

**RETURN BIDS TO:**  
**RETOURNER LES SOUMISSIONS À:**  
 Bid Receiving - PWGSC / Réception des soumissions  
 → TPSGC  
 10th Floor, 4900 Yonge Street /  
 10e étage, 4900 rue Yonge  
 Toronto  
 Ontario  
 M2N 6A6

**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**  
 Public Works and Government Services Canada  
 Ontario Region  
 10th Floor, 4900 Yonge Street  
 Toronto  
 Ontario  
 M2N 6A6

<b>Title - Sujet</b> Driver Wheel Training	
<b>Solicitation No. - N° de l'invitation</b> W2037-200005/A	<b>Amendment No. - N° modif.</b> 004
<b>Client Reference No. - N° de référence du client</b> W2037-200005	<b>Date</b> 2019-08-26
<b>GETS Reference No. - N° de référence de SEAG</b> PW-\$TOR-008-7796	
<b>File No. - N° de dossier</b> TOR-9-42025 (008)	<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 2019-09-04</b>	
<b>F.O.B. - F.A.B.</b> <b>Plant-Usine:</b> <input type="checkbox"/> <b>Destination:</b> <input checked="" type="checkbox"/> <b>Other-Autre:</b> <input type="checkbox"/>	
<b>Address Enquiries to: - Adresser toutes questions à:</b> Leslie, Sandra	<b>Buyer Id - Id de l'acheteur</b> tor008
<b>Telephone No. - N° de téléphone</b> (416) 575-8256 ( )	<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/</b> <b>de l'entrepreneur (taper ou écrire en caractères d'imprimerie)</b>	
<b>Signature</b>	<b>Date</b>

Amendment 004 is being issued to respond to a bidder questions.

#### **A. QUESTIONS AND RESPONSES**

**QUESTION #1:** In order to effectively cost the actual EO's directly related to driving we will need the client to identify which EO's from the TPs are to be taught as part of the driving requirement for soldiers to gain the driver qualification. Will the Crown provide the required information mentioned in order to allow for the contractor to correctly price the courses?

**RESPONSE #1:** All PO/EOs are in accordance with the TPs. The MSVS SMP Cargo TP has an Annex C which has the discussion of the board that met to detail out the intent of each PO/EO and what the minimum requirement covers. For Note: the Supplemental Armoured Cab PO 002 will NOT be covered under this contract. It is for operational deployment only and will be covered by pre-deployment training packages should a request be received for that specific PO then the additional hours will be agreed on by the contracting authority, DND and the supplier.

#### **QUESTION #2**

With the fact the MSVS SMP fleet is essentially a new vehicle platform being added to the list of previously supported vehicles the pool of qualified instructors on this vehicle type is minimal (scarce resources) and the vast majority of our qualified instructors reside in the Gagetown area.

- a. Is the Crown willing to minimize student loading to 12 students per course for the first year of the contract or until the contracting company can qualify more Class 3 instructors to effectively deliver the training in both locations?
- b. Will the Crown provide/support in the conduct of MSVS SMP courses in the same manner it does with the Driver Examiner/Instructor courses where the contractor can request to have our employees loaded on a course?
- c. The MSVS SMP (all variants) lists the Course Staff Allocation as the following ratios: Theory in class training 1:2 instructor to student and the Practical in cab driving is denoted as 1:2 instructor to student ratio as well. Will the Crown confirm that these are in fact both correct?

#### **RESPONSE #2:**

- a) Yes, the crown is willing to a max load of 12 until 31 March 2020.
- b) The supplier is expected to train their own pers but in the event no instructors are available, in a specific area, then they can request to get one (1) Instructor on a Military course. A seat may be made available, timing and location will be at DND's convenience and only as long as no impact to operational requirements. Should a seat be offered all costs incurred (wages, travel and living) as a result of their attendance will be at the supplier's expense.
- c) instructor student ratios are in accordance with the TP (Annex D) same as the MSVS MilCOTS and HLVW in-cab instructors is 1 instructor per 2 students.

**QUESTION #3:** Will the Crown identify exactly which of the 24 listed HLVW conversion courses it is including in the RFP so they can be costed in the Basis of Payment?

**RESPONSE #3:** HLVW conversion was removed in solicitation amendment.

**QUESTION #4:** It is our understanding that in the past there was also a conversion course to go from HLVW to MSVS SMP. Is this still the case and if so, will this course also be included in the RFP with the TP?

**RESPONSE #4:** Conversion Training is covered under Annex H of MSVS SMP Cargo TP

**QUESTION #5:** Will the Crown please explain how much time on average per student is allotted for the driving bearing in mind that here may be 3 other students waiting to drive because only one student at a time can drive?

**RESPONSE #5:** The ratio should be in accordance with Annex D. The conversion is intended for students who are qualified and comfortable driving a large vehicle. If the student is not confident driving the vehicle then that would construe a safety concern and that student should cease training and be recommended for a full course on the vehicle.

**QUESTION #6:** Will the Crown provide a viable solution if there is not enough time to PC all students in one period?

**RESPONSE #6:** Given the confidence and the ratio, the examiner should be able to test in accordance with the TP and both should be able to be tested in one period. Should any amendments to time be required, the supplier can request them through the Contracting Authority.

**QUESTION #7:** There is a clearly defined process for the use of DND vehicles by contractors. Will the Crown therefore permit for the contracting company to use vehicles to get their team members trained and qualified for Class 3 on the Provincial Driver Permit when required?

**RESPONSE #7:** From TN Manual Chapter 5 Section 3 - (dated 2017-12-21)  
CIVILIAN PERSONNEL : All prospective civilian personnel who will be required to drive DND vehicles as part of their duties must obtain, at their own expense, a PDL equivalent to the DND vehicle to be driven/operated and provide a lifetime driver abstract (current within 30 days), prior to being hired by the Department.

The bidder should ensure their costs are fully covered in their Proposal preferably in a way that any additional costs of qualifying instructors can be easily demonstrated to the Transportation/Technical Authority's attention.

**QUESTION #8:** Will the Crown confirm which of the references will be the guideline for courses and their duration. The Training Plan or the RFP?

**RESPONSE #8:** The RFP training days include the Army Common. All courses must be taught in accordance with the TPs. The TPs will be the reference.

**QUESTION #9:** Will the Crown be issuing waivers to allow for the conduct of any courses above the maximum of 24 students or will the Basis of payment be aligned to the TP direction of a maximum of 24 students?

**RESPONSE #9:** The minimum for this contract will be 8 and though the maximum in the TP is 24, on occasion DND needs the flexibility to overload courses to meet operational requirements which is why the higher numbers are in the basis of payment. Any and all TP waivers must be submitted by the requesting unit's training program coordinator through their chain of command to CTC G7 Stds in accordance with the TP.

**QUESTION #10:** Will the Crown amend the process to include the 30-day lead time between the issuance of a TA and the start of a course?

**RESPONSE #10:** DND will give advance notice whenever possible but agrees to a 15 day lead time to issuance of a 626 and the start of a course.

**QUESTION #11:** For TAs that are requested under the 30-day lead time – the only caveat would be that the contractor if possible, provide the services however if we are unable to do so that it not be viewed as a non-performance issue. Does the Crown agree and support this approach?

Solicitation No. - N° de l'invitation  
W2037-200005/A  
Client Ref. No. - N° de réf. du client  
W2037-200005

Amd. No. - N° de la modif.  
004  
File No. - N° du dossier  
TOR-9-42025

Buyer ID - Id de l'acheteur  
TOR008  
CCC No./N° CCC - FMS No./N° VME

---

**RESPONSE #11:** No.

**QUESTION #12:** Can the Crown provide course frequency rates for the MSVS SMP all variants?

**RESPONSE #12:** The vehicle was added after the solicitation was posted and no frequency data is available.

**QUESTION #13:** Will the Crown accept MPRRs as proof of 6A completion?(re. M3

**RESPONSE #13:** A certified true copy of a Military Personnel Record Report will be acceptable to the crown.

**QUESTION #14:** Will the Crown confirm that TPs provided will be enforced until the end of the contract? If not could the Crown provide an amendment process for changes in course content and duration which could affect Basis of Payment?

**RESPONSE #14:** The TPs are subject to change. However, there is a TP change Process and the supplier will be engaged when changes are made and any amendment will have to be requested through the Contracting Authority. The Contracting Authority is responsible for the management of the Contract and any changes to the Contract must be authorized in writing by the Contracting Authority. The Contractor must not perform work in excess of or outside the scope of the Contract based on verbal or written requests or instructions from anybody other than the Contracting Authority."

**QUESTION #15** Can the Crown acknowledge that the current TPs provided will be the course delivery directing documents and if new or amended TPs are introduced that the contracting company will be made aware of the changes and given the opportunity to assess the impact and in turn if required provide amended pricing to reflect the impact of the changes?

**RESPONSE #15:** The Contractor must not perform work in excess of or outside the scope of the Contract based on verbal or written requests or instructions from anybody other than the Contracting Authority."

---

If your bid has already been submitted, you may wish to revise it. Revisions to your bid must be submitted in a sealed envelope with the contents clearly identified on the outside of the envelope. Any revisions to your bid must be received by the Bid Receiving Unit on or before the time and date stated on page 1 of this document. Any revisions to your bid received after the closing date and time will be consider late and will be returned unopened.