="list-style-type: none"> <li>• PMV Origin Services in "Table 6 – Move Services" +</li> <li>• PMV Transport in "Table 1 - Canadian Ground Rates" (if distance from origin city to the port is greater than 100 km) +</li> <li>• PMV Only Shipment Rate in "Table 4 – Sea Outgoing" +</li> <li>• PMV Ground Transport Rate (if greater than 100 km beyond the BOP destination city) and PMV Services – Destination Services in "Table 6 – Move Services"</li> </ul> <p>For PMV Only Shipment, Incoming to Canada the following rates may apply:</p> <ul style="list-style-type: none"> <li>• PMV Origin Services and PMV Ground Transport Rate (if beyond 100 km from identified city in BOP) in "Table 6 – Move Services" +</li> <li>• PMV Only Shipment Rate in "Table 5 – Sea Incoming" +</li> <li>• PMV Transport in "Table 1 - Cdn Ground Rates" (if distance from the port to destination city is greater than 100 km) and PMV Destination Services in "Table 6 – Move Services"</li> </ul>
<p>Q84</p>	<p>Will the Air Freight rates detailed in "Table 2 – Air Outgoing" and "Table 3 – Air Incoming" only be used for HG&amp;E and shipments and not for PMV's should a PMV have to be shipped via air? Will PMV's being shipped by air have the air freight charges quoted on an as needed basis?</p>	<p>PMVs shipped by air are based on ACW.</p>
<p>Q85</p>	<p>I do have a second question that I do not think has been asked. For LCL shipments, are the freight charge to GAC assessed on gross? This would stand to reason as freight companies charged based on actual gross volume rather than net.</p> <p>I.e. an LCL shipment from Canada which weighs 1000kgs net will weigh 1300kgs gross</p>	<p>Please see Answer to Q48.</p>

	<p>when cased. We will be charged from the freight company based on the gross. Please confirm that we will charge GAC based on the gross for the freight service.</p>	
Q86	<p>Regarding MT1; The Bidder, as defined in Standard Instructions 2003, must have experience as the prime contractor responsible to arrange, administer and manage the service delivery of at least 1 major account of 200 international door-to-door moves. The 200 moves must have occurred over a consecutive 3-year period within the last 5 years of bid solicitation closing date and had a minimum total combined weight of 200,000 kg.</p> <p>Please confirm that (as I read this), the bidder must have serviced 1 major account in the last 3 years with a minimum of 200 international door to door moves for that account specifically. The 200 international moves cannot be combined through several accounts, is this correct?</p>	<p>The 200 international door-to-door moves must be from 1 major account and not combined through several accounts. And they must have occurred over a consecutive 3-year period within the last 5 years of the solicitation closing date and had a minimum total combined weight of 200,000 kg. Please note that the requirement in MT1 is not for the "last 3 years" as indicated in the question.</p> <p>Please also see Answer to Q41.</p>
Q87	<p>Regarding 3.1 e), clarification is required on this. A Joint Venture may be submitted as a group of individual agents or companies but cannot also participate in a submission by an affiliated vanline or parent company should the latter be awarded a successful bid? How is this statement enforced?</p> <p>ii. For the purposes of this Article, regardless of the jurisdiction where any of the entities concerned is incorporated or otherwise formed as a matter of law (whether that entity is a natural person, corporation, partnership, etc.), an entity will be considered to be "related" to a Bidder if:</p> <ul style="list-style-type: none"> <li>A. they are the same legal entity (i.e. the same natural person, corporation, partnership, limited liability partnership, etc.);</li> <li>B. they are "related persons" or "affiliated persons" according to the Canada Income Tax Act;</li> <li>C. the entities have now or in the two years before bid closing had a fiduciary relationship with one another (either as a result of an agency arrangement or any other form of fiduciary relationship); or</li> <li>D. the entities otherwise do not deal with one another at arm's length, or each of them does not deal at arm's length with the same third party.</li> </ul> <p>iii. Individual members of a joint venture cannot participate in another bid, either by</p>	<p>In accordance with section 3.1, a Bidder can only participate in the submission of a single bid, and participating means being part of the Bidder, not being a subcontractor. If a Bidder participates in more than 1 bid, the Bidder will be given 2 working days to identify the single bid to be considered by Canada. Any other bid will not be given consideration.</p>

	submitting a bid alone or by participating in another joint venture.	
Q88	The major account that we are using for our technical submission has requested that we do not specifically name them on our RFP bid. May we use this account for the technical submission and provide the key contact for this account so that GAC may contact them directly to confirm the services were provided?	To satisfy the requirements of MT1, it is stated that the Bidder must provide all of the items listed below: 1. Name of the client; 2. Role of the Bidder in the account (for Joint Venture, specify member that performed work); 3. Description of the relocation services provided, including which overseas locations were serviced; 4. Value (\$) of the account and number of moves annually; 5. dates of the moves; 6. Weight of move; and 7. Name, title and telephone number(s) of a client reference (references may be checked).
Q89	We are an international group with our headquarters outside of Canada.  Our partner in this joint venture already has all the necessary security clearances, accreditations etc. and we are enquiring as to whether it is required that we obtain these security clearances?  If yes, please can you provide us with further information on the necessary steps to obtain the relevant clearances?	As stated in Part 6 – Security, Financial and Other Requirements, section 6.1.2 g), in the case of a joint venture Bidder, each member of the joint venture must meet the security and privacy requirements.  If a Canadian supplier joint venture member does not have the required security clearance they should initiate the process via an email to the Contracting Authority.  Canada cannot initiate security clearance for Foreign Suppliers until the number 1 and 2 ranked bidders are known.
Q90	With the closing date of the solicitation being pushed back 2 weeks, will the deadline to submit questions also be pushed back? If so, can you please advise latest date questions can now be submitted.	Yes, the deadline to submit questions moves with the Solicitation Closing Date. As per section 2.4 of the RFP, all enquiries must be submitted by email to <a href="mailto:TPSGC.padgasdem-appbhgrs.PWGSC@tpsgc-pwgsc.gc.ca">TPSGC.padgasdem-appbhgrs.PWGSC@tpsgc-pwgsc.gc.ca</a> no later than 10 calendar days before the bid closing date.  Please note that, as accurately as possible, Bidders should reference the numbered item of the bid solicitation to which the enquiry relates, e.g. Annex A, section 99 a).

## **SECTION B: MODIFICATIONS TO BID SOLICITATION**

### **Modification 21:**

At Annex B – Basis of Payment, section 2.2 c):

Delete: The minimum weight charge for an LCL sea shipment is 454 kg and is applicable for Sea Transportation Freight Services, Origin and Destination Services;

Insert: The minimum weight charge for sea shipment is 454 kg and is applicable for Sea Transportation Freight Services, Origin and Destination Services;

### **Modification 22:**

At Annex B – Basis of Payment, section 2.1 add new section c):

Insert: c) LCL shipments consolidated in a sea container must be charged the sea container transport rate. LCL lots not in a sea container must be charged the ground transport rate.

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

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