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NA  
British Columbia

**Revision to a Request for a Standing Offer**

**Révision à une demande d'offre à commandes**

National Individual Standing Offer (NISO)

Offre à commandes individuelle nationale (OCIN)

The referenced document is hereby revised; unless  
otherwise indicated, all other terms and conditions of  
the Offer remain the same.

Ce document est par la présente révisé; sauf  
indication contraire, les modalités de l'offre demeurent  
les mêmes.

**Comments - Commentaires**

**Vendor/Firm Name and Address**

**Raison sociale et adresse du  
fournisseur/de l'entrepreneur**

**Issuing Office - Bureau de distribution**

Public Works and Government Services Canada -  
Pacific Region  
401 - 1230 Government Street  
Victoria, B. C.  
V8W 3X4

<b>Title - Sujet</b> Remotely Operated Vehicles Véhicules sous-marins télécommandés	
<b>Solicitation No. - N° de l'invitation</b> F7044-200108/B	<b>Date</b> 2020-12-22
<b>Client Reference No. - N° de référence du client</b> F7044-200108	<b>Amendment No. - N° modif.</b> 001
<b>File No. - N° de dossier</b> XLV-0-43010 (166)	<b>CCC No./N° CCC - FMS No./N° VME</b>
<b>GETS Reference No. - N° de référence de SEAG</b> PW-\$XLV-166-8101	
<b>Date of Original Request for Standing Offer</b> 2020-11-23 <b>Date de la demande de l'offre à commandes originale</b>	
<b>Solicitation Closes - L'invitation prend fin</b> <b>at - à 02:00 PM</b> Pacific Standard Time PST <b>on - le 2021-01-06</b> Heure Normale du Pacifique HNP	
<b>Address Enquiries to: - Adresser toutes questions à:</b> Castle, David G.	<b>Buyer Id - Id de l'acheteur</b> xlv166
<b>Telephone No. - N° de téléphone</b> (250) 217-6555 ( )	<b>FAX No. - N° de FAX</b> ( ) -
<b>Delivery Required - Livraison exigée</b>	
<b>Destination - of Goods, Services, and Construction:</b> <b>Destination - des biens, services et construction:</b>	
<b>Security - Sécurité</b> This revision does not change the security requirements of the Offer. Cette révision ne change pas les besoins en matière de sécurité de la présente offre.	

**Instructions: See Herein**

**Instructions: Voir aux présentes**

<b>Acknowledgement copy required</b>	<b>Yes - Oui</b>	<b>No - Non</b>
<b>Accusé de réception requis</b>	<input type="checkbox"/>	<input type="checkbox"/>
<b>The Offeror hereby acknowledges this revision to its Offer.</b> <b>Le proposant constate, par la présente, cette révision à son offre.</b>		
<b>Signature</b>	<b>Date</b>	
Name and title of person authorized to sign on behalf of offeror. (type or print) Nom et titre de la personne autorisée à signer au nom du proposant. (taper ou écrire en caractères d'imprimerie)		
<b>For the Minister - Pour le Ministre</b>		

**Amendment 001 – Solicitation # F7044-200108 DFO ROV NISO**

This Amendment is raised for the following;

1. The following solicitation revision required to respond to supplier's question:

<b>Annex D – Questions and Answers for F7044-200108</b>			
<b>Q #</b>	<b>TSOR Section</b>	<b>Bidder Question</b>	<b>Canada's Response</b>
1		Would the Coast Guard prefer a system that can utilize both AC power and batteries depending on the situation or would the batteries added be considered a detriment?	No, AC only.
2		Does the Coast Guard need an LCD display on the isometer?	Yes, must be stand alone and should comply with IEC 61557-8 and give the user visual alarm status.
3		Would a 17" monitor be acceptable instead of 18.5" for a console if it meant a more rugged and portable overall device?	We require a 18.5" full high definition output with no interlacing. (1920x1080)
4		Can the user configurable computer be on the console instead of the submersible?	No, the onboard computer of the submersible should be able to multiplex data, and store data in case different topsides are being used with the submersible.
5		The specification mentions recording multiple camera feeds but only one camera in the requirement, are multiple camera feeds required?	Yes, for future camera integration, additional feeds are required.
6		Would a system with automatic station holding and auto altitude	System as per TSOR

		functionality be considered an advantage over others? It is not listed in the specification however our system that we would submit features autopilot functionalities that would greatly improve the coast guard's operator experience.	
7		Has the 6 knot speed been verified with an in person viewing? This is an unlikely possibility for a specification considering the lower voltage and small size of thrusters.	The system would be required to work in extreme tidal and current conditions, similar to the Bay of Fundy.