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Public Works and Government Services / Travaux
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Kingston Procurement
Des Acquisitions Kingston
86 Clarence Street, 2nd floor
Kingston
Ontario
K7L 1X3
Bid Fax: (613) 545-8067

Revision to a Request for a Standing Offer

Révision à une demande d'offre à commandes

Regional Master Standing Offer (RMSO)

Offre à commandes maître régionale (OCMR)

The referenced document is hereby revised; unless otherwise indicated, all other terms and conditions of the Offer remain the same.

Ce document est par la présente révisé; sauf indication contraire, les modalités de l'offre demeurent les mêmes.

Comments - Commentaires

Vendor/Firm Name and Address

Raison sociale et adresse du
fournisseur/de l'entrepreneur

Issuing Office - Bureau de distribution

Public Works and Government Services / Travaux
publics et services gouvernementaux
Kingston Procurement
Des Acquisitions Kingston
86 Clarence Street, 2nd floor
Kingston
Ontario
K7L 1X3

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| Title - Sujet Services d'autobus nolisés et de lo | | |
| Solicitation No. - N° de l'invitation E6TOR-18RM05/A | | Date 2019-06-11 |
| Client Reference No. - N° de référence du client E6TOR-18-RM05 | | Amendment No. - N° modif. 002 |
| File No. - N° de dossier KIN-9-52013 (650) | CCC No./N° CCC - FMS No./N° VME | |
| GETS Reference No. - N° de référence de SEAG PW-\$KIN-650-7804 | | |
| Date of Original Request for Standing Offer Date de la demande de l'offre à commandes originale | | 2019-05-27 |
| Solicitation Closes - L'invitation prend fin at - à 02:00 PM on - le 2019-06-17 | | Time Zone Fuseau horaire Eastern Daylight Saving Time EDT |
| Address Enquiries to: - Adresser toutes questions à: Rombough, Lori | | Buyer Id - Id de l'acheteur kin650 |
| Telephone No. - N° de téléphone (613) 545-8061 () | | FAX No. - N° de FAX (613) 545-8067 |
| Delivery Required - Livraison exigée | | |
| Destination - of Goods, Services, and Construction: Destination - des biens, services et construction: As per call-up | | |
| Security - Sécurité This revision does not change the security requirements of the Offer. Cette révision ne change pas les besoins en matière de sécurité de la présente offre. | | |

Instructions: See Herein

Instructions: Voir aux présentes

| | | |
|--|--|---|
| Acknowledgement copy required Accusé de réception requis | Yes - Oui <input type="checkbox"/> | No - Non <input type="checkbox"/> |
| The Offeror hereby acknowledges this revision to its Offer. Le proposant constate, par la présente, cette révision à son offre. | | |
| Signature | Date | |
| Name and title of person authorized to sign on behalf of offeror. (type or print) Nom et titre de la personne autorisée à signer au nom du proposant. (taper ou écrire en caractères d'imprimerie) | | |
| For the Minister - Pour le Ministre | | |

Amendment #002

The intent of this amendment is to answer questions from potential bidders and revise some areas of the solicitation document.

Q1 3.1 Offer Preparation Instructions (page 9) states "If the offeror chooses to submit its offer in hard copies, Canada requests that the Offeror provides it offer in separately bound sections as follows: Section I: Financial Offer (1 hard copy) and Section II: Certifications (1 hard copy).

On page 10, it states Section 1: Technical Offer and Section II: Financial Offer

Can you please clarify which Section I and Section II should be entitled?

A1 Thanks for pointing that out. No technical offer is required and the solicitation has been amended to remove that wording.

Q2 4.1.1.1. Mandatory Financial Criteria #3 (page 10) states that "Offeror must provide pricing for all cost elements of at least one Item of A1 through A 5 (Charters) or at least one item B1 through B5 (Rentals) in order to be considered for issuance of a standing offer." If we are only bidding on A1 through A5, is B1 through B5 to be left blank or what should be inserted if we are not bidding on the Rentals portion?

A2 B2-B5 would be left blank if your offer is not providing Rentals.

Q3 Annex A - Statement of Work 3. Types of Vehicles states that "All vehicles must not exceed ten (10) years in age and being good operational condition." The general life expectancy of any bus is 15 to 20 years if properly maintained. Why will Canada not accept an average age of fleet to be 10 years instead of the vehicle age? Many units 10 years or older are still very reliable and good pieces of equipment.

A3 Feedback from users suggest that the requirement should remain at 10 years in age. From previous experience DHTC has run into a number of occasions where vehicles are too unstable and unreliable requiring vehicle swaps during the service window. These issues create internal logistics problems and often effect training or operational requirements

Q4 On Annex B - Basis of Payment, at the very top states "The following basis of payment is for the following locations. Select Yes or No and proceeds to list CFB Kingston, CFB Borden, CFB Trenton, and so on. Are these locations where the call ups would originate from or considered as destinations from one of the locations listed on Annex A-1 Areas of Service? There's confusion on what these locations stand for and what the yes or no would indicate.

A4 Yes, the locations listed are where the call ups will originate from. The end user from 4 CDSB offered this explanation: "The best example I can provide is that if a bus company is based in Toronto, they may not ever deal with a Base like Petawawa directly so the company may only want to choose 4 CDSB Tech Svcs to consolidate who they deal with and send the bill to. If a Unit from Petawawa needs bus transport while operating in Toronto, they send the request to 4 CDSB Tech Svcs and we do the call up on their behalf, which is currently the way we and other bases operate. All the options listed are the main Bases/Training Centers and they look after a particular area of responsibility."

Q5 6.8 Call up Procedures d) states "While Canada recognizes from time to time an Offeror may not have the resources immediately available to satisfy every call-up, it is the expectation of Canada that under no circumstances will any Offeror reject more than five (5) call up opportunities."

Is the 5 call up rejections during one month or one year or for the entirety of this RFSO? If this RFSO is on an "as-and-when-requested" basis, how can the expectation of Canada be that any sound business will not sell vehicles if the requirements of Canada are not known? Furthermore, if Annex A-1

Areas of Service (pick up rights) for one company could encompass all Ontario with only one physical office location, by Canada not paying deadhead to and from the office location, is the expectation of Canada that a business not reject work if that particular call up would result in a business losing money? For example, a pickup from Windsor travelling to Meaford one way. If my office location is in Waterloo and CFB Windsor is executing the call, I do not get paid any mileage from Waterloo to Windsor. I only get paid from Windsor to Meaford and then Meaford to Waterloo? Canada is expecting our company to lose 291 kms unpaid? If we try to incorporate some of the mileage into the live and deadhead rates, then the rates for shorter trips would be too high.

A5 The reference to rejection of more than 5 call-up opportunities will be removed however, the intent of the reference to call up rejection is to ensure the end users obtain services when required.

A standing offer itself is not a contract. A separate contract is formed each time a call-up for the provision of goods and/or services is made against a standing offer. When a call-up is made, it constitutes an unconditional acceptance by Canada of the supplier's offer for the provision, to the extent specified, of the goods and/or services described in the standing offer. Rejecting a call-up will require a termination by default and triggers the [Vendor Performance Corrective Measure Policy](#) (VPCMP) process.

Bidders are responsible for costing and selection of the location(s) they can service in the most recent version of Attachment 1 to Annex B – E6TOR-18RM05.xlsx.

Q6 How many offerors will be selected?

A6 All responsive offers will be recommended for issuance of a Standing Offer as per Part 4, 4.2.2.

Q7 I would just like to confirm the following:

Q7.1 The Offeror can submit the RMSO via fax at (613) 545-8067

Q7.2 The Offeror can provide all information outlined in Part 5 – Certifications and Additional Information after the Standing Offer has been made

A7.1 The Offeror can submit the RMSO via fax at (613) 545-8067 as noted in the top left section on page 1.

A7.2 The Offeror can provide all information outlined in Part 5 – Certifications and Additional Information after the Standing Offer has been made, with the exception of the declaration form (if required, reference 5.1.1). The other information can be provided prior to standing offer issuance.

Q8 I am unable to print the first section of Attachment 1 to annex b – E6TOR-18RM05.xlsx.

A8 The spreadsheet has been revised to allow printing of all sections. Reference: A001 Attachment 1 to annex b – E6TOR-18RM05.xlsx

Offerors: Please note another user (DND North West Ontario) has been added to the solicitation. Details can be found in A001 Attachment 1 to Annex B – E6TOR-18RM05 BIL.xlsx

DELETIONS & INSERTIONS:

1. UNDER: PART 3 - OFFER PREPARATION INSTRUCTIONS

Within: 3.1 Offer Preparation Instructions

Delete: **Section I: Technical Offer**

In their technical offer, offerors should explain and demonstrate how they propose to meet the requirements and how they will carry out the Work.

Delete: **Section II: Financial Offer**

Offerors must submit their financial offer in accordance with "Annex B, Basis of Payment".

Insert: **Section I: Financial Offer**

Offerors must submit their financial offer in accordance with "Annex B, Basis of Payment".

2. UNDER: PART 6 - STANDING OFFER AND RESULTING CONTRACT CLAUSES, A. STANDING OFFER

Within: 6.8 Call-up Procedures

Delete: d) While Canada recognizes that from time to time an Offeror may not have the resources immediately available to satisfy every call-up, it is the expectation of Canada that under no circumstances will any Offeror reject more than five (5) call-up opportunities. Failure to do so may result in the Offeror's immediate removal from the list of authorized Offerors.

Insert: d) While Canada recognizes that from time to time an Offeror may not have the resources immediately available to satisfy every call-up, it is the expectation of Canada that Offerors will make every attempt to fulfill the call-up. Rejection of any call-up will require a termination by default and triggers the [Vendor Performance Corrective Measure Policy](#) (VPCMP) process.

3. UNDER: ANNEX "B" - BASIS OF PAYMENT

3.1 Within: SUBMISSION OF PRICING:

Delete: Offerors must submit firm unit pricing, in Canadian funds (Applicable Taxes extra), for all cost elements of at least one (1) Item of Items A1 through A5 (Charters) or of Items B1 through B5 (Rentals), for all pricing periods in order to be considered for issuance of a Standing Offer. Any Offer that does not include all of the necessary price information will be rejected as non-compliant

Insert: Offerors must submit firm unit pricing, in Canadian funds (Applicable Taxes extra), for all cost elements of at least one (1) Item of Items A1 through A5 (Charters) or of Items B1 through B5 (Rentals), in order to be considered for issuance of a Standing Offer.

3.2 Within: 6. Pricing Basis

Delete: **Note to Offers: SEE ELECTRONIC ATTACHMENT FOR ATTACHMENT 1 TO ANNEX "B" – BASIS OF PAYMENT FORM.**

Insert: **Note to Offers: REFER TO A001 ATTACHMENT 1 TO ANNEX "B" – E6TOR-18RM05.xlsx**