



**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

**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**

Fuel & Construction Products Division  
L'Esplanade Laurier,  
140 O'Connor Street,  
East Tower, 4th floor,  
Ottawa  
Ontario  
K1A 0S5

<b>Title - Sujet</b> Water Treatment System	
<b>Solicitation No. - N° de l'invitation</b> W8476-216378/A	<b>Amendment No. - N° modif.</b> 010
<b>Client Reference No. - N° de référence du client</b> W8476-216378	<b>Date</b> 2022-09-01
<b>GETS Reference No. - N° de référence de SEAG</b> PW-\$\$HL-673-81098	
<b>File No. - N° de dossier</b> hl673.W8476-216378	<b>CCC No./N° CCC - FMS No./N° VME</b>
<b>Solicitation Closes - L'invitation prend fin</b> <b>at - à 02:00 PM</b> Eastern Daylight Saving Time EDT <b>on - le 2022-09-09</b> Heure Avancée de l'Est HAE	
<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> Shaun Feagan	<b>Buyer Id - Id de l'acheteur</b> hl673
<b>Telephone No. - N° de téléphone</b> (613) 295-9018 ( )	<b>FAX No. - N° de FAX</b> ( ) -
<b>Destination - of Goods, Services, and Construction:</b> <b>Destination - des biens, services et construction:</b> Specified Herein	

Instructions: See Herein

Instructions: Voir aux présentes

<b>Delivery Required - Livraison exigée</b>	<b>Delivery Offered - Livraison proposée</b>
<b>Vendor/Firm Name and Address</b> <b>Raison sociale et adresse du fournisseur/de l'entrepreneur</b>	
<b>Telephone No. - N° de téléphone</b> <b>Facsimile No. - N° de télécopieur</b>	
<b>Name and title of person authorized to sign on behalf of Vendor/Firm</b> <b>(type or print)</b> <b>Nom et titre de la personne autorisée à signer au nom du fournisseur/</b> <b>de l'entrepreneur (taper ou écrire en caractères d'imprimerie)</b>	
<b>Signature</b>	<b>Date</b>

Solicitation No. - N° de l'invitation  
W8476-216378/A  
Client Ref. No. - N° de réf. du client  
W8476-216378

Amd. No. - N° de la modif.  
010  
File No. - N° du dossier  
hl673.W8476-216378

Buyer ID - Id de l'acheteur  
hl673  
CCC No./N° CCC - FMS No./N° VME

**This amendment is raised to answer questions from potential bidders.**

**Questions:**

**Q166.** RE: A36 from Amendment 002, we are seeking clarification:

It is possible to provide an engine for the genset for the WTS which can use commercial diesel fuel No.2 conforming to ASTM D975-15A and NATO fuel F-34 (JP-8), which results in compliance to the requirement under A1.2.1.5.2.3. BUT such engines (able to use standard road diesel AND JP-8) are NOT COMPLIANT to TIER 4 emission limits, which a motor in general has to comply to in Canada. Due to this contradiction the TIER 4 regulation allows the military to apply for an exemption for such an engine.

Please confirm that the requirement A1.2.1.5.2.3. remains unchanged and that CANADA as the customer receiving the engine will apply for such an exemption which will allow delivery without compliance of the genset engines to TIER 4.

**A166.** Requirement A1.2.1.5.2.3 remains unchanged.

As per "*Off-road Compression-Ignition (Mobile and Stationary) and Large Spark-Ignition Engine Emission Regulations (SOR/2020-258)*" section 5(g), an engine is not considered a "prescribed engine" if it is:

"[...] designed to be used exclusively in a military machine that is designed for use in combat or combat support during military activities only, including reconnaissance missions, rescue missions and training mission"

Canada can confirm that the WTS meets this definition. It is the responsibility of the bidder to ensure that the regulation is adhered to given that section 5(g) applies (i.e., must include labels as per section 5(g)(i) and 5(g)(ii) of SOR/2020-258).

**Q167.** RE: Chemical Agent Resistant Coating (CARC) System

Paragraph A1.3.3.1.1 of the above-referenced RFP specifies that the exterior must be painted with a Chemical Agent Resistant Coating (CARC), and references appendix A6.0 – Appendix: Chemical Agent Resistant Coating (CARC) System. However, paragraph A1.3.3.2.1 specifies only the colour and gloss.

Please confirm the interior must also be painted with a CARC in accordance with appendix A6.0?

**A167.** For interior surfaces, IAW A1.3.3.2.1, only interior doors and access panel openings to the outside must be painted with a CARC. All other interior surfaces do not need to be painted with a CARC, however they must still adhere to colour and gloss requirements as per A1.3.3.2.1.

**Q168.** We are seeking clarification regarding Annex F, Table 2.3 - SUPPORT SOW 4.0 R&O Activities, Maintenance Support - (R&O Spares Provisioning). We do not understand the purpose of the mark up in combination with the role as OEM. Please explain by giving an example.

Solicitation No. - N° de l'invitation  
W8476-216378/A  
Client Ref. No. - N° de réf. du client  
W8476-216378

Amd. No. - N° de la modif.  
010  
File No. - N° du dossier  
hl673.W8476-216378

Buyer ID - Id de l'acheteur  
hl673  
CCC No./N° CCC - FMS No./N° VME

**A168.** Canada requires the bidder to assume a fixed cost of "OEM parts" for each year. It is assumed that "OEM parts" are parts that are not manufactured by the bidder and would not merit cataloguing by Canada, due to the infrequency of replacements (i.e. rings, gaskets, clamps, piping, etc.) that will be used during WTS R&O. These "OEM parts" are COTS parts, used during 3rd or 4th line repairs.

Once a contract is awarded and the eventual contractor is invoicing Canada for OEM parts (as defined above), a receipt will be provided to Canada which indicates the cost paid for OEM parts by the contractor. The contractor can only charge what was spent on the part plus a fixed mark-up percentage. Canada is requesting that the bidder indicate the mark-up (in %) that they would charge Canada for the provision of those OEM parts once in Contract with Canada.

**Q169.** Reference Annex F, Table 2.3 - SUPPORT SOW 4.0 R&O Activities, Maintenance Support - (R&O Spares Provisioning) please confirm that the requested mark-up is for parts which are used during repair/maintenance. The use of the term 'spares provisioning' in Annex F, table 2.3 is confusing as the referenced Annex A2, Support SOW, R&O requirements does not mention spares or spares provisioning but does mention 'parts' at 4.1.1.4.

**A169.** The requested mark-up is for parts used during repair/maintenance. Refer to the explanation in A168.