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330 SPARKS STREET
OTTAWA, ONTARIO K1A 0W8**

File No.: T8080-190086A

SEPTEMBER 25, 2019

ADDENDUM #1

**Subject: Request for Proposals T8080-190086
Corrosive Supply Chain Project**

No consideration will be given for extras and/or changes because the tenderer was not familiar with the contents of this Addendum.

The following questions have been received from potential Bidders about the subject Request for Proposals. The purpose of this Addendum to the Request for Proposals is to summarize the questions and answers for the information of all potential Bidders.

Question #1

When responding to the Request for Proposal, are we able to use the same previously completed project more than once in the point-rated criteria (e.g. for RT2, the same project can be used to demonstrate cumulative months of experience for the Project Manager under both “existing transportation trade and forecast data” and “properties of the DGs and/or specifically, corrosive substances”)?

Answer #1

Transport Canada will accept the use of the same previously completed project more than once in the point-rated criteria as described in the example.

Question #2

Can you please confirm whether or not Transport Canada has collected rail data on the corrosive substances listed in the Request for Proposal and if yes, can you provide some brief commentary on what will be made available to the successful proponent (e.g. for how many corrosive substances does rail data exist, the number of corrosive substances that make up a large percentage of the rail data that has been collected)?



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Answer #2

Transport Canada will make available to the successful proponent the rail traffic data reported by the Class I Railways to Transport Canada that moves on any section of their Canadian network. The number of corrosive substances available from this dataset will depend on what is reported during the year. The number of corrosive substances and the number that make up a large percentage will be made available. The nature of the data file is that it will include UN Dangerous Goods Code that is available from 2015 onward with the reported traffic (used to also select the corrosive goods for analysis).

We would have the origin to destination at station to station level in Canada (or to US state/Mexican state rather than station information for origins or destinations outside of Canada) about the flow of the goods along with an equipment type as well. The measurement fields available include carloads/intermodal units and tonnes. A few other fields would be made available as well. The data would be a census of all rail traffic on the Canadian Class I network so would be comprehensive but would not cover traffic moving on shortline or regional railroads that have traffic that qualifies but does not touch the Class I network in Canada. For additional information about the source used to create the file used for the work you may refer to 10 (2) (a-g) of the Transportation Information Regulations (SOR/96-334) available at <https://laws-lois.justice.gc.ca/eng/regulations/SOR-96-334/>.

Question #3

Can Transport Canada remove the requirement for French translation of the confidential and public reports given that it is unknown at this stage the length of these reports and the complexity involved in this translation. For instance, the report is expected to contain a significant amount of technical language (including chemical names) that may need specialized translation services?

Answer #3

Transport Canada will not remove the requirement for French translation of the confidential and public reports. This requirement should be factored into the bidders proposal.



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

All other terms and conditions of the Request for Proposals remain unchanged.

RECEIPT ACKNOWLEDGED

Name of Company _____

Signature _____

Yours truly,

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