



DEPARTMENT OF FINANCE

PROCUREMENT SERVICES

95 Rochford Street, 2nd Floor South, Shaw Building, Room 27

Charlottetown, PEI, C1A 7N8

Telephone: (902) 368-4040 or Facsimile (902) 368-5171

ADDENDUM #2

For RFP #5073

TO: All Bidders

FROM: Procurement Services

DATE: July 18, 2018

SUBJECT: Response to Questions

Q1. Is Driver ID a mandatory requirement for all vehicles?

A1. Yes.

Q2. Can driver names simply be assigned to vehicles on the portal or is a true in-vehicle Driver ID solution the requirement? (IE.. Key Fob or HID Cards winter / summer swap units)

A2. Assigning is all that is necessary.

Q3. Is Driver ID functionality required for the devices that you plan on swapping back and forth between winter and summer vehicles?

A3. Yes.

Q4. Is ECM a requirement for the units that will be transferred?

A4. Yes.

Q5. Is ECM diagnostics required from the 87 HD All-Year/Winter Vehicles?

A5. Yes.

Q6. Pursuant to Section 2.2.1 of the RFP, is Appendix A considered a mandatory submission form?

A6. No, Appendix A is just a sample Treasury Board Contract.

Q7. Pursuant to Section 3.1.1 of the RFP, if the Proponent requires amendments to the terms of the Agreement in Appendix A, what is the process for submitting such amendments?

A7. Appendix A is a sample Treasury Board Contract; nothing should be changed to this document until negotiations occur between the Proponent and the tendering Department.

Q8. Pursuant to Section 4 of Appendix A of the RFP, is the Government going to require a holdback on any amount of the fees being billed by the successful Proponent?

A8. The holdback referred to in Item **d)**, **Section 4, Payments, Records and Accounts**, of **Appendix A**, shall be 10%. This holdback shall only be applied to line items **(1)**, **(2)**, and **(3)** of **Section A, Pricing Worksheet**, in **Appendix C**. There will not be a holdback on the monthly payments.

Q9. Pursuant to Section 14 of Appendix A of the RFP, is it the Government's intent that it owns any data generated from the telematics hardware devices but the Proponent owns any product or improvements made to the products during the term?

A9. Yes.

Q10. Pursuant to Appendix C, Section 1(b) of the RFP, does the Government desire to purchase the hardware devices or lease the hardware devices for the duration of the Agreement?

A10. Purchase.

Q11. Pursuant to Appendix D, what is the reporting frequency of the hardware devices requested by the Government for its vehicles?

A11. As per Item e), page 38 of the RFP, at our option.

Q12. Pursuant to Appendix D, what is the anticipated number of private contractors that will be added in November 2019?

A12. Approximately 100-140 units. Although this is anticipated, it may not take place.

Q13. For the light duty pickup trucks regarding an ODBII device, are there any front plows on the vehicles that you would like monitored?

A13. No.

Q14. Regarding the pricing sheet, there are 87 Category C Heavy Duty vehicles split between spreader dump trucks and loaders/ graders. Is it the intention of the province to have the same modem across these vehicles, or can two separate units be priced, as the graders and loaders do not normally have an ECM port and a different modem can be utilized that does not have ECM capability.

A14. Same modem for both.

Q15. The monthly fees would be higher for a spreader vehicle, as they would need a greater data plan to monitor material, than a loader/grader. Would you like to see the loaders/ graders priced on a lower monthly fee plan, or would you like all category C vehicles priced on the higher plan for simplicity sake?

A15. Same plan for both.

Q16. If a suspension plan for those vehicles that are only utilized in the winter months, is available, would you like to see the Category C vehicles classified as Winter priced with a suspension plan for the off-duty months (and if so, how many months would they be off-duty), or would you like all category C vehicles priced on the same plan for simplicity sake?

A16. At this time, we will use just one plan.

Q17. Under General Requirements: Public Information Systems, the two requirements appear to contradict one another. The first requirement appears to ask that the Proponent push data from their service to a hosted public solution, whereas the second requirement appears to ask the proponent to host contractor data on a public site. Is it the Province's intention for the proponent to host the public access site? And would the province like to see pricing regarding the public site within this RFP, as there is currently no section on the pricing sheet for the public site?

A17. At this time, the requirement is to just have "the **capability** to offer public access to limited information. (eg. plow location)". The Province, at some time in the future, will either use a third party or the Proponent, to offer this to the public. We require this option to be available on our vehicles, as well as the potential private contractor's equipment coming online in November, 2019.

Q18. For Plow blade up/down sensors does PEI highways have working sensors on each truck currently that can be used, or are all new sensors required?

A18. All new sensors will be required.

Q19. If new sensors are required does PEI highways have a preference between proximity, hydraulic, or a more advance Di-Can type sensor box for wing and plow with air over hydraulic sensor?

- A19. The Department does not have a preference between hydraulic or Di-can type sensors but will not accept proximity sensors. Many of the Department's truck are parked outside during all seasons and will require a rugged system that will work in all weather conditions.
- Q20. What PSI pressure does PEI Highways carry in the lines for front plow and wing and what line size and fitting is used on these hydraulic lines?
- A20. The Department has many different types of equipment which range in PSI pressures (1500 to 2500 psi). Generally the line sizes are 1/2 inch and the fittings used at JIC. The Department does have some European equipment which uses 3/8 inch line and ORF fittings.
- Q21. With regards to the Cellular Network, does the Province want to ensure all hardware operates on at least 4G-Lte to ensure the newest hardware possible?
- A21. Yes.
- Q22. Will there be a need for sensors, on the summer vehicles that will have the winter vehicle modems transferred to?
- A22. No, at present the summer vehicles are all light duty vehicles, and do not require sensors. The additional OBDII harnesses are for this purpose. If the province utilizes a heavy duty summer vehicle in the future, it will be outfitted with its own sensors.

END OF ADDENDUM.

Please return this sheet with your formal bid proposal.