



## TENDER 17-06

### AIRPORT ABOVE GROUND FUEL STORAGE SYSTEM

#### ADDENDUM NO. 1

February 8<sup>th</sup>, 2017

**This addendum forms part of the Tender Documents** and shall be read, interpreted, and coordinated with all other parts. The costs of all elements contained herein shall be included in the submission. The following revisions, changes, corrections, additions, and or deletions supersede the information contained in the original Documents to the extent referenced and shall become part thereof.

#### **Addendum Item 1 - Questions and Answers**

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**1. Proponent Question:**

Your tank specification calls for 100% secondary containment and calls for vacuum monitoring devices. These options are not available together. Can you please clarify which of the two options you require?

**Response:**

We are looking for a double walled tank with 100% containment. This interstitial space is then to be monitored by a vacuum monitoring devices as noted in the performance spec.

**2. Proponent Question:**

As currently specified, you are calling for a 1000LPM submersible turbine pump with floating suction. This type of pump cannot be used to receive any fuel products from delivery trucks and would require complete reliance on the delivery truck to provide pumping into your storage tank.

**Response:**

A 1000LMP submersible turbine pump has been specified for offloading fuel from the tank, with delivery trucks providing pumping into the storage tank. Filtration would need to adhere to CSA B836 as referenced in the performance specification and could be achieved with a manifold system.

**3. Proponent Question:**

For the purposes of loading fuel trucks, could you clarify the specification for the Airport Above Ground Fuel Storage System and/or the Airport Jet Fuel Delivery Truck (RFP 17-03) to include which truck over-fill protection system you require.

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**Response:**

A Scully type over-fill protection system is required. An additional overfill device is also specified in the performance spec which includes a meter complete with pre-set tied to a solenoid that the driver determines the quantity of product they want.

**4. Proponent Question:**

Is there a pump to transfer fuel from delivery truck to storage tank or does it use the pump on-board the truck?

**Response:**

Fuel delivery to storage tank would use the pump on-board the truck. Filtration for load/offload to adhere to CSA B836 as reference in the performance specification.

**5. Proponent Question:**

Bottom loading trucks need preset and overfill protection that's not mentioned in the bid package.

**Response:**

See question 3 above.

**6. Proponent Question:**

Is the truck confined to the airport lands or does it go on to the public roads?

**Response:**

It will be required to be used on public roads on occasion to drive to and from maintenance facilities. The vehicle will be empty of jet fuel product when travelling on public roads.

**7. Proponent Question:**

Does the pumping rate refer to filling of the trucks or aircraft?

**Response:**

The fill rates are for both the mobile units and aircraft. A pumping rate range of 800 to 1,200 lpm at the Single Point nozzle is preferred.

**8. Proponent Question:**

Does the fuel need to be metered while unloading?

**Response:**

Yes.

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**Addendum Item 2 – Closing Date Revision**

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Change the Tender closing date from Wednesday February 15<sup>th</sup>, 2017 and replace with “**Thursday February 23<sup>rd</sup>, 2017**”.

**End of Addendum**

**Acknowledgement of this Addendum in your Tender submission is required.**

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