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PLACE DE VILLE
TOWER "C", 330 SPARKS STREET
OTTAWA, ONTARIO
K1A 0N5

October 31, 2018

ADDENDUM NO. 1

Subject: Request for Proposal No. T8080-180149
Off-Road GHG Emissions Review: Test Procedures

Further to the above-mentioned Request for Proposal, this Addendum (#1) is to advise potential bidders of the question received during this tender call to date. Both the questions and the responses are indicated in the attached Annex A-1.

For the Request for Proposal under the Appendix "B" – the "Statement of Work" under Section 12 with the sub title named: "References". The reference material can be found as an attachment.

Reference materials: Environmental Study of Off-Road Engine Technologies and
Environmental Study of Off-Road Engine Technologies – Phase II

All other terms and conditions remain unchanged.

Tenderers are to acknowledge this Addendum by signing in the space provided below and enclosing a copy of this document with their tender submission.

Yours truly,

Barbara Gorman
Contracting Specialist
Materiel and Contracting Services
Telephone: (613) 993-8447
Email: Barbara.gorman@tc.gc.ca

RECEIPT ACKNOWLEDGED

Name of Company _____

Signature _____



Annex A-1.

1. **Q1.** We were unable to find the reports listed as References 1 and 2 in the Statement of Work (Appendix B). Can you please provide guidance on how to find these two reports?

A1: The two reference materials can be found in the attachment:

- Reference materials: Environmental Study of Off-Road Engine Technologies and
- Environmental Study of Off-Road Engine Technologies – Phase II

2. **Q2:**

Because we could not find References 1 and 2, we would like to know the range of GHG/fuel consumption reduction technologies to be evaluated in this project. One possibility would be to review only technologies that affect the efficiency of the engine or its operation. For example, engine friction reduction, reduced pumping work, and idle stop/start systems would affect the efficiency of the engine or its operation. Or, the project scope could be broader, incorporating technologies in the machine that have the effect of reducing the power demand on the engine. Examples of these technologies could include improved hydraulic system efficiency, improved machine controls, or the addition of a hybrid system. If machine efficiency improvements are to be considered, this considerably broadens the overall project scope.

A2: The scope includes a broad range of GHG/fuel consumption reduction technologies as described in References 1 and 2 (attached).

Q3. Are there any restrictions on contracting with a U.S. based non-profit R&D organization? In particular, how would a U.S. organization certify compliance with the employment equity requirements of Appendix "I"? Is compliance with U.S. government equal opportunity requirements as a U.S. government contractor adequate to meet the requirements of Appendix "I"?

A3: As per the Standard Acquisition Clauses and Conditions (SACC) Manual, the Federal Contractors Program for Employment Equity applies to Canadian-based bidders only. It does not apply to US firms. Although, to ensure their bid(s) are not rejected, US firm(s) would need to mark the bottom portion of Appendix I as "N/A" and sign off.