



**RETURN BIDS TO:**

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**Bid Receiving - PWGSC / Réception des soumissions  
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**11 Laurier St. / 11, rue Laurier**

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**Gatineau**

**Quebec**

**K1A0S5**

**Bid Fax: (819) 997-9776**

**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**

**Marine Emergency Response Division/Division des**

**Interventions en cas d'urgence maritime**

**Centennial Towers 7th Floor - 7W11**

**200 Kent Street**

**Ottawa**

**Ontario**

**K1A0S5**

<b>Title - Sujet</b> EREP: Boom Reel Trailer System(s)	
<b>Solicitation No. - N° de l'invitation</b> F7047-190090/A	<b>Amendment No. - N° modif.</b> 004
<b>Client Reference No. - N° de référence du client</b> F7047-190090	<b>Date</b> 2020-04-16
<b>GETS Reference No. - N° de référence de SEAG</b> PW-\$ERD-009-27653	
<b>File No. - N° de dossier</b> 009erd.F7047-190090	<b>CCC No./N° CCC - FMS No./N° VME</b>
<b>Solicitation Closes - L'invitation prend fin at - à 02:00 PM on - le 2020-05-27</b>	<b>Time Zone</b> <b>Fuseau horaire</b> Eastern Daylight Saving Time EDT
<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> Tom Liagridonis	<b>Buyer Id - Id de l'acheteur</b> 009erd
<b>Telephone No. - N° de téléphone</b> (819) 360-1231 ( )	<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/ de l'entrepreneur (taper ou écrire en caractères d'imprimerie)</b>	
<b>Signature</b>	<b>Date</b>

**Request For Proposal Number F7047-190090 is amended as follows:**

- 1. The solicitation closing date has been extended to May 27, 2020.**
- 2. The following seven (7) questions have been asked:**

**Question #1 -**

*TSOR 3.6.3.1. Each support frame must be fabricated from welded aluminum extruded (or rolled) tubular frame members.*

Can the support frame be fabricated from welded aluminum extruded (or rolled) I-Beam?

**Answer #1 –**

Yes.

**Question #2 -**

*TSOR 3.6.6.7. The Swivel Mechanism must be:*

*a) Equipped with a braking mechanism to hold the swivel mechanism in a static position.*

In order to “hold the swivel mechanism in a static position” is it permissible to achieve this via a hydraulic lock similar to a hydraulic crane or excavator vs. engaging a mechanical lock or friction brake? It is understood that the transit/storage position requires a mechanical lock per 3.6.6.6.

**Answer #2 –**

Yes, as long as the additional mechanical brake is also equipped as per 3.6.6.6.

**Question #3 -**

*TSOR 3.3.2.8. The dimensions of the system must be such that it will be towable anywhere in Canada by a CCG operator with a Class 5/Class G driver’s licence without the need for any oversize or overweight permits.*

Does Canada have any flexibility with regards to the stipulation in 3.3.2.8

**Answer #3 –**

Yes. To be discussed following Contract award.

**Question #4 -**

Is there any requirement for deck space on the trailer to accommodate the operator or other personnel?

**Answer #4 –**

There is no need for the trailer to be any bigger than necessary to hold the skid and storage box (if applicable), but the operator position on the skid and storage box must be accessible. If extra trailer floor space is necessary to accommodate this that is acceptable.

**Question #5 -**

***TSOR 3.1.4.3. The Trailer floor and all surfaces designed for personnel to stand on must be non-skid.***

Is checker plate deemed an acceptable non-skid surface?

Can you please clarify what is acceptable in this regard?

**Answer #5 –**

No, examples of non-skid would include but are not limited to: Steel safety grating, anti-slip tape, rubber mats, and anti-slip floor coatings similar to what is used in truck beds.

**Question #6 -**

Following up on Q&A 9 from the second amendment, I still request that the dissimilar metals clause TSOR 3.13.4.1 be stricken. There are multiple places where there may be dissimilar metals in contact (i.e. at the bearing supported end of the boom reel spool where we have an aluminum spool, stainless steel flange/shaft, and steel pillow block & bearing) and where mitigation is difficult or would affect the strength of the system. Dissimilar metals only cause galvanic corrosion in a submerged environment. We've never experienced galvanic corrosion of our boom reels.

**Answer #6 –**

The requirement remains unchanged. We expect the trailers to be exposed to salt and water from the roads and salt spray from the ocean (while in use and in storage). These conditions can contribute to galvanic corrosion if not dealt with appropriately. As previously stated, TSOR section 3.13.4.1 is only intended to address manufactured components (where different metals make up the trailer or the components are bolted to the trailer), not off-the-shelf components such as engines.

**Question #7 -**

***TSOR 3.3.1.1***

Can you confirm if Canada expects that one trailer will have the ability to be converted from a Standard Bumper Pull style to a Gooseneck Design or does Canada expect that there will be two different trailers. If the latter can you please advise the quantity of Standard Bumper Pull trailers versus the Quantity of Gooseneck trailers that will be required?

**Answer #7 –**

Canada requires two different Trailer designs (standard bumper pull and gooseneck), as per TSOR section 3.3.1.1.

The required quantities of standards bumper pull trailers and gooseneck trailers is as follows:

**Standard bumper pull: 7**

**Gooseneck: 6**

The optional quantities of standards bumper pull trailers and gooseneck trailers is as follows:

**Standard bumper pull: Up to 9**

**Gooseneck: Up to 6**

**ALL OTHER TERMS AND CONDITIONS OF THIS REQUEST FOR PROPOSAL  
REMAIN UNCHANGED.**