



**AMENDMENT NO. 4
FILE NO. T8080-180068**

The Amendment No. 4 is issued to provide answers to the following questions received:

Question No. 1

Can Transport Canada kindly provide a more thorough definition of ‘Shipping’ in relation to the required study? For example, does the analysis of cumulative impact analysis methodologies for ‘Shipping’ extend to those associated with port, harbour, terminal, and navigation channel construction / operation (maintenance), e.g. ending at the quay wall?

Answer No. 1

Shipping’ should be viewed in a very broad sense. At this point in the initiative, a variety of vessel activities could be considered as ‘shipping’, including examples like movement underway, anchoring, dredging, operational discharge and so on. The evaluation of methodologies should take into consideration the fact that the spatial boundaries are currently undefined.

Question No. 2

The scale of the required study can vary significantly in relation ones’ interpretation of the tender specifications. As such, is it possible that Transport Canada to provide the following to allow it to sufficiently narrowed?

(A) General budgetary range for the Project.

Answer No. 2 (A)

The maximum budget for this project is \$125,000 including taxes.

(B) The ‘ Literature review of “Cumulative Effects Management Concepts and International Frameworks’ (2017), referenced on page 12 of 63, section 5

Answer No. 2 (B)

An Executive Summary of the Literature Review is posted here:

<http://www.tc.gc.ca/eng/review-cumulative-effects-management-concepts-international-frameworks.html>

(C) Verification that all relevant environmental, social or indigenous cumulative impact categories must be considered in relation to the indicated methodologies as individual categories / subcategories (e.g. air quality, water quality, underwater acoustics, etc.) and / or cumulatively as a whole

Answer No. 2 (C)

Either approach could be used, or a combination of the two. The decision would be based on the experience and expertise of those working on the evaluation, while considering the objectives of the Cumulative Effects of Marine Shipping Initiative. This could be discussed at the kick-off meeting described in the Terms of Reference (Appendix “B”, Section 6.3).

Question No. 3

In addition to the response provided in Amendment No. 2 (FILE NO. T8080-180068) would Transport Canada consider, given the multidisciplinary scope of the assessment and the significant number of assigned ranking points, the combined expertise of several individuals to cover the Mandatory / Ranked requirements associated with the Lead Resource?

Answer No. 3

Using the combined expertise of multiple individuals for the Mandatory and Rated Criteria remains as stated in Amendment No. 2.

Question No. 4

Given the summer vacation period, it is proving very difficult to properly arrange the necessary experts and required content for the proposal. Would it therefore be possible to extend the proposal submission date by two weeks to sufficiently allow for these aspects to be arranged?

Answer No. 4

Due to time constraints for this project the deadline must remain as indicated in the Tender Notice.

This amendment shall form part of the agreement. All other terms and conditions of the said agreement shall remain unchanged and in force.