RETURN BIDS TO:
RETOURNER LES SOUMISSIONS À:

Bid Receiving - PWGSC / Réception des soumissions - TPSGC
11 Laurier St. / 11, rue Laurier
Place du Portage, Phase III
Core 0B2 / Noyau 0B2
Gatineau
Québec
K1A 0S5
Bid Fax: (819) 997-9776

REQUEST FOR PROPOSAL
DEMANDE DE PROPOSITION

Proposal To: Public Works and Government Services Canada

We hereby offer to sell to Her Majesty the Queen in right of Canada, in accordance with the terms and conditions set out herein, referred to herein or attached hereto, the goods, services, and construction listed herein and on any attached sheets at the price(s) set out therefor.

Proposition aux: Travaux Publics et Services Gouvernementaux Canada

Nous offrons par la présente de vendre à Sa Majesté la Reine du chef du Canada, aux conditions énoncées ou incluses par référence dans la présente et aux annexes ci-jointes, les biens, services et construction énumérés ici sur toute feuille ci-annexée, au(x) prix indiqué(s).

Comments - Commentaires

Title - Sujet
Spreader beam

Solicitation No. - N° de l'invitation	Date
EP168-192770/B	2020-07-29

Client Reference No. - N° de référence du client
20192770

GETS Reference No. - N° de référence de SEAG
PW-$$HS-642-78960

File No. - N° de dossier	CCC No./N° CCC - FMS No./N° VME
hs642.EP168-192770	

Solicitation Closes - L'invitation prend fin
at - à 02:00 PM
on - le 2020-08-19

Time Zone
Fuseau horaire
Eastern Daylight Saving Time EDT

F.O.B. - F.A.B.
Plant-Usine: ☐ **Destination:** ☐ **Other-Autre:** ☐

Address Enquiries to: - Adresser toutes questions à:	Buyer Id - Id de l'acheteur
Thérien, Annie	hs642

Telephone No. - N° de téléphone	FAX No. - N° de FAX
(613) 297-3541 ( )	( ) -

Destination - of Goods, Services, and Construction:
Destination - des biens, services et construction:
DEPARTMENT OF PUBLIC WORKS AND GOVERNMENT SERVICES CANADA
PORTAGE III
11 LAURIER ST
Gatineau
Quebec
K1A0S5
Canada

Instructions: See Herein

Instructions: Voir aux présentes

Vendor/Firm Name and Address
Raison sociale et adresse du fournisseur/de l'entrepreneur

Delivery Required - Livraison exigée	Delivery Offered - Livraison proposée
See Herein	

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**

Issuing Office - Bureau de distribution
Industrial Vehicles & Machinery Products Division
LEFTD - HS Division
140, O'Connor Street/
140, rue O'Connor,
East Tower, 4th Floor/
Tour Est, 4e étage
Ottawa
Ontario
K1A 0S5

This bid solicitation cancels and supersedes previous bid solicitation number EP168-192770/A dated December 18, 2019 with a closing of May 7, 2020 at 2pm. A debriefing or feedback session will be provided upon request to bidders/offerors/suppliers who bid on the previous solicitation.

Given that many people are currently working from home and in an effort to reduce the spread of the coronavirus disease (COVID-19) within communities, offerors are highly encouraged to transmit their offer electronically using the epost Connect service. Information on the epost Connect service can be found in Part 2 entitled Offeror Instructions, and Part 3 entitled Bid Preparation Instructions, of the bid solicitation.

TABLE OF CONTENTS

PART 1 - GENERAL INFORMATION 3

1.1 INTRODUCTION 3
1.2 SUMMARY 3
1.3 SECURITY REQUIREMENT 3
1.4 TRADE AGREEMENTS 3
1.5 DEBRIEFINGS 3
1.6 EPOST 3

PART 2 - BIDDER INSTRUCTIONS 4

2.1 STANDARD INSTRUCTIONS, CLAUSES AND CONDITIONS 4
2.2 SUBMISSION OF BIDS 4
2.3 ENQUIRIES - BID SOLICITATION 4
2.4 APPLICABLE LAWS 4
2.5 IMPROVEMENT OF REQUIREMENT DURING SOLICITATION PERIOD 5

PART 3 - BID PREPARATION INSTRUCTIONS 6

3.1 BID PREPARATION INSTRUCTIONS 6

PART 4 - EVALUATION PROCEDURES AND BASIS OF SELECTION 9

4.1 EVALUATION PROCEDURES 9
4.2 BASIS OF SELECTION 9

PART 5 – CERTIFICATIONS AND ADDITIONAL INFORMATION 10

5.1 CERTIFICATIONS REQUIRED WITH THE BID 10
5.2 CERTIFICATIONS PRECEDENT TO CONTRACT AWARD AND ADDITIONAL INFORMATION 10

PART 6 - RESULTING CONTRACT CLAUSES 12

6.1 SECURITY REQUIREMENT 12
6.2 REQUIREMENT - CONTRACT 12
6.3 STANDARD CLAUSES AND CONDITIONS 12
6.4 TERM OF CONTRACT 13
6.5 AUTHORITIES 13
6.6 PAYMENT 14
6.7 INVOICING 15
6.8 CERTIFICATIONS AND ADDITIONAL INFORMATION 15
6.9 APPLICABLE LAWS 15
6.10 PRIORITY OF DOCUMENTS 16
6.11 SACC MANUAL CLAUSES 16
6.12 INSPECTION AND ACCEPTANCE 16
6.13 PREPARATION FOR DELIVERY 16
6.14 SHIPPING INSTRUCTIONS - DELIVERY AT DESTINATION 16

6.15 DELIVERY AND UNLOADING....16
6.16 POST-CONTRACT AWARD MEETING....16
6.17 PROGRESS REPORTS....17
6.18 TOOLS AND LOOSE EQUIPMENT....17
6.19 ASSEMBLY/PREPARATION AT DELIVERY....17

ANNEX A – STATEMENT OF WORK
ANNEX B – PRICING
ANNEX C –TECHNICAL MANDATORY CRITERIA
ANNEX D – ELECTRONIC PAYMENT INSTRUMENT

PART 1 - GENERAL INFORMATION

1.1 Introduction

The bid solicitation is divided into six parts plus attachments and annexes, as follows:

Part 1 General Information: provides a general description of the requirement;

Part 2 Bidder Instructions: provides the instructions, clauses and conditions applicable to the bid solicitation;

Part 3 Bid Preparation Instructions: provides Bidders with instructions on how to prepare their bid;

Part 4 Evaluation Procedures and Basis of Selection: indicates how the evaluation will be conducted, the evaluation criteria that must be addressed in the bid, and the basis of selection;

Part 5 Certifications and Additional Information: includes the certifications and additional information to be provided;

Part 6 Resulting Contract Clauses: includes the clauses and conditions that will apply to any resulting contract.

The Annexes include the Statement of Work, the Pricing, the Technical Mandatory Criteria, the Electronic Payment Instruments and any other annexes.

1.2 Summary

The Department of Public Works and Government Services Canada has a requirement for a customized and adjustable spreader beam (below-the-hook lifting device) for manipulating stoplogs using a mobile crane, at either the Ontario dam and new Quebec dam, at times when the existing stoplog lifters are out of service, in accordance with Annex A - Statement of Work.

The work for this requirement will be carried out from the effective date of the contract and must be completed by November 21st, 2020.

1.3 Security Requirement

There are no security requirement associated with this requirement.

1.4 Trade Agreements

The requirement is subject to the provisions of the Canadian Free Trade Agreement (CFTA).

1.5 Debriefings

Bidders may request a debriefing on the results of the bid solicitation process. Bidders should make the request to the Contracting Authority within 15 working days from receipt of the results of the bid solicitation process. The debriefing may be in writing, by telephone or in person.

1.6 EPost

This bid solicitation allows bidders to use the epost Connect service provided by Canada Post Corporation to transmit their bid electronically. Bidders must refer to Part 2 entitled Bidder Instructions, and Part 3 entitled Bid Preparation Instructions, of the bid solicitation, for further information.

PART 2 - BIDDER INSTRUCTIONS

2.1 Standard Instructions, Clauses and Conditions

All instructions, clauses and conditions identified in the bid solicitation by number, date and title are set out in the Standard Acquisition Clauses and Conditions Manual (https://buyandsell.gc.ca/policy-and-guidelines/standard-acquisition-clauses-and-conditions-manual) issued by Public Works and Government Services Canada.

Bidders who submit a bid agree to be bound by the instructions, clauses and conditions of the bid solicitation and accept the clauses and conditions of the resulting contract.

The 2003, (2019-03-04) Standard Instructions - Goods or Services - Competitive Requirements, are incorporated by reference into and form part of the bid solicitation.

Subsection 5.4 of 2003, Standard Instructions - Goods or Services - Competitive Requirements, is amended as follows:

Delete: 60 days
Insert: 90 days

2.2 Submission of Bids

Bids must be submitted only to Public Works and Government Services Canada (PWGSC) Bid Receiving Unit by the date, time and place indicated in the bid solicitation.

Note: For bidders choosing to submit using epost Connect for bids closing at the Bid Receiving Unit in the National Capital Region (NCR) the email address is:

tpsgc.dgareceptiondessoumissions-abbidreceiving.pwgsc@tpsgc-pwgsc.gc.ca

Note: Bids will not be accepted if emailed directly to this email address. This email address is to be used to open an epost Connect conversation, as detailed in Standard Instructions 2003, or to send bids through an epost Connect message if the bidder is using its own licensing agreement for epost Connect.

2.3 Enquiries - Bid Solicitation

All enquiries must be submitted in writing to the Contracting Authority no later than seven (7) calendar days before the bid closing date. Enquiries received after that time may not be answered.

Bidders should reference as accurately as possible the numbered item of the bid solicitation to which the enquiry relates. Care should be taken by Bidders to explain each question in sufficient detail in order to enable Canada to provide an accurate answer. Technical enquiries that are of a proprietary nature must be clearly marked "proprietary" at each relevant item. Items identified as “proprietary” will be treated as such except where Canada determines that the enquiry is not of a proprietary nature. Canada may edit the question(s) or may request that the Bidder do so, so that the proprietary nature of the question(s) is eliminated and the enquiry can be answered to all Bidders. Enquiries not submitted in a form that can be distributed to all Bidders may not be answered by Canada.

2.4 Applicable Laws

Any resulting contract must be interpreted and governed, and the relations between the parties determined, by the laws in force in Ontario.

Bidders may, at their discretion, substitute the applicable laws of a Canadian province or territory of their choice without affecting the validity of their bid, by deleting the name of the Canadian province or territory specified and inserting the name of the Canadian province or territory of their choice. If no change is made, it acknowledges that the applicable laws specified are acceptable to the Bidders.

2.5 Improvement of Requirement During Solicitation Period

Should bidders consider that the specifications or Statement of Work contained in the bid solicitation could be improved technically or technologically, bidders are invited to make suggestions, in writing, to the Contracting Authority named in the bid solicitation. Bidders must clearly outline the suggested improvement as well as the reason for the suggestion. Suggestions that do not restrict the level of competition nor favour a particular bidder will be given consideration provided they are submitted to the Contracting Authority at least seven (7) days before the bid closing date. Canada will have the right to accept or reject any or all suggestions

PART 3 - BID PREPARATION INSTRUCTIONS

3.1 Bid Preparation Instructions

If the Bidder chooses to submit its bid electronically, Canada requests that the Bidder submits its bid in accordance with section 08 of the 2003 standard instructions. The epost Connect system has a limit of 1GB per single message posted and a limit of 20GB per conversation.

The bid must be gathered per section and separated as follows:

Section I: Technical Bid
Section II: Financial Bid
Section III: Certifications
Section IV: Additional Information

If the Bidder chooses to submit its bid in hard copies, Canada requests that the Bidder submits its bid in separately bound sections as follows:

Section I: Technical Bid (2 hard copies)
Section II: Financial Bid (1 hard copy)
Section III: Certifications (1 hard copy)
Section IV: Additional Information (1 hard copy)

If there is a discrepancy between the wording of the soft copy on electronic media and the hard copy, the wording of the hard copy will have priority over the wording of the soft copy.

If the Bidder is simultaneously providing copies of its bid using multiple acceptable delivery methods, and if there is a discrepancy between the wording of any of these copies and the electronic copy provided through epost Connect service, the wording of the electronic copy provided through epost Connect service will have priority over the wording of the other copies.

Prices must appear in the financial bid only. No prices must be indicated in any other section of the bid.

Canada requests that bidders follow the format instructions described below in the preparation of hard copy of their bid:

(a) use 8.5 x 11 inch (216 mm x 279 mm) paper;
(b) use a numbering system that corresponds to the bid solicitation.

In April 2006, Canada issued a policy directing federal departments and agencies to take the necessary steps to incorporate environmental considerations into the procurement process Policy on Green Procurement (https://www.tbs-sct.gc.ca/pol/doc-eng.aspx?id=32573). To assist Canada in reaching its objectives, bidders should:

1) use 8.5 x 11 inch (216 mm x 279 mm) paper containing fibre certified as originating from a sustainably-managed forest and containing minimum 30% recycled content; and

2) use an environmentally-preferable format including black and white printing instead of colour printing, printing double sided/duplex, using staples or clips instead of cerlox, duotangs or binders.

Section I: Technical Bid
In their technical bid, Bidders should explain and demonstrate how they propose to meet the requirements and how they will carry out the Work.

Bidders should submit, with their bid, the completed Annex C – Mandatory Technical Criteria.

The technical bid should address clearly and in sufficient depth the points that are subject to the evaluation criteria against which the bid will be evaluated. Simply repeating the statement contained in the bid solicitation is not sufficient. In order to facilitate the evaluation of the bid, Canada requests that Bidders address and present topics in the order of the evaluation criteria under the same headings. To avoid duplication, Bidders may refer to different sections of their bids by identifying the specific paragraph and page number where the subject topic has already been addressed.

3.1.1 Substitutes and Alternatives
Bidders may propose substitutes and alternatives where equivalent is indicated in the technical requirement description (Statement of Work).

1. Substitutes and alternatives that are equivalent in form, fit, function, quality and performance will be considered for acceptance by the Technical Authority where the Bidder:

(a) Clearly identifies a substitute and/or an alternative;

(b) Designates the brand name, model and/or part number of the substitute and/or of the product, where applicable;

(c) States that the substitute product is fully interchangeable with the item specified in the technical requirement description;

(d) Provides complete specifications and brochures, where applicable;

(e) Provides compliance statements that include technical details showing the substitute and/or the alternative meet all technical requirements specified in the technical requirement description; and

(f) Clearly identifies those areas in the technical requirement description and in the brochures that support the substitute and/or the alternative compliance with the technical requirements.

2. Substitutes and alternatives offered as equivalent in form, fit, function quality and performance will not be considered for acceptance by the Technical Authority if:

(a) The bid fails to provide all of the information requested to allow the Technical Authority to fully evaluate the equivalency; or

(b) The substitute and/or the alternative fail to meet or fail to exceed the technical requirements specified in the technical requirement description.

3. Bidders are encouraged to offer or suggest green products whenever possible.

Section II: Financial Bid
Bidders must submit their financial bid in accordance with the Basis of Payment and Annex B - Pricing.

Bidders should complete Annex B and submit it with their bid.

3.1.1 Electronic Payment of Invoices – Bid

If you are willing to accept payment of invoices by Electronic Payment Instruments, complete Annex D Electronic Payment Instruments, to identify which ones are accepted.

If Annex D - Electronic Payment Instruments is not completed, it will be considered as if Electronic Payment Instruments are not being accepted for payment of invoices.

Acceptance of Electronic Payment Instruments will not be considered as an evaluation criterion.

3.1.2 SACC Manual Clauses

3.1.2.1 Exchange Rate Fluctuation

SACC Reference	Title	Date
C3011T	Exchange Rate Fluctuation	2013-11-06

Section III: Certifications
Bidders must submit the certifications required under Part 5.

Section IV: Additional Information

3.1.3 Best Delivery Date - Bid
While delivery is requested by November 21st, 2020, the best delivery that could be offered is _____**weeks/calendar** days from the effective date of the Contract.

3.1.4 Supplier Contacts
Canada requests that Bidders provide the Contractor's Representative contact information in Part 6.

3.1.5 After Sales Service
Canada requests that the Bidder provide in Part 6 the names, addresses and telephone numbers of their dealers and/or agents authorized to provide after sales service, maintenance and warranty repairs, and a full range of repair parts for the vehicle/equipment offered. The Bidder should show the distance between the delivery location and the authorized dealer and/or agent and the delivery location, which should not be more than 100 kilometers.

3.1.6 Manufacturer’s Standard Warranty Period
Canada requests that the Bidder provide details of the manufacturer's standard warranty period for the vehicle/equipment and its component that exceeds the minimum warranty period of twelve (12) months or 2000 hours of usage, whichever comes first. Any additional manufacturer’s standard warranty such as those derived from the Original Equipment Manufacturer (OEM) for component/sub-assemblies will form part of the proposed contract.

3.1.7 Extended Warranty Period
Canada requests that the Bidder indicate if an extended warranty period is being offered that exceeds the minimum warranty period of twelve (12) months or 2000 hours of usage, whichever comes first (as indicated in the requisition).

If yes, Canada requests that the Bidder provide details and pricing information of any extended warranty period available for the vehicle/equipment and any ancillary items.

Any extended warranty period offered will not be included in the financial evaluation

PART 4 - EVALUATION PROCEDURES AND BASIS OF SELECTION

4.1 Evaluation Procedures

(a) Bids will be assessed in accordance with the entire requirement of the bid solicitation including the technical and financial evaluation criteria.

(b) An evaluation team composed of representatives of Canada will evaluate the bids.

4.1.1 Technical Evaluation

4.1.1.1. Mandatory Technical Criteria
Bidders must demonstrate their compliance with all mandatory technical criteria detailed Annex C - Mandatory Technical Criteria, by providing substantial information describing completely and in detail how each requirement is met or addressed. Simply repeating the statement contained in the bid solicitation is not sufficient.

4.1.2 Financial Evaluation
Bidders must provide with their bid all financial information requested in the bid solicitation, at Annex B – Pricing, and in accordance with the Basis of Payment.

4.1.2.1 Mandatory Financial Criteria
The prices of the bid must be in Canadian dollars, DDP Delivered Duty Paid at destination, Incoterms 2000, Canadian Custom Duties and Excise Taxes included where applicable, and Applicable Taxes are extra.

4.2 Basis of Selection
A bid must comply with the requirements of the bid solicitation and meet all mandatory technical and financial evaluation criteria to be declared responsive. The responsive bid with the lowest evaluated aggregate price will be recommended for award of a contract.

PART 5 – CERTIFICATIONS AND ADDITIONAL INFORMATION

Bidders must provide the required certifications and additional information to be awarded a contract.

The certifications provided by Bidders to Canada are subject to verification by Canada at all times. Unless specified otherwise, Canada will declare a bid non-responsive, or will declare a contractor in default if any certification made by the Bidder is found to be untrue, whether made knowingly or unknowingly, during the bid evaluation period or during the contract period.

The Contracting Authority will have the right to ask for additional information to verify the Bidder's certifications. Failure to comply and to cooperate with any request or requirement imposed by the Contracting Authority will render the bid non-responsive or constitute a default under the Contract.

5.1 Certifications Required with the Bid

Bidders must submit the following duly completed certifications as part of their bid.

5.1.1 Integrity Provisions - Declaration of Convicted Offences

In accordance with the Integrity Provisions of the Standard Instructions, all bidders must provide with their bid, **if applicable**, the Integrity declaration form available on the Forms for the Integrity Regime website (http://www.tpsgc-pwgsc.gc.ca/ci-if/declaration-eng.html), to be given further consideration in the procurement process.

5.2 Certifications Precedent to Contract Award and Additional Information

The certifications and additional information listed below should be submitted with the bid but may be submitted afterwards. If any of these required certifications or additional information is not completed and submitted as requested, the Contracting Authority will inform the Bidder of a time frame within which to provide the information. Failure to provide the certifications or the additional information listed below within the time frame specified will render the bid non-responsive.

5.2.1 Integrity Provisions – Required Documentation

In accordance with the section titled Information to be provided when bidding, contracting or entering into a real procurement agreement of the Ineligibility and Suspension Policy (http://www.tpsgc-pwgsc.gc.ca/ci-if/politique-policy-eng.html), the Bidder must provide the required documentation, as applicable, to be given further consideration in the procurement process.

5.2.2 Federal Contractors Program for Employment Equity - Bid Certification

By submitting a bid, the Bidder certifies that the Bidder, and any of the Bidder's members if the Bidder is a Joint Venture, is not named on the Federal Contractors Program (FCP) for employment equity "FCP Limited Eligibility to Bid" list available at the bottom of the page of the Employment and Social Development Canada (ESDC) - Labour's website (https://www.canada.ca/en/employment-social-development/programs/employment-equity/federal-contractor-program.html#).

Canada will have the right to declare a bid non-responsive if the Bidder, or any member of the Bidder if the Bidder is a Joint Venture, appears on the "FCP Limited Eligibility to Bid list at the time of contract award.

5.2.3 Additional Certifications Precedent to Contract Award

5.2.3.1 Product Conformance

The Bidder certifies that all equipment and certifications proposed conform, and will continue to conform throughout the duration of the contract, to all technical specifications of the statement of work.

This certification does not relieve the bid from meeting all mandatory technical evaluation criteria detailed in Part 4.

Bidder's authorized representative signature Date

5.2.3.2 General Environmental Criteria Certification

The Bidder must select and complete one of the following two certification statements.

A) The Bidder certifies that the Bidder is registered or meets ISO 14001.

Bidder's authorized representative signature Date

Or

B) The Bidder certifies that the Bidder meets and will continue to meet throughout the duration of the contract, a minimum of four (4) out of six (6) criteria identified in the table below.

The Bidder must indicate which four (4) criteria, as a minimum, are met.

Green Practices within the Bidders' organization	**Insert a checkmark for each criterion that is met**
Promotes a paperless environment through directives, procedures and/or programs	
All documents are printed double sided and in black and white for day to day business activity unless otherwise specified by your client	
Paper used for day to day business activity has a minimum of 30% recycled content and has a sustainable forestry management certification	
Utilizes environmentally preferable inks and purchase remanufactured ink cartridges or ink cartridges that can be returned to the manufacturer for reuse and recycling for day to day business activity.	
Recycling bins for paper, newsprint, plastic and aluminum containers available and emptied regularly in accordance with local recycling program.	
A minimum of 50% of office equipment has an energy efficient certification.	

Bidder's authorized representative signature Date

PART 6 - RESULTING CONTRACT CLAUSES

The following clauses and conditions apply to and form part of any contract resulting from the bid solicitation.

6.1 Security Requirement

There is no security requirement applicable to the Contract.

6.2 Requirement - Contract

The Contractor must provide a customized and adjustable spreader beam (below-the-hook lifting device) for manipulating stoplogs using a mobile crane in accordance with the Statement of Work, dated May 19, 2020 and at Annex A - Pricing.

6.2.1 Technical Changes, Substitutes and Alternatives

Any technical changes, substitutes and alternatives proposed by the Contractor must be evaluated for acceptance by the Technical Authority. Any substitutes and alternatives must be equivalent in form, fit, function, quality and performance to what is being replaced and must be at no additional cost to Canada. Substitutes and alternatives that are offered as equivalent will only be acceptable once they are approved by the Technical Authority as an equivalent. A contract amendment or a completed Design Change/Deviation form will be issued.

Should the Technical Authority not accept the substitute or the alternative and the Contractor is unable to meet the technical requirement, Canada may terminate the contract for default in accordance with the general conditions stated in the contract.

6.3 Standard Clauses and Conditions

All clauses and conditions identified in the Contract by number, date and title are set out in the Standard Acquisition Clauses and Conditions Manual (https://buyandsell.gc.ca/policy-and-guidelines/standard-acquisition-clauses-and-conditions-manual) issued by Public Works and Government Services Canada.

6.3.1 General Conditions

2010A (2018-06-21), General Conditions - Medium Complexity - Goods, apply to and form part of the Contract.

Section 09 entitled Warranty of General Conditions 2010A is amended as follows:

At subsection 1, delete the following: “The warranty period will be twelve (12) months” and replace with the following: “The warranty period will be twelve (12) months, or 2,000 hours of usage, whichever comes first”.

6.3.2 Supplemental General Conditions

4006 (2010-08-16) Contractor to Own Intellectual Property Rights in Foreground Information, apply to and form part of the Contract.

6.4 Term of Contract

6.4.1 Delivery Date

Delivery of the equipment must be made as follows:

Item 001 – one (1) customized and adjustable spreader beam (below-the-hook lifting device) must be delivered within *(to be inserted by PWGSC)* weeks/calendar days from the effective date of the contract.

6.4.2 Delivery Points

Delivery of the requirement will be made to delivery point specified at Annex A – Statement of Work of the Contract.

6.5 Authorities

6.5.1 Contracting Authority

The Contracting Authority for the Contract is:

Annie Therien
Supply Specialist
Public Works and Government Services Canada
Acquisitions Branch
Industrial Vehicles, Machinery Products and Logistics Division – HS
Building L'Esplanade Laurier, East Tower
140 O'Connor, Street
Ottawa, Ontario K1A 0R5
Telephone: 613-297-3541
E-mail address: annie.therien@pwgsc-tpsgc.gc.ca

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.

6.5.2 Project Authority

The Project Authority for the Contract is:

Name: _____
Title: _____
Organization: _____
Address: _____

Telephone: ___-___-_____
Facsimile: ___-___-_____
E-mail address: _____

The Project Authority is the representative of the department or agency for whom the Work is being carried out under the Contract and is responsible for all matters concerning the technical content of the Work under the Contract. Technical matters may be discussed with the Project Authority; however, the Project Authority has no authority to authorize changes to the scope of the Work. Changes to the scope of the Work can only be made through a contract amendment issued by the Contracting Authority.

6.5.3 Technical Authority

The Technical Authority for the Contract is:

To be inserted by PWGSC
Telephone:_____
Facsimile:_____
E-mail address:_____

The Technical Authority is the representative of the department or agency for whom the Work is being carried out under the Contract and is responsible for all matters concerning the technical content of the Work under the Contract. Technical matters may be discussed with the Technical Authority; however, the Technical Authority has no authority to authorize changes to the scope of the Work. Changes to the scope of the Work can only be made through a contract amendment issued by the Contracting Authority.

6.5.4 Contractor's Representative

General enquiries
Name:_____
Telephone No.:_____
Facsimile No.:_____
E-mail address:_____

Delivery follow-up
Name:_____
Telephone No.:_____
Facsimile No.:_____
E-mail address:_____

6.5.5 After Sales Service

The following dealer and/or agent is authorized to provide after sales service, maintenance and warranty repairs; and a full range of repair parts for the vehicle/equipment offered:

Distance between the delivery location and the dealer and/or agent: _____ km

Name:_____
Address:_____
Telephone No.:_____

6.6 Payment

6.6.1 Basis of Payment

In consideration of the Contractor satisfactorily completing all of its obligations under the Contract, the Contractor will be paid as follows:

6.6.1.1 Basis of Payment Type 1

Firm prices in Canadian dollars, Delivered Duty Paid at destination, Incoterms 2000, including Canadian Custom Duties and Excise Taxes included where applicable, and Applicable Taxes are extra in accordance with Annex B - Pricing

6.6.2 Electronic Payment of Invoices – Contract

The Contractor accepts to be paid using any of the following Electronic Payment Instrument(s):

a. Visa Acquisition Card;
b. MasterCard Acquisition Card;
c. Direct Deposit (Domestic and International);

d. Electronic Data Interchange (EDI);
e. Wire Transfer (International Only);
f. Large Value Transfer System (LVTS) (Over $25M)

6.6.3 SACC Manual Clauses

SACC Reference	Title	Date
C6000C	Limitation of Price	2017-08-17
H1001C	Multiple Payments	2008-05-12

6.7 Invoicing

6.7.1 Invoicing Instructions

1. The Contractor must submit invoices in accordance with the section entitled “Invoice Submission” of the general conditions.

2. Invoices cannot be submitted before delivery, inspection and acceptance of the vehicle/equipment/service.

3. The Applicable Taxes must be calculated on the total amount of the invoice before the holdback is applied. At the time the holdback is claimed, there will be no taxes payable as they were claimed and payable under the previous invoice for the vehicle/equipment/service.

4. Upon delivery, inspection and acceptance of all ancillary items related to such vehicle/equipment/service the Contractor can submit an invoice for the release of the holdback.

5. Each invoice must be supported by:

(a) a copy of the invoices, receipts, vouchers for all direct expenses, and all travel and living expenses;

6. The Contractor is requested to provide invoices in electronic format unless otherwise specified by the Contracting Authority or Procurement Authority, thereby reducing printed material.

7. Invoices must be distributed as follows:

(a) The original must be forwarded or emailed to the Procurement Authority identified under the section entitled “Authorities” of the Contract for acceptance and payment.

(b) One (1) copy must be forwarded or emailed to the Contracting Authority identified under the section entitled “Authorities” of the Contract.

(c) One (1) copy must be forwarded to the consignee.

6.8 Certifications and Additional Information

6.8.1 Compliance

Unless specified otherwise, the continuous compliance with the certifications provided by the Contractor in its bid or precedent to contract award, and the ongoing cooperation in providing additional information are conditions of the Contract and failure to comply will constitute the Contractor in default. Certifications are subject to verification by Canada during the entire period of the Contract.

6.9 Applicable Laws

The Contract must be interpreted and governed, and the relations between the parties determined, by the laws in force in Ontario.

6.10 Priority of Documents

If there is a discrepancy between the wording of any documents that appear on the list, the wording of the document that first appears on the list has priority over the wording of any document that subsequently appears on the list.

(a) the Articles of Agreement;
(b) the supplemental general conditions 4006 (2010-08-16) Contractor to Own Intellectual Property Rights in Foreground Information;
(c) the general conditions 2010A (2018-06-21) General Conditions - Medium Complexity - Goods;
(d) Annex A, Statement of Work;
(e) Annex B, Pricing;
(f) the Contractor's bid dated _____, " as clarified on _____" ***or*** ",as amended on _____"

6.11 SACC Manual Clauses

SACC Reference	Title	Date
A1009C	Work Site Access	2008-05-12
A9049C	Vehicle Safety	2011-05-16
A9068C	Government Site Regulations	2010-01-11
G1005C	Insurance	2016-01-28
B7500C	Excess Goods	2006-06-16
D2000C	Marking	2007-11-30
D2001C	Labelling	2007-11-30

6.12 Inspection and Acceptance

The Technical Authority is the Inspection Authority. All reports, deliverable items, documents, goods and all services rendered under the Contract are subject to inspection by the Inspection Authority or representative. Should any report, document, good or service not be in accordance with the requirements of Statement of Work and to the satisfaction of the Inspection Authority, as submitted, the Inspection Authority will have the right to reject it or require its correction at the sole expense of the Contractor before recommending payment.

6.13 Preparation for Delivery

The vehicle/equipment must be serviced, adjusted and delivered in condition for immediate use. The interior and exterior must be cleaned before leaving the factory and being released to the inspection authority or consignee at the final delivery location.

6.14 Shipping Instructions - Delivery at Destination

The Contractor must ship the goods prepaid DDP - Delivered Duty Paid (... named place of destination). Unless otherwise directed, delivery must be made by the most economical means. The Contractor is responsible for all delivery charges, administration, costs and risks of transport and customs clearance, including the payment of customs duties and Applicable Taxes.

The Contractor must deliver the goods by appointment only. The Contractor or its carrier must arrange delivery appointments by contacting the person identified in Annex B - Pricing. The consignee may refuse shipments when prior arrangements have not been made.

6.15 Delivery and Unloading

Delivery trucks must be equipped with an unloading device which will permit unloading at sites with no hydraulic, stationary or other type of unloading facility.

6.16 Post-Contract Award Meeting

Within ten (10) calendar days from the effective date of the Contract, the Contractor must contact the Contracting Authority to determine if a post-contract award meeting is required. A meeting will be convened at the discretion of the Technical Authority after contract award to review technical and

contractual requirements. The Contractor must be responsible for the preparation and distribution of the minutes of meeting within five (5) calendar days after the meeting has been held. The meeting will be held at the Contractor's facilities or at Public Works and Government Services Canada facility or via teleconference, at Canada's discretion at no additional cost to Canada, with representatives of the Contractor, the department of Public Works and Government Services Canada.

6.17 Progress Reports

The Contractor must prepare and submit a monthly progress report electronically to the Procurement Authority, Technical Authority and Contracting Authority.

The Contractor must answer the following questions:

(i) Is the delivery of the vehicle/equipment and ancillary items on schedule?
(ii) Is this requirement free of any areas of concern in which the assistance or guidance of Canada may be required?

Each negative response must be supported with an explanation.

6.18 Tools and Loose Equipment+

For shipment verification, all items and tools, which are shipped loose with the vehicle/equipment must be listed on an attached packing note.

6.19 Assembly/Preparation at Delivery

If assembly/preparation is required at delivery, the Contractor must contact the Contracting Authority to make arrangements. If required, the Contractor must send a Service Representative to each delivery destination to perform the assembly/preparation on all equipment delivered. The assembly/preparation must be performed at no additional cost to Canada.

ANNEX A - TECHNICAL STATEMENT OF REQUIREMENTS
Spreader Beam for Timiskaming Dam

TABLE OF CONTENTS

A1. SCOPE SUMMARY 3
A2. BACKGROUND 3
A2.1 Timiskaming Dam Complex 3
A2.2 Description of Stoplogs 3
A2.3 Description of Stoplog Lifters 3
A2.4 Description of Gains 3
A2.5 Intended Use of Spreader Beam 4
A2.6 Access to Dams with a Crane 4
A3. TECHNICAL REQUIREMENTS 5
A3.1 References 5
A3.2 TASK 1 - Preliminary Submittals 5
A3.3 TASK 2 - Obtain Field Data 6
A3.4 TASK 3 - Design 6
A3.5 TASK 4 - Fabrication 7
A3.6 TASK 5 - Documentation 7
A3.7 TASK 6 - Delivery & Commissioning 8
A4. ADMINISTRATIVE REQUIREMENTS 9
A4.1 Project Manager 9
A4.2 Team Qualifications 9
A4.3 Schedule 10
A4.4 Health & Safety Requirements 10
A4.4.1 Responsibility 10
A4.4.2 Existing Known Site Conditions 10
A4.4.3 Health & Safety Submittals 10
A4.5 Quality Control 11
A4.5.1 Responsibility 11
A4.5.2 Quality Control Plan 11
A4.5.3 Implementing Quality Control Plan 11
A5. FIGURES 12
A6. (IF NEEDED) REQUIREMENTS FOR TRAFFIC CONTROL 23
A6.1 Purpose 23
A6.2 Specific Standards and Requirements 24
A6.3 Traffic Control Plan 24
A6.4 Authorized Lane Closures 24
A6.5 Team Responsible for Temporary Traffic Control Devices 25
A6.6 Installation of Temporary Traffic Control Devices 25
A6.7 Maintenance of Temporary Traffic Control Devices 25
A6.8 Removal of Temporary Traffic Control Devices 25

LIST OF FIGURES

Figure 1: Location of Timiskaming Dams and Sault Island. 12
Figure 2: Sault Island and the two Timiskaming dams....12
Figure 3: General view of Ontario Dam, as seen from downstream. 13
Figure 4: General view of Quebec Dam, as seen from downstream. 13
Figure 5: Width of decks on Ontario dam. 13
Figure 6: Width of decks on Quebec dam. 14
Figure 7: Lay-down area for Ontario Dam, on Sault Island, looking west. 14
Figure 8: Quebec Dam's operational deck, looking west (towards Sault Island). 15
Figure 9: Lay-down area for Quebec Dam, on Sault Island, looking east. 15
Figure 10: Current configuration of deck work, Quebec Dam. View looking west. 16
Figure 11: Final configuration of deck work, Quebec Dam, view looking west. 16
Figure 12: Stoplog lifter getting ready to pick up a stoplog from the deck. 17
Figure 13: Stoplog lifter's name plate information. 17
Figure 14: Double-stoplog from Ontario Dam showing extension piece at end of cap 18
Figure 15: Stoplogs in gains of Ontario Dam. From reconstruction drawing set. Stoplogs shown in yellow. 19
Figure 16: Double stoplogs (spares) for Quebec Dam, with no extension pieces at end of cap. Photo MMM 2014. 19
Figure 17: Steel stoplogs at Quebec Dam. 20
Figure 18: Dimensions of in millimetres of wooden stoplogs (approximate). 21
Figure 19: Stoplog gains at the Ontario Dam have heaters that are slightly in the way of stoplog operations. 21
Figure 20: Geometry of the gains of the Ontario Dam 22
Figure 21: Stoplogs in sluice of Ontario Dam, as seen from upstream. 22
Figure 22: Geometry of gains in the existing Quebec Dam (millimetres) 23
Figure 23: Expected plan view of new stoplog gains - detail. 23
Figure 24: Expected width of new sluice at Quebec Dam (top view). 23

A1. SCOPE SUMMARY

Canada requires a customized and adjustable spreader beam (below-the-hook lifting device) with which to manipulate stoplogs using a mobile crane, at either the Ontario or the new Quebec Dam, at times when the existing stoplog lifters are out of service. Instead of one adjustable spreader beam, two custom spreader beams (one for each dam) is also an acceptable solution.

A2. BACKGROUND

A2.1 Timiskaming Dam Complex

Canada owns and operates the Timiskaming Dam Complex, located where Lake Timiskaming empties into the Ottawa River (see Figures 1 and 2). The complex consists of two dams, one each on the either side of Sault Island, called the Timiskaming Ontario Dam (Figure 3) and the Timiskaming Quebec Dam (Figure 4). The two dams control the flow from, and the level of, Lake Timiskaming.

Water discharge through each sluice is controlled by stoplogs. These are squared timbers stacked between the piers to form a variable height overflow weir at each sluice (see Figure 21).

A2.2 Description of Stoplogs

The new spreader beam must work with all configurations of existing stoplogs.

Construction.—Stoplogs come in two types: single and double. The double stoplogs (Figures 14 and 16) are two single stoplogs bolted together along their length and using common end caps. For most stoplogs, the wood material is Douglas Fir and the end caps are steel. There is also one set of all-steel stoplogs for a sluice in the Quebec Dam (see Figure 17).

Dimensions.—The stoplogs at the Ontario and Quebec dams were originally identical in length but now there are slight differences. During the Ontario Dam replacement project in 2016, the new sluices were made wider and the Ontario stoplogs were consequently modified by adding a few inches on each end (see Figure14). Therefore, the overall length of the Ontario stoplogs is greater. However, the space between the harpoon pockets is more or less same at both dams, shown in Figure18. The new Quebec Dam will be designed so that we can keep the Quebec stoplogs un-modified.

We do have drawings of the stoplogs but they're not up to date. For bidding purposes, bidders may take the dimensions shown in Figure 18. The Contractor will need to take all necessary dimensions in the field to allow for the detailed design of the spreader beam, as described in this TSOR (ref. Task 2).

Weight.—For bidding purposes, the weight of the wooden stoplogs on either the Ontario or Quebec dams can be taken as being ~2520 kg and the all-steel stoplogs on the Quebec side as ~2580 kg.

A2.3 Description of Stoplog Lifters

The stoplog lifters are customized cranes designed to handle stoplogs (see nameplate in Figure 13). The stoplog lifters have two lifting arms, each fitted with a triangular harpoon on the end (visible in Figure 12). The harpoons enter slots on top of a stoplog's end cap and, by turning through 90 degrees, engage the cap to hold onto the stoplog. The spacing between the harpoon tips on the two stoplog lifters is almost the same: the Quebec stoplog lifter is 6150mm whilst that for the Ontario stoplog lifter it is 6100mm.

The spacing between the pockets in the stoplogs themselves is shown in Figure 18; the new spreader beam must also engage with these slots in the end caps of the stoplogs.

A2.4 Description of Gains

Stoplogs are stacked vertically in steel-lined grooves called "gains" in the concrete piers (Figure 21). The exact geometry of the gains varies slightly between the Ontario Dam and the exiting Quebec dam, and will be slightly different again in the new Quebec dam (not yet built). Details of the geometry are given in Figures 15 and 20 for Ontario Dam, and Figures 22-24 for the Quebec Dam. The new spreader beam must fit all these gain geometries (or two spreader beams, one for each dam, is also an acceptable alternative).

A2.5 Intended Use of Spreader Beam

The spreader beam is intended as an emergency device to be used in cases where the stoplog lifter is out of service but stoplogs still have to be manipulated for water control reasons. Our intended method of use would involve first blocking the flow of water in a sluice with "maintenance stoplogs" (very tall steel sections, almost like a gate, and heavy enough to descend into the sluice under their own weight, and placed with a mobile crane). This would achieve equal water elevations upstream and downstream of the wooden stoplogs, before a mobile crane would use the spreader beam to manipulate them with the spreader beam.

At the moment, however, we do not yet have any maintenance stoplogs, though we are planning to purchase some. In this interim period, there is a remote but non-zero chance that we could end up in a situation of needing to use the spreader beam, but not being able to block water flow.

The difference in water elevations between upstream and downstream water elevations can be quite significant, up to 3 metres. Even when all the stoplogs are out of the dam (which is the real condition for a couple of months in late winter), there is still a difference in elevation between the upstream and downstream ends of the dam piers of about 1.5 metres.

Removing stoplogs is an easier operation that putting them back; a mobile crane can pull easily, but putting the stoplogs back requires pushing them down through the flow. A spreader beam would have to be very heavy indeed to make it such that the force of gravity would be enough to press the stoplog into place through the flow of water.

Therefore, we would be satisfied with a spreader beam that could remove stoplogs even in conditions of a 3-metre difference between upstream and downstream, recognizing that we would not be able to get those stoplogs back in place using the same device.

A2.6 Access to Dams with a Crane

Load Capacity of Traffic Decks.—The traffic decks of both dams have been built for full loading to Canadian Highway Bridge Design Code (CHBDC) which is the CL-625-ONT truck. No overloads are allowed.

Deck Widths.—Are shown in Figures 5 and 6.

Access to Operating Decks.—Chain link gates control both ends of both operating decks.

Special Note for Quebec Dam.—Note that a project is currently underway to provide a temporary deck on the road, and there will be lane closures as they do work. Currently, the westbound lane (which is the lane closest to the operating deck) is closed as they install the new deck (see Figure 10). Sometime this summer, the arrangement will be transferred to accommodate construction of the other half of the deck, and then after that both lanes will be open to traffic (see Figure 11). We are hoping the deck work is complete by fall 2020, but have experienced delays in this project (currently experiencing delays due to COVID). We will have to assess the situation closer to the time when delivery of the spreader beam is to be expected.

Recall that there is are "lay down areas" near both dams (see Figures 7 and 9) where a crane can be parked entirely off the roadway with the work being done at the nearest sluice to the abutment. However, the TSOR allows the Contractor to choose to do the work with the crane parked on the roadway, with appropriate traffic control. Depending on the configuration of the Quebec deck at the time the spreader beam is to be delivered, one of three scenarios could play out:

1) If the project schedule indicates that the delivery and field acceptance tests would be done when there is only one lane of traffic open on the Quebec traffic deck, the disruption of closing the one and only lane on the bridge would be too much for the Town of Témiscaming. In that case, we would either postpone the delivery of the spreader beam until the deck work was complete, or require that the Contractor work from the "lay down area" and keep off the roadway.
2) If the delivery and field acceptance tests are to be done when deck work is complete on the Quebec Dam, and both lanes are open, then there are two options:
    a) the crane could be on the roadway if the Contractor chooses, and the traffic control

provisions of Section 6 of the TSOR will apply; or,

b) the crane could be placed in the lay-down area.

3) If the delivery and field acceptance tests are to be done when the deck installation project is still underway (i.e. deck contractor has not fully demobilized), then the spreader beam contractor will have to coordinate with the deck installation contractor for suitable timing and site access requirements.

Note that the traffic deck of the Ontario Dam is fully open and no closures on it are foreseen. The Contractor is therefore free to work from either the roadway (with traffic control provisions of Section 6) or from the lay-down area at that dam.

A3. TECHNICAL REQUIREMENTS

A3.1 References

Comply with the following:

1) **Materials**

a) ***Steel***.—CSA G40.20-2013/G40.21-2013 (R2018) *General requirements for rolled or welded structural quality steel / Structural quality steel*

b) ***Welding***.—CSA W48-18 *Filler metals and allied materials for metal arc welding*

2) **Methods**

a) ASME B30.20-2018 *Below-the-Hook Lifting Devices*

b) ASME BTH-1-2017 *Design of Below-the-Hook Lifting Devices*

c) CGSB 48.9712-2014 *Qualification and Certification of Non-Destructive Testing Personnel*

d) CSA W47.1-2009 (R2014) *Certification of companies for fusion welding of steel*

e) CSA W59-18 *Welded steel construction*

f) CSA W178.1-18 *Certification of Welding Inspection Organizations*

g) CSA W178.2-18 *Certification of welding inspectors*

3) **Legal and Regulatory Requirements**

a) O. Reg. 851 *Industrial Establishments*

4) **Alternatives**.—Bidders wishing to use codes and standards other than those listed above must provide a letter from a Canadian Professional Engineer who is familiar with the alternative codes and standards and who can certify their equivalence the ones quoted above.

A3.2 TASK 1 - Preliminary Submittals

1) Submit the following preliminary documentation no later than 14 calendar days after Award:

a) **Project Manager**'s name and contact information (ref. Section A4.1 of this TSOR)

b) **Schedule** (ref. Section A4.3 of this TSOR)

c) **Quality Control Plan** (ref. Section A4.5.2 of this TSOR)

d) (If needed) **Traffic Control Plan** (ref. Section A6 of this TSOR) and include proof of qualifications of workers responsible for implementing Traffic Control Plan (ref. Section A6.5 of this TSOR)

2) Technical Authority will review and comment on submittals. Contractor must revise and resubmit if needed. This process will continue until acceptable submittals have been made.

A3.3 TASK 2 - Obtain Field Data

1) Refer to the drawings and photos in Section A5 of this TSOR for a general overview.
2) All the measurements given in this TSOR have been measured by the Damkeepers and are accurate enough for bidding purposes. They are not, however, accurate enough for design. The Contractor must visit the site to confirm all dimensions before starting the detailed design work.
3) Visit the Timiskaming Dam Complex and take specific measurements of stoplogs and gains in sufficient detail to support all aspects of the design.
    a) In particular, note that the Ontario Dam has gain heaters embedded around the gain that are slightly in the way of anything going down the gains (see Figure 19). Take particularly carful measurements in this area.
4) Measure a minimum of 5 *stoplogs* at each dam (total 10) paying particular attention to the pocket for the harpoons, as the distance between them as well as their size seems to vary somewhat.
5) Measure a minimum of 5 *gains* at each dam (total 10).
6) Discuss the finer points of stoplog operations with the Damkeepers and determine the operational constraints that will affect the design of the spreader beam.
7) If the Contractor wishes to borrow examples of each type stoplog and take them back to their facility for any reason related to design through factory testing of the spreader beam, they may do so. Please include all costs related to transporting stoplogs in the financial bid.

A3.4 TASK 3 - Design

1) **Code**.—Design to minimum requirements in ASME BTH-1 - 2017 *Design of Below-the-Hook Lifting Devices*. Customize the design criteria at the discretion of the designer taking into account the specific requirements for this particular spreader beam and its use at the Ontario Dam and the new Quebec Dam.
2) **Design Criteria**
    a) ***Design Category***.—Although the weight of stoplogs is more or less consistent, stoplogs may be askew or become fully or partially jammed in the sluice without the crane operator necessarily being able to know this ahead of time. Since the conditions of the lift will not always be defined or predictable, design engineer to select Design Category accordingly.
    b) ***Service Class***.—Assume the expected life of the spreader beam is 50 years. During that time, the spreader beam will only be used if the stoplog lifters are out of service and water conditions are such that stoplog operations are necessary; this is a relatively rare occurrence, at most once per year, at which time 150 stoplogs maximum could need manipulation. Both of these are conservative estimates. Hence, it is expected that the number of load cycles and hence the Service Class will be fairly low.
    c) ***Weight***.—Weight of spreader beam must be such that it can help push stoplogs down into the water under zero-head conditions (note that when water levels are similar upstream and downstream, stoplogs do have a tendency to float).
    d) ***Ice***.—Using the spreader beam in winter will result in the build-up of ice on the spreader beam as it is dipped repeatedly into the water. Stoplogs can also have some ice on them (mostly the top couple of stoplogs, the lower ones, being completely submerged, tend not to have ice on them). Although the Damkeepers do remove much of ice from the stoplogs before operations, the de-icing process is not easy or perfect and some ice will remain. Discuss the de-icing process with the Damkeepers as part of the fieldwork of Task 2 in order to come up with a realistic assumption for extent and thickness of ice on the stoplogs.
    e) ***Adjustability***.—Spreader beam must be useable on both the Ontario Dam and the new Quebec Dam. It is acceptable to require a simple modifications between uses, e.g. provide some removable guide piece that can be added or removed ashore by the Damkeepers before use of device, etc.. It is also acceptable to provide two different spreader beams, if that is easier for the Contractor.

3) **Design Submittals**.—Submit draft drawings sealed by Professional Engineer for review and comment by Technical Authority.

   a) Technical Authority will review and comment on submittals, mostly from the perspective of ease of operation and functionality knowing the weather and water conditions under which stoplogs must be manipulated.

   b) Contractor must revise package to suit Technical Authority's comments and resubmit.

   c) This process will continue until acceptable submittals have been made.

4) Contractor may not start fabrication until acceptable design submittals have been received.

A3.5 TASK 4 - Fabrication

1) **Standards**.—Fabricate, inspect, and perform load test in factory, as per the accepted drawings and to ASME B30.20 - 2018 *Below-the-Hook Lifting Devices*. In case of other requirements not already covered in ASME B30.20, use CSA W59-18 *Welded Steel Construction*.

2) **Quality Control**.—Follow accepted Quality Control Plan.

3) **Marking**

   a) Paint beam then mark it to ASME requirements after painting.

   b) Provide two label plates with ASME-required information, one in English and one in French.

   c) Include additional notation "For timber stoplogs only" and "Pour les poutrelles de bois seulement" on the respective information plates.

   d) If the spreader beam is not symmetrical, then indicate which side goes upstream and which goes downstream.

4) **Submittals**

   a) ***Quality Records***.—Submit as these are generated during fabrication.

   b) ***Commissioning Plan***

      i) One month before the end of the fabrication process, submit a Commissioning Plan describing the testing and training to be done upon delivery of the spreader beam to Timiskaming.

      ii) Indicate where cranes will be parked at the Ontario and at the Quebec Dam, as tests will be required at both of them. If Contractor will block lanes of traffic, follow accepted Traffic Control Plan (see section A6 of this TSOR).

      iii) Canada has obligations to advise the public of lane closures. If lane closures will be used during commissioning, provide the Technical Authority with a minimum of 15 working days' notice ahead of time so that Canada can fulfil its obligations.

      iv) In preparing the plan, note the access conditions described in Section A2.6 as some of this may depend on the work being done to the deck of the Quebec Dam.

      v) Minimum contents of commissioning tests is described in Section A3.7 of this TSOR.

A3.6 TASK 5 - Documentation

1) **Language**.—Operation and maintenance manual must be bilingual (one complete version in each language). All other documentation may be in either English or French and need not be translated.

2) **Schedule**.—Submit documentation listed below two weeks (14 calendar days) or more before expected delivery date of spreader beam.

3) **Documents**

a) ***Warranty***.—Provide a copy of the warranty in PDF format. Submit via email to both the Contracting Authority and the Technical Authority.

b) ***Technical File***.—Provide the information that went into the design and fabrication of the spreader beam. This includes the loads and design criteria, the design calculations, mill certificates for materials, results of weld inspections, results of proof testing, and a full set of as-built drawings. Submit in PDF file format through Contractor's FTP site.

c) ***Operation and Maintenance Manual***.—Operation and inspection requirements to meet or exceed those required by ASME B30.20 - 2018 *Below-the-Hook Lifting Devices*. Submit in PDF file format through Contractor's FTP site. Also deliver one hardcopy of the English version and one hardcopy of the French version of the Operations and Maintenance Manual to the Timiskaming Dam site for the Damkeepers. The manual must contain, at minimum, the following:

i) checklists for in-storage and pre-usage inspections by Damkeepers;

ii) instructions for safe operation;

iii) checklists for maintenance items to be done periodically by Damkeepers. E.g. identify all load-critical fasteners and when they need to be changed at certain intervals; the size, material, and grade of bolts required; the torque required to install them, etc..;

iv) dates for Canada to procure services of specialist inspectors (welding inspectors, NDT inspectors), during working life of spreader beam; and,

v) dates or conditions under which spreader beam needs to be load-tested in the future.

d) ***Certifications***

i) *Design certification*.—Provide certification that the spreader beam was designed and construction by a qualified person according to ASME B30.20.

ii) *Fabrication certification*.—Provide certificate of conformance for the fabricated spreader beam stating that it meets ASME B30.20.

iii) *Inspection certification*.—Provide written certification before using spreader beam for the first time that spreader beam was "thoroughly examined by a competent person to determine its capability of handling the maximum load as rated" (ref. O. Reg. 851, paragraph 51 (1) (b).

A3.7 TASK 6 - Delivery & Commissioning

1) **Delivery**.—Deliver the spreader beam to the Timiskaming Dam. Supply wooden blocks upon which the spreader beam may be stored. Damkeepers will indicate a convenient place for storage. After successful commissioning, store the spreader beam on the blocks in that location.

2) **Commissioning**

a) Follow the accepted Commissioning Plan

b) Provide training for Damkeepers during the Commissioning in pre-operation inspections, in proper use, and in proper storage of spreader beam. **Provide this training in French**.

c) Provide crane with lifting capacity suitable for the commissioning tests.

d) The Commissioning tests must include at minimum the following:

i) (If applicable) demonstrate how to adapt the spreader beam for the different sized sluices between the Ontario and the new Quebec Dam and check the dimensions of the spreader beam in its two configurations.

ii) Run through normal pre-operations inspection, testing of moving parts, verification of markings, etc.

iii) At each of the Ontario and Quebec dams, at the nearest sluice to where the crane is parked, do the following:

(1) **Static Test.**—Hook spreader beam onto one of the double stoplogs stored on deck. Lift a double stoplog a few inches from its resting position and hold for one minute. Put double stoplog back into storage position and unhook the spreader beam. This need be done only once, at the first dam, before doing the first Operational Test.

(2) **Operational Test – Top Stoplog.**—Remove the top stoplog from the sluice using the spreader beam and re-install it in the sluice.

(3) **Operational Test – Bottom Stoplog**.—Damkeepers will remove the rest of the stoplogs from the stack in the sluice using the stoplog lifter until only one stoplog remains at the bottom of the sluice. Remove that stoplog from the sluice using the spreader beam.

(4) Perform all other commissioning tests from the Contractor's Commissioning Plan.

3) **Acceptance Criteria**

a) The documentation received conforms to the requirements of Task 5.

b) Canada has received all the quality control records from fabrication described in Task 4.

c) The spreader beam's (or beams') colour and markings conform to the requirements of ASME and this TSOR.

d) The spreader beam(s) is/are correctly assembled and that all screws, bolts, and pins are correctly fitted.

e) (If applicable) the mechanism for adjusting the size of the spreader beam works correctly and smoothly and the two sizes are suitable for the two dams.

f) Spreader beam hooks and unhooks smoothly to catch and release stoplog.

g) Spreader beam passes the Static Test.

h) Spreader beam passes the Operational Tests at each of the Ontario and Quebec Dam.

i) Spreader beam passes all other tests from the Contractor's Commissioning Plan.

A4. ADMINISTRATIVE REQUIREMENTS

A4.1 Project Manager

Appoint a competent Project Manager to plan, direct, control, and make decisions for the Contractor and who must be the main point of contact between the Contractor and the Technical Authority.

A4.2 Team Qualifications

1) **Designer** must be a licensed Professional Engineer in the province of practice.

2) **Fabricator** must be certified to CSA W47.1-2009 (R2014) *Certification of companies for fusion welding of steel*

3) **Welding inspection**

a) **Firm** must be certified to CSA W178.1-18 Certification of Welding Inspection Organizations.

b) **Inspector** must be certified to:

i) For visual inspection of welds: CSA W178.2-18 *Certification of welding inspectors*, Level 2 or Level 3

ii) For non-destructive testing: CGSB-48.9712-2014 *Qualification and Certification of Non-Destructive Testing Personnel*

A4.3 Schedule

1) Submit schedule showing major milestones of work and how the Contractor intends to fulfil the requirements of this TSOR.
2) Deliver spreader beam by 21 November 2020.
3) Identify ordering and delivery time for long-lead items.
4) Identify the items on the critical path.

A4.4 Health & Safety Requirements

A4.4.1 Responsibility

1) When on the dam site, the Contractor is responsible for health and safety of own personnel and sub-contractor (e.g. crane operator) and must comply with the Ontario *Occupational Health and Safety Act*, R.S.O. 1990 Chapter 0.1, as amended, and the regulations made under its authority. Contractor is not responsible for health and safety of Damkeepers, Technical Authority, or anyone else.
2) Provide Competent Supervisor at the dam site, who is an employee of the Contractor. Assign responsibility and obligation to Competent Supervisor to stop Work when it is advisable to do so for reasons of health or safety. Technical Authority may also stop Work for health and safety considerations.
3) Provide all training and personal protective equipment required.
4) Ensure site has appropriate number of persons trained in CPR and First Aid according to Ontario Requirements.

A4.4.2 Existing Known Site Conditions

Currently known hazards and conditions at the dam site include, but are not necessarily limited to, the following:

1) Relatively remote location
2) Potential cold weather exposure, snow, rain
3) Uneven ground, slippery surfaces, and tripping hazards
4) Working with a crane
5) Working over open water (open sluice during commissioning)

A4.4.3 Health & Safety Submittals

PWGSC requires a variety of submittals proving Contractor compliance with legislated requirements. Hence, submit the following:

1) **Company information** (also submit for those sub-contractors who will be working at the dam site):
   a) **Clearance Certificate** from the Workplace Safety Insurance Board (WSIB Ontario) and/or Commission des norms, de l'équité, de la Santé, et de la Sécurité au Travail (CNESST Quebec)
   b) Company's **Health & Safety Policy Statement** meeting the requirement of the Ontario Occupational Health and Safety Act
   c) Company's **Occupational Health and Safety Program** meeting the requirements of the Ontario Occupational Health and Safety Act
2) **Employee training information**.—For all members of Contractor's team who will be at the dam for this Contract, submit names and proof of health & safety training for all employees in a minimum of the following areas:
   a) First Aid and CPR

b) Other training to suit hazards identified by Contractor during Hazard Assessment phase of SSHAHSP

3) **Site-Specific Hazard Assessment and Health and Safety Plan (SSHAHSP)**.—Develop written SSHAHSP based on assessment of hazards to be encountered during the Work on site. This document will likely be quite short, because the only work on site will be taking measurements and the commissioning of the spreader beam. SSHAHSP must include the following:

a) **Part 1 - Safety Hazard Assessment and Mitigations Measures**.—Consider all operations required to effect Work of this contract and identify safety hazards and their probability. Currently known hazards include, but are not necessarily limited to, the ones listed in 6.7.2 *Existing Known Site Conditions*, as well as other hazards Contractor foresees arising during Work. For each safety hazard identified, describe measures and controls that will be used to protect employees and subcontract personnel and for ensuring compliance with Federal, Provincial, and Municipal laws and regulations. Include name of person(s) responsible for ensuring adherence to SSHAHSP. Submit document showing that crane capacity is sufficient for lifting the commissioning load.

b) **Part 3 - Emergency Contacts**.—Provide a list of names, roles, and phone numbers, which must include all sub-contractors. Include name of nearest health facility, a map showing how you would get there, and how you will contact them during an emergency involving one of Contractor's personnel or sub-contractor personnel.

A4.5 Quality Control

A4.5.1 Responsibility

1) Contractor is responsible for Quality Control. Quality Control is the observations and evaluations used to detect deviations from specified performance requirements as well as subsequent actions taken to ensure and rectification of defects.

2) Technical Authority may undertake Quality Assurance activities on a random auditing basis and will witness Commissioning before accepting final installed Work. Quality Assurance is the observations made to provide confidence that quality control activities are being carried-out as planned and may include review of written quality control documentation from the Contractor and/or witnessing commissioning activities on site.

A4.5.2 Quality Control Plan

1) Submit Quality Control Plan listing and describing all inspection points Contractor believes are required to ensure quality of work, and how the quality requirements will be met. For example, describe how welds will be inspected and what percentage of welds will received non-destructive testing vs. visual inspection.

2) Canada requires, at minimum, 100% visual inspection of welds and 10% NDT of welds, as well as dry film thickness gauging for each coat of paint. Contractor is allowed to be more stringent than this if firm's normal quality control process require this.

A4.5.3 Implementing Quality Control Plan

1) Engage independent Inspection and Testing Agencies as required for purpose of implementing Quality Control Plan.

2) Conduct inspections and tests as described in reviewed Quality Control Plan.

3) Record results of all inspections and tests in writing and submit copies to prove compliance with plan and with specifications. Provide copies to subcontractor of work being inspected or tested.

4) If defects are revealed during inspection and/or testing, undertake additional inspection and/or testing to ascertain full degree of defect. Remove full extent of defective Work. Replace or re-execute work in accordance with Contract Documents and re-inspect to prove conformance.

A5. FIGURES

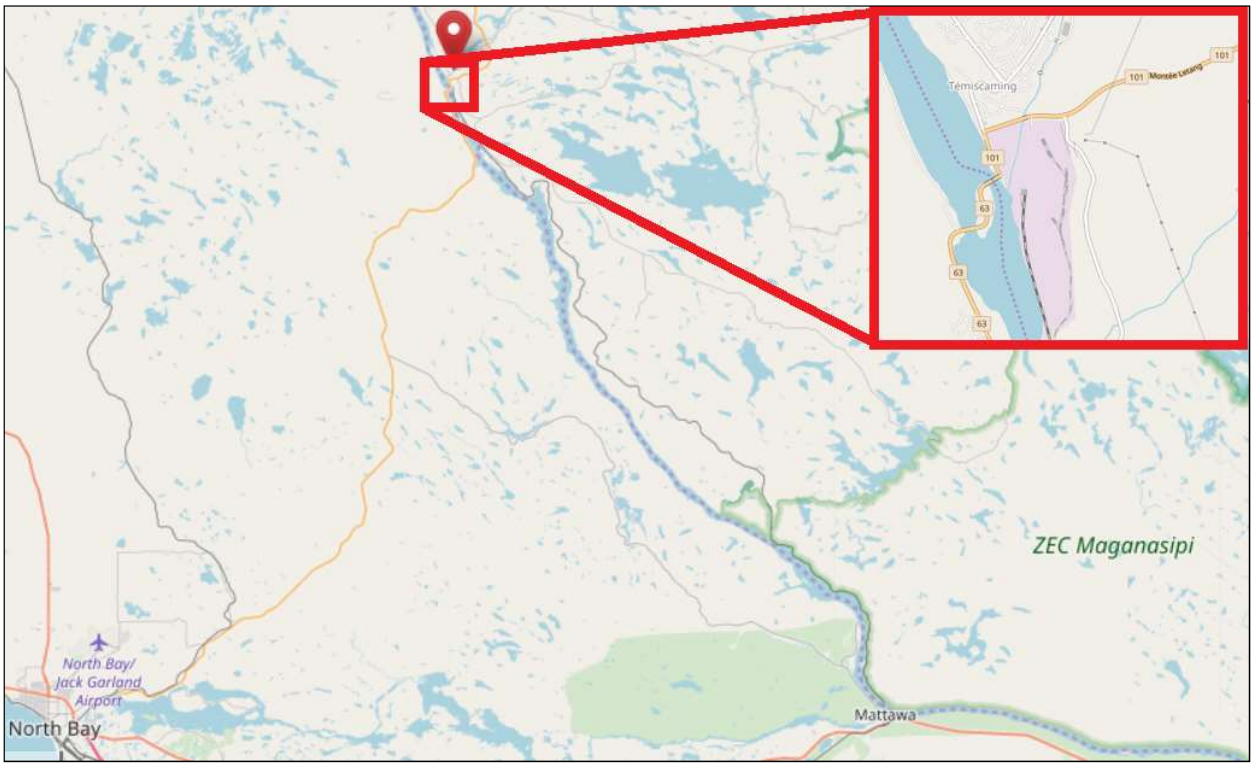

Figure 1: Location of Timiskaming Dams and Sault Island.

Figure 2: Sault Island and the two Timiskaming dams.

Figure 3: General view of Ontario Dam, as seen from downstream.

Figure 4: General view of Quebec Dam, as seen from downstream.

Figure 5: Width of decks on Ontario dam.

Figure 6: Width of decks on Quebec dam.

Figure 7: Lay-down area for Ontario Dam, on Sault Island, looking west.

It would be convenient to park the crane here to commissioning the spreader beam on this dam.

Figure 8: Quebec Dam's operational deck, looking west (towards Sault Island).

Figure 9: Lay-down area for Quebec Dam, on Sault Island, looking east.
It would be convenient to park the crane here to commission the stoplog lifter on this dam.

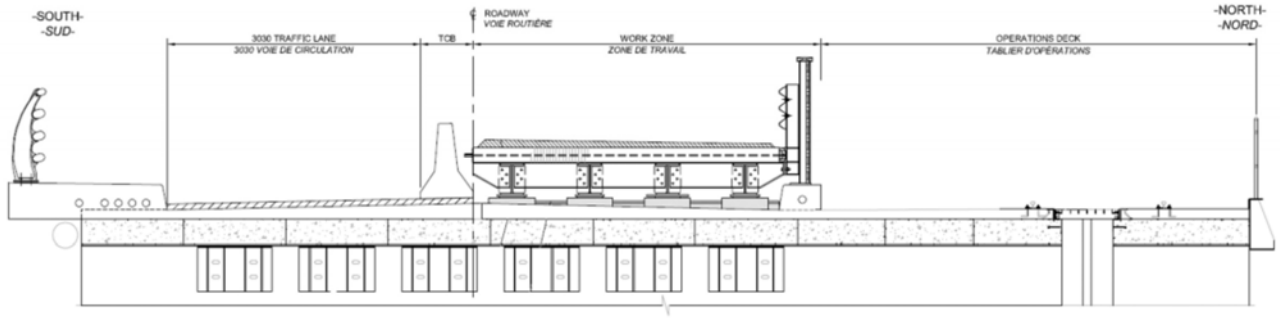

Figure 10: Current configuration of deck work, Quebec Dam. View looking west.

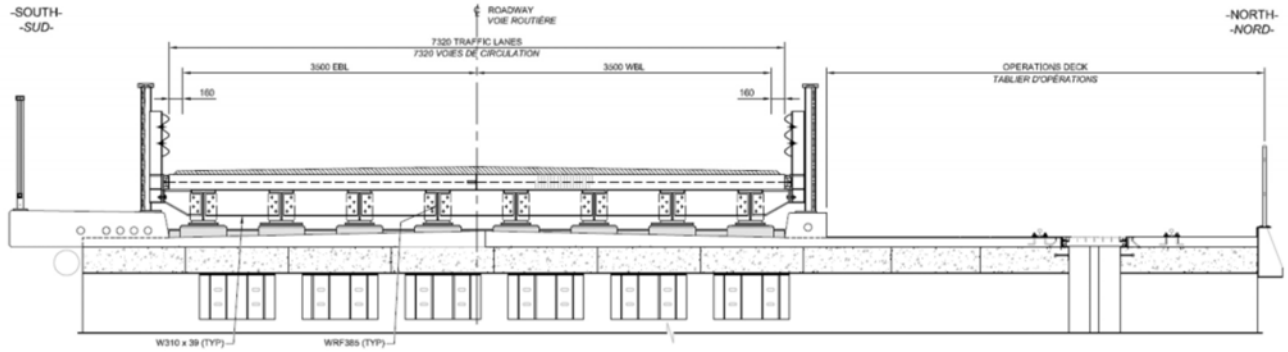

Figure 11: Final configuration of deck work, Quebec Dam, view looking west.

Figure 12: Stoplog lifter getting ready to pick up a stoplog from the deck.
Note sluice cover, which, after having been removed, has been placed on the dam deck for the duration of the operation.

Figure 13: Stoplog lifter's name plate information.

Figure 14: Double-stoplog from Ontario Dam showing extension piece at end of cap

Black material is UHMWPE. These pads on the stoplog's downstream side are in contact with the gains on the downstream side. At the ends of the stoplogs, contact with the gains can happen sometimes.; when they are coming out of the water, the stoplogs can move left to right on the harpoons and thus can end up rubbing the throat of the gains. See detail C from drawing M001, from the Ontario dam reconstruction project, which appears in the figure below. The stoplog is coloured in yellow. Again, I emphasize that the Contractor must not rely on this for detailed design, but must take his own measurements (ref. TSOR Task 2).

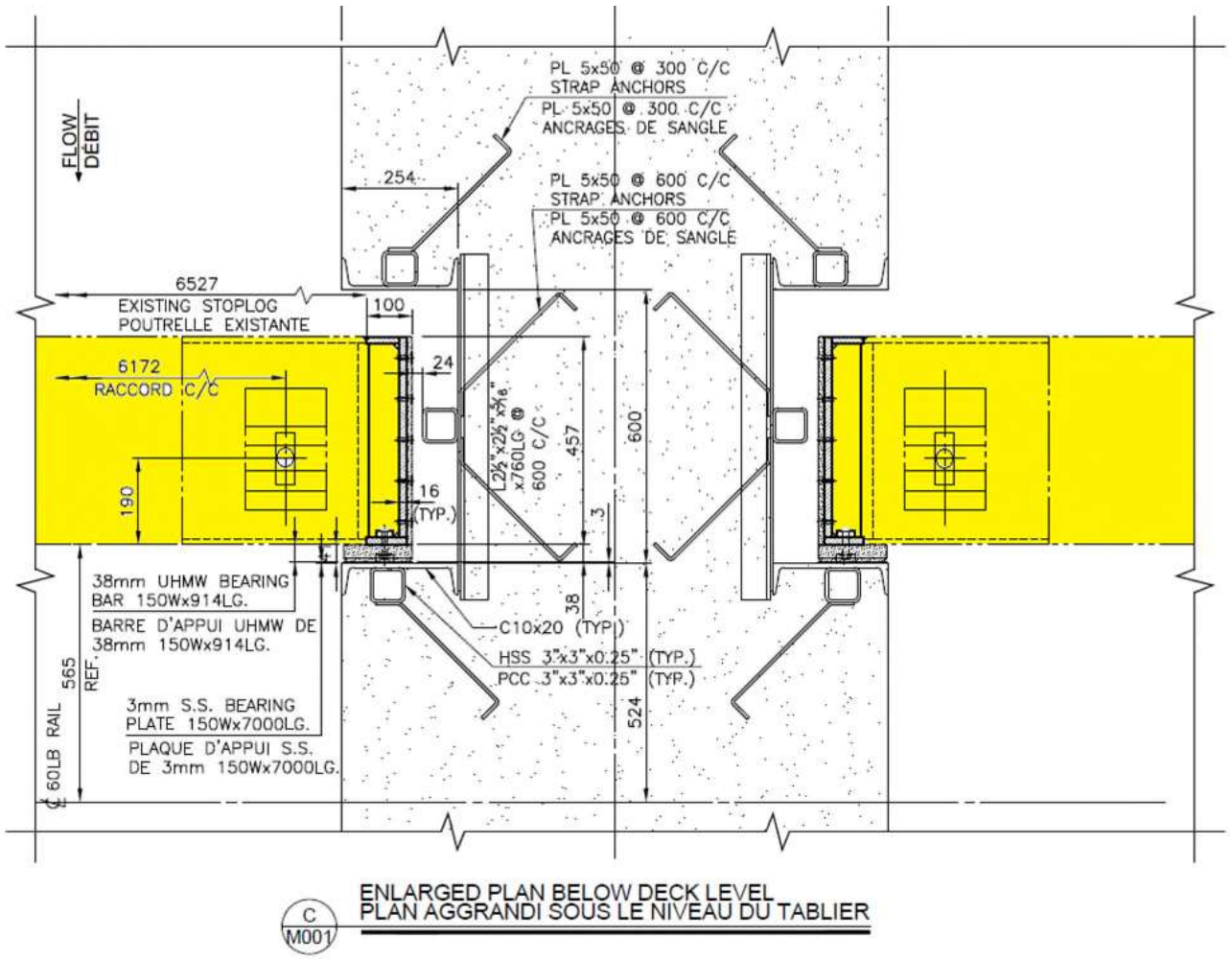

Figure 15: Stoplogs in gains of Ontario Dam. From reconstruction drawing set. Stoplogs shown in yellow.

Figure 16: Double stoplogs (spares) for Quebec Dam, with no extension pieces at end of cap. Photo MMM 2014.

Figure 17: Steel stoplogs at Quebec Dam.

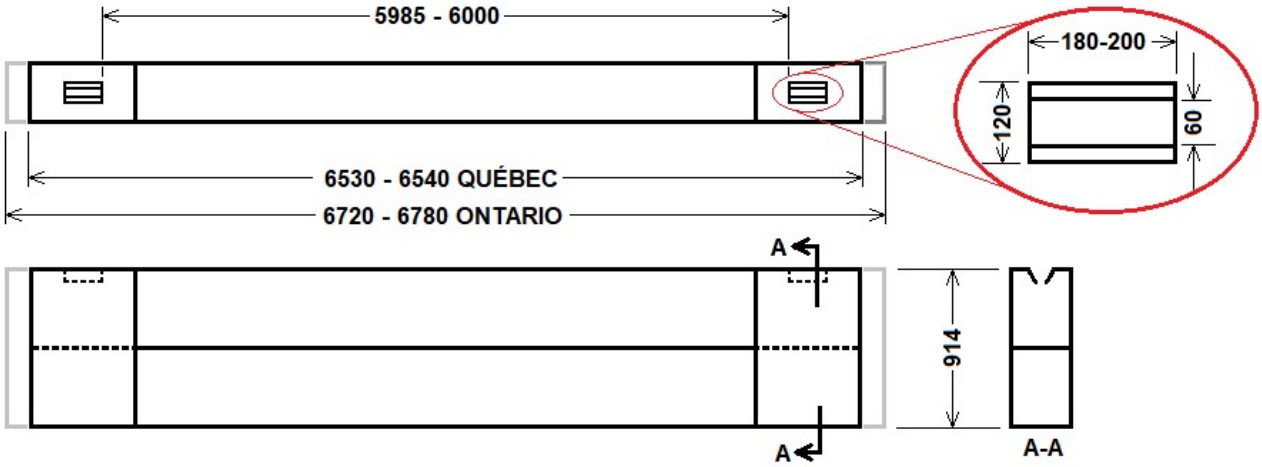

Figure 18: Dimensions of in millimetres of wooden stoplogs (approximate).

Figure 19: Stoplog gains at the Ontario Dam have heaters that are slightly in the way of stoplog operations.

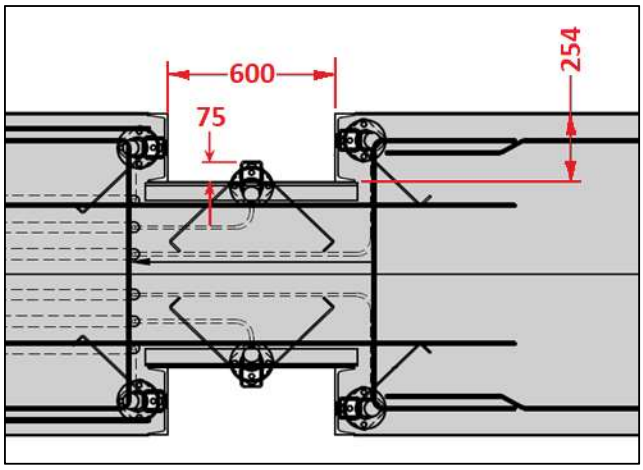

Figure 20: Geometry of the gains of the Ontario Dam

Figure 21: Stoplogs in sluice of Ontario Dam, as seen from upstream.

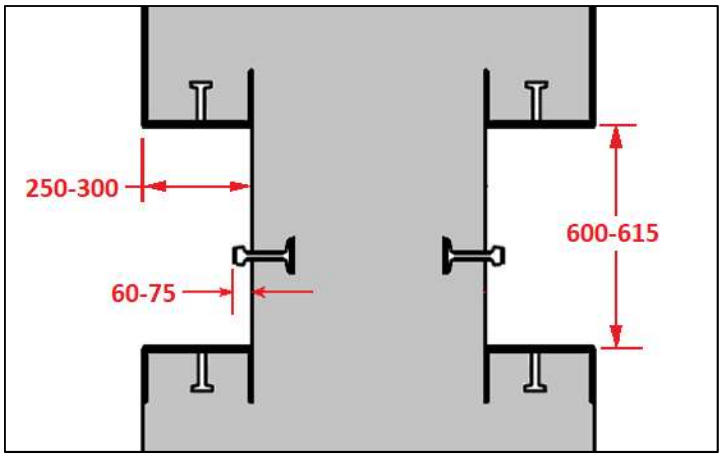

Figure 22: Geometry of gains in the existing Quebec Dam (millimetres).

The Quebec Dam will be rebuilt in the next few years. Currently expected dimensions are as follows and as shown in the sketches at right and below:

- Deck elevation 181.025m
- Sill elevation 171.907m

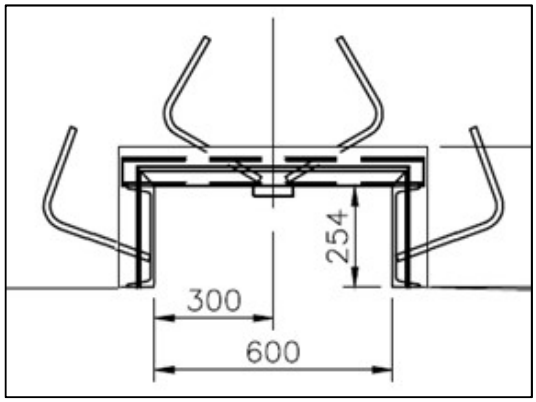

Figure 23: Expected plan view of new stoplog gains - detail.

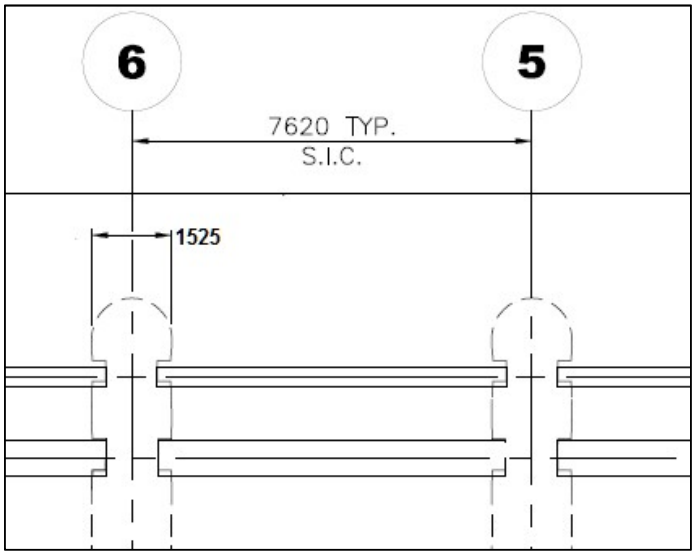

Figure 24: Expected width of new sluice at Quebec Dam (top view).

A6. (IF NEEDED) REQUIREMENTS FOR TRAFFIC CONTROL

A6.1 Purpose

1) Traffic control is not required, and this section does not apply, unless Contractor's operations will impede flow of vehicles or pedestrians on the roadway.
2) This Section specifies the requirements for temporary traffic control the Contractor must provide during those parts of work on site that do affect traffic flow on roadway.
3) The requirements for traffic control and temporary traffic control devices reflect the standards for traffic control devices from the Ministry of Transportation (MTO), Ontario and from the Ministère des Transports du Québec (MTQ).

4) The expression "Traffic Control Plan" refers to everything the Contractor must supply and all the work he must perform under the Contract related to traffic control.

5) The expression "Provincial Standards" in this TSOR means the most recent version of the "Book 7" of the "Ontario Traffic Manual" published by the MTO and the "Signalisation routière" document, volumes 1 and 2 of the "Normes - Ouvrages routiers - Tome V" published by the MTQ, as applicable.

A6.2 Specific Standards and Requirements

1) Design, supply, install, and maintain all temporary traffic control devices required to properly direct vehicular, pedestrian, and cyclist traffic at the worksite at all times.

2) Use of traffic control devices must comply with the requirements of this TSOR, to which precedence must be given, and with the current terms of the Provincial Standards.

3) The Contractor remains responsible at all times for the temporary traffic control devices set up at the worksite.

4) Where the requirements of the Provincial Standards contradict or differ from those of this TSOR, the most stringent requirements will apply.

A6.3 Traffic Control Plan

1) **Responsibility**.—The Contractor is responsible for the safety of users travelling through the worksite as well as the health and safety of its employees and all worker on the site

2) Traffic Control Plan

   a) Prepare and submit a detailed, comprehensive, Traffic Control Plan applicable to all work on site that impinges on roadway.

   b) The Traffic Control Plan must include drawings showing all the details for the traffic control devices planned for every traffic scenario considered by the Contractor during the course of work under the Contract.

   c) The Traffic Control Plan must take into account vehicular traffic and, where applicable, pedestrian and cyclist traffic.

   d) The Traffic Control Plan must include the following:

      i) Drawings showing the following:

         (1) **new temporary traffic control devices** planned for every scenario involving a lane closure, traffic rerouting or traffic contraflow (vehicles, bicycles and pedestrians) that show the new signs, devices, and markings added

         (2) **permanent devices removed or temporarily masked** as well as the minimum requirements for lane width;

         (3) **rerouted traffic** including, as necessary, the proposed alternative routes and detours or bypasses and signage for users;

      ii) a **Closure Protocol,** giving dates, schedules and sequence of operations for lane closures and re-openings, as well as for the installation of signs, markings and traffic control devices; and,

      iii) **restrictions** (including, but not limited to: weight, speed, size).

3) Implement plan during all work on site that impinges on roadway.

A6.4 Authorized Lane Closures

1) Lane closures are permitted only in accordance with this TSOR and only with prior written approval from the Technical Authority.

2) The purposes of applying this table, the following statutory holidays are considered: New Year's Day, Family Day, Good Friday, Victoria Day, Fête de St.-Jean Baptiste, Canada Day, Ontario Civic Holiday, Labour Day, Thanksgiving Day, Christmas Day, and Boxing Day.

3) **Full Closures**.—Full closures are not permitted.

4) Single Lane Closures

   a) Access for pedestrians to cross the bridge must be maintained at all times

   b) Saturdays, Sundays, and statutory holidays: closures are not permitted.

   c) Single lane closure may be permitted at the following times:

      i) 30 min after sunrise to 30 min before sunset on Monday to Thursdays, except holidays and days preceding statutory holidays

      ii) 30 min after sunrise to 12:00 noon on Fridays and on days before statutory holidays.

   d) All the lanes must be reopened to traffic in accordance with the schedules specified in this TSOR. Complete all work, removal of traffic control devices, and have workers leave site to ensure this schedule is respected.

   e) No extension of these hours will be granted.

A6.5 Team Responsible for Temporary Traffic Control Devices

1) Workers responsible for temporary traffic control devices and traffic control must:

   a) be at least 18 years of age;

   b) have received proper training in traffic management and safety during roadway construction work in accordance with provincial regulations; and,

   c) hold a valid attestation of such training.

A6.6 Installation of Temporary Traffic Control Devices

1) Install traffic control devices in sufficient quantity based on the location and in accordance with the standardized drawings of the Provincial Standards.

2) When installing and removing temporary traffic control devices, follow occupational health and safety requirements.

3) Fully install all traffic control measures and devices as described in Traffic Control Plan before starting rest of work on site.

A6.7 Maintenance of Temporary Traffic Control Devices

1) Take the steps necessary to ensure that any traffic control device that is removed, displaced, or damaged during the closure is replaced or reinstalled within thirty (30) minutes of the problem being reported.

2) Clean, repair or, as necessary, replace devices to maintain their clarity and reflectivity.

A6.8 Removal of Temporary Traffic Control Devices

1) Remove temporary traffic control devices in the reverse order of their installation or based on the specific sequence set out in the Traffic Control Plan.

2) Thoroughly clean a closed lane before reopening it to traffic.

ANNEX B – Pricing

Item 001 – Customized and adjustable spreader beam (below-the-hook lifting device)

The Contractor must deliver one (1) customized and adjustable spreader beam (below-the-hook lifting device) and ancillary items such as but not limited to vehicle manuals and warranty letter including training option, in accordance with the attached Statement of Work, dated May 19, 2020.

The customized and adjustable spreader beam (below-the-hook lifting device) and ancillary items must be delivered to:
(complete address, base, city, province)
_____
_____
_____

The contact person at destination is: (to be inserted by PWGSC).

Firm price of $_____ per equipment and ancillary items, Delivered Duty Paid (... named place of destination), in accordance with Part 6, Basis of Payment Type 1.

ANNEX C

Mandatory Technical Criteria

Mandatory Technical Criteria		Bidder's response Demonstrated and identified supporting documentation (Bidders to insert data and/or page number of technical information attached)
MC1	Designer must have completed 3 designs of structural and mechanical lifting devices to ASME BTH-1 *Design of Below-the-Hook Lifting Devices* in the previous 10 years (i.e. designs completed after 1 January 2010). Submit name of designer and, for each of his or her three designs, indicate type of device and date that design was completed.	
MC2	Company must have fabricated 3 structural and mechanical lifting devices to ASME B30.20 *Below-the-Hook Lifting Devices* in the previous 10 years (i.e. fabrication completed after 1 January 2010). Submit descriptions of the three structural or mechanical lifting devices and date each fabrication was complete. Include photographs if these would be helpful to describe the device. Include in technical bid all information necessary to describe the three structural or mechanical lifting devices that firm is offering as proof of experience. Note that websites will not be checked. General statements such as that firm has fabricated "many" below-the-hook lifting is insufficient as proof.	

ANNEX D

ELECTRONIC PAYMENT INSTRUMENTS

The Bidder accepts to be paid by any of the following Electronic Payment Instrument(s):

( ) VISA Acquisition Card;

( ) MasterCard Acquisition Card;

( ) Direct Deposit (Domestic and International);

( ) Electronic Data Interchange (EDI);

( ) Wire Transfer (International Only);

( ) Large Value Transfer System (LVTS) (Over $25M)