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G1J 0C7

**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

TPSGC-PWGSC

601-1550, Avenue d'Estimauville

Québec

Québec

G1J 0C7

Title - Sujet Dragage Entretien Ports Gaspésie	
Solicitation No. - N° de l'invitation F3731-180061/A	Amendment No. - N° modif. 002
Client Reference No. - N° de référence du client	Date 2018-12-21
GETS Reference No. - N° de référence de SEAG PW-\$QCM-008-17552	
File No. - N° de dossier QCM-8-41179 (008)	CCC No./N° CCC - FMS No./N° VME
Solicitation Closes - L'invitation prend fin at - à 02:00 PM on - le 2019-01-15	Time Zone Fuseau horaire Heure Normale du l'Est HNE
F.O.B. - F.A.B. Plant-Usine: <input type="checkbox"/> Destination: <input checked="" type="checkbox"/> Other-Autre: <input type="checkbox"/>	
Address Enquiries to: - Adresser toutes questions à: Rochette, Jean	Buyer Id - Id de l'acheteur qcm008
Telephone No. - N° de téléphone (418) 649-2834 ()	FAX No. - N° de FAX (418) 648-2209
Destination - of Goods, Services, and Construction: Destination - des biens, services et construction:	

Instructions: See Herein

Instructions: Voir aux présentes

Delivery Required - Livraison exigée	Delivery Offered - Livraison proposée
Vendor/Firm Name and Address Raison sociale et adresse du fournisseur/de l'entrepreneur	
Telephone No. - N° de téléphone Facsimile No. - N° de télécopieur	
Name and title of person authorized to sign on behalf of Vendor/Firm (type or print) Nom et titre de la personne autorisée à signer au nom du fournisseur/ de l'entrepreneur (taper ou écrire en caractères d'imprimerie)	
Signature	Date

AMENDEMENT 002

Title: **MAINTENANCE DREDGING GASPÉSIE 2019 - 2021**

Included in the present amendment:

1. Questions and answers 2 to 7

QUESTIONS AND ANSWERS:

Question 2: Based on the coordinates of the annex 1 sea disposal area, I see that there are some minor differences in distances:

- Saint-Godefroi: 3.9 km indicated versus 4.0 measured
- Port-Daniel East: 4.8 km indicated versus 5.54 measured
- L'Anse-à-Beaufils: 4.8 km indicated versus 5.03 measured
- L'Anse-à-Brillant: 1.5 km indicated versus 2.79 measured

As the navigation time required for the disposal transportation can greatly influence the dredging equipment productivity and the costs:

- a) Should the indicated distances or the coordinates distances be considered for the marine transportation required for the sea disposal?
- b) Will the m3mp-km be adjusted annually based on the actual distance defined by the dumping position indicated on the annual permit?

Answer 2: The distances listed on Schedule 1 of the specifications are from the Sea Disposal Permits issued by Environment Canada - Environmental Protection Activities. These permits are available at the following address: <https://pollution-waste.canada.ca/environmental-protection-registry/permits/search>

- a) Bidders must consider the distances indicated on the Sea Disposal Permits.
- b) No.

Question 3: In order to be able to analyze the dredging equipment productivity, we would need to have the identification of the different dredging areas for each site.

Answer 3: The dredging areas for each of the sites are shown in Appendix 1. Pre-dredging bathymetric surveys, usually conducted in the days prior to dredging, are used to define areas where sediment accumulation requires dredging within the dredging areas. Limits of the dredging sketches shown in Annex 1

Question 4: In order to be able to analyze the dredging equipment productivity, we would need to have the area zone and dredging area for each site.

Answer 4: Pre-dredging bathymetric surveys, usually conducted in the days prior to dredging, are used to define the areas where sediment accumulation requires dredging within the limits of the sketches shown in Appendix 1. Surfaces vary each year as well as the volumes to be dredged. The approximate volumes indicated for each of the sites in Appendix 1 represent annual averages based on work done in previous years.

Question 5: In order to be able to analyze the dredging equipment productivity, we would need to have the respective dredging depths (relative to the chart datum) of each zone and dredging area for each site.

Answer 5: The depths to be attained are those indicated on the sketches shown in Appendix 1. The actual depths will be provided to the Contractor prior to the beginning of work in accordance with the specifications (section 1.6.3 and 1.12 of Section 35 20 23 of the specifications).

Question 6: Is spring icebreaking of a harbour only carried out if and only if it is initially required in order to allow dredging operations in that same harbour immediately thereafter or if it may be required to have one or more harbours de-iced for whatever reason, regardless of dredging operations?

Answer 6: Spring icebreaking operations involve ports where maintenance dredging is required and only if safe navigation conditions permit access to the site to be dredged. Icebreaking must be performed to allow for bathymetric survey before dredging and dredging.

In general, icebreaking may be required at the first and second harbors to be dredged from mid-March and depending on the conditions of navigation in the area.

Question 7: Please confirm the maximum depth for all potential dredging sites in relation to the chart datum.

Answer 7: The maximum depth to be attained for all harbors vary between -1.2 meters to -3.5 meters, including potentially harbors to be dredged.

ALL OTHER TERMS AND CONDITIONS REMAIN UNCHANGED.