



RETURN BIDS TO:

RETOURNER LES SOUMISSIONS À:

Bid Receiving/Réception des soumissions

Procurement Hub | Centre d'approvisionnement
Fisheries and Oceans Canada | Pêches et
Océans Canada
200 Kent Street, Station 9W072
200 rue Kent, Poste 9W072
Ottawa, Ontario
K1A 0E6

Email - courriel: beverly.shawana@dfo-mpo.gc.ca

REQUEST FOR PROPOSAL

DEMANDE DE PROPOSITION

Proposal to: Fisheries and Oceans 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 and services listed herein and on any attached sheets at the price(s) set out therefor.

Proposition aux : Pêches et Océans 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 appendices ci-jointes, les biens et les services énumérés ici sur toute feuille ci-annexée, au(x) prix indiqué(s).

Title – Sujet: Vessel and Crew to Support Fisheries and Oceans Canada – Fall 2017 Atlantic Ocean Monitoring Program		Date September 22, 2017
Solicitation No. – N° de l'invitation FP802-170205		
Client Reference No. - No. de référence du client FP834-170100		
Solicitation Closes – L'invitation prend fin At /à : 14:00 EDT(Eastern Daylight Time) On / le: October 10, 2017		
F.O.B. – F.A.B Destination	GST – TPS See herein — Voir ci-inclus	Duty – Droits See herein — Voir ci-inclus
Destination of Goods and Services – Destinations des biens et services See herein — Voir ci-inclus		
Instructions See herein — Voir ci-inclus		
Address Inquiries to – Adresser toute demande de renseignements à Beverly Shawana Email – courriel: beverly.shawana@dfo-mpo.gc.ca		
Delivery Required – Livraison exigée See herein — Voir ci-inclus	Delivery Offered – Livraison proposée	
Vendor Name, Address and Representative – Nom du vendeur, adresse et représentant du fournisseur/de l'entrepreneur:		
Telephone No. – No. de téléphone	Facsimile No. – No. de télécopieur	
Name and title of person authorized to sign on behalf of Vendor (type or print) – Nom et titre de la personne autorisée à signer au nom du fournisseur (taper ou écrire en caractères d'imprimerie)		
Signature	Date	



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PART 1 - GENERAL INFORMATION

1.1 Security Requirements

There is no security requirement associated with this bid solicitation

1.2 Statement of Work

The Work to be performed is detailed under Annex A of the resulting contract clauses.

1.3 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.

1.4 Procurement Ombudsman

The Office of the Procurement Ombudsman (OPO) was established by the Government of Canada to provide an independent avenue for suppliers to raise complaints regarding the award of contracts under \$25,000 for goods and under \$100,000 for services. You have the option of raising issues or concerns regarding the solicitation, or the award resulting from it, with the OPO by contacting them by telephone at 1-866-734-5169 or by e-mail at opo-boa@opo-boa.gc.ca. You can also obtain more information on the OPO services available to you at their website at www.opo-boa.gc.ca.

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) (<https://buyandsell.gc.ca/policy-and-guidelines/standard-acquisition-clauses-and-conditions-manual>) issued by Public Works and Government Services Canada.

Revision to Departmental Name: As this solicitation is issued by Fisheries and Oceans Canada (DFO), any reference to Public Works and Government Services Canada or PWGSC or its Minister contained in any term, condition or clause of this solicitation, including any individual SACC clauses incorporated by reference, will be interpreted as reference to DFO or its Minister.

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 \(2016-04-04\)](#) Standard Instructions - Goods or Services - Competitive Requirements, are incorporated by reference into and form part of the bid solicitation.

Section 01 – Integrity Provisions – Bid of 2003 referenced above is amended as follows:

Delete section 01 in its entirety.



Section 02 – Procurement Business Number – of 2003 referenced above is amended as follows:

Delete section 02 in its entirety.

2.2 Submission of Bids

Bids must be submitted only to Fisheries and Oceans Canada (DFO) Bid Receiving Unit by the date, time and place indicated on page 1 of the bid solicitation.

Due to the nature of the bid solicitation, bids transmitted by facsimile to DFO will not be accepted.

2.3 Former Public Servant

Contracts awarded to former public servants (FPS) in receipt of a pension or of a lump sum payment must bear the closest public scrutiny, and reflect fairness in the spending of public funds. In order to comply with Treasury Board policies and directives on contracts awarded to FPSs, bidders must provide the information required below before contract award. If the answer to the questions and, as applicable the information required have not been received by the time the evaluation of bids is completed, Canada will inform the Bidder of a time frame within which to provide the information. Failure to comply with Canada's request and meet the requirement within the prescribed time frame will render the bid non-responsive.

Definitions

For the purposes of this clause, "former public servant" is any former member of a department as defined in the Financial Administration Act, R.S., 1985, c. F-11, a former member of the Canadian Armed Forces or a former member of the Royal Canadian Mounted Police. A former public servant may be:

- a. an individual;
- b. an individual who has incorporated;
- c. a partnership made of former public servants; or
- d. a sole proprietorship or entity where the affected individual has a controlling or major interest in the entity.

"lump sum payment period" means the period measured in weeks of salary, for which payment has been made to facilitate the transition to retirement or to other employment as a result of the implementation of various programs to reduce the size of the Public Service. The lump sum payment period does not include the period of severance pay, which is measured in a like manner.

"pension" means a pension or annual allowance paid under the Public Service Superannuation Act (PSSA), R.S., 1985, c. P-36, and any increases paid pursuant to the Supplementary Retirement Benefits Act, R.S., 1985, c. S-24 as it affects the PSSA. It does not include pensions payable pursuant to the Canadian Forces Superannuation Act, R.S., 1985, c. C-17, the Defence Services Pension Continuation Act, 1970, c. D-3, the Royal Canadian Mounted Police Pension Continuation Act, 1970, c. R-10, and the Royal Canadian Mounted Police Superannuation Act, R.S., 1985, c. R-11, the Members of Parliament Retiring Allowances Act, R.S. 1985, c. M-5, and that portion of pension payable to the Canada Pension Plan Act, R.S., 1985, c. C-8.

Former Public Servant in Receipt of a Pension

As per the above definitions, is the Bidder a FPS in receipt of a pension? **Yes () No ()**



If so, the Bidder must provide the following information, for all FPSs in receipt of a pension, as applicable:

- a. name of former public servant;
- b. date of termination of employment or retirement from the Public Service.

By providing this information, Bidders agree that the successful Bidder's status, with respect to being a former public servant in receipt of a pension, will be reported on departmental websites as part of the published proactive disclosure reports in accordance with Contracting Policy Notice: 2012-2 and the Guidelines on the Proactive Disclosure of Contracts.

Work Force Adjustment Directive

Is the Bidder a FPS who received a lump sum payment pursuant to the terms of the Work Force Adjustment Directive? **Yes () No ()**

If so, the Bidder must provide the following information:

- a. name of former public servant;
- b. conditions of the lump sum payment incentive;
- c. date of termination of employment;
- d. amount of lump sum payment;
- e. rate of pay on which lump sum payment is based;
- f. period of lump sum payment including start date, end date and number of weeks;
- g. number and amount (professional fees) of other contracts subject to the restrictions of a work force adjustment program.

For all contracts awarded during the lump sum payment period, the total amount of fees that may be paid to a FPS who received a lump sum payment is \$5,000, including Applicable Taxes.

2.4 Enquiries - Bid Solicitation

All enquiries must be submitted in writing to the Contracting Authority no later than 5 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.

2.5 Applicable Laws

Any resulting contract must be interpreted and governed, and the relations between the parties determined, by the laws in force in **the province or territory where the goods and/or services are to be rendered**.

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.



PART 3 - BID PREPARATION INSTRUCTIONS

3.1 Bid Preparation Instructions

Canada requests that bidders provide their bid in separately bound/saved sections as follows:

Section I: Technical Bid (one hard copy **OR** one soft copy in PDF format)

Section II: Financial Bid (one hard copy **OR** one soft copy in PDF format)

Section III: Certifications (one hard copy **OR** one soft copy in PDF format)

Please note that DFO prefers receipt of proposals in soft copy to the email address identified on page one of the solicitation. Emails must not exceed 8 MB (if over the limit Bidders are asked to send additional numbered emails)

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

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 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](http://www.tpsgc-pwgsc.gc.ca/ecologisation-greening/achats-procurement/politique-policy-eng.html) (<http://www.tpsgc-pwgsc.gc.ca/ecologisation-greening/achats-procurement/politique-policy-eng.html>). 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.

Section II: Financial Bid

Bidders must submit their financial bid in accordance with the Basis of Payment. The total amount of Applicable Taxes must be shown separately.



Section III: Certifications

Bidders must submit the certifications required under Part 5.



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

Please see Annex E for details

4.1.1.2 Point Rated Technical Criteria

Please see Annex E for details

4.1.2 Financial Evaluation

SACC Manual Clause [A0220T](#) (2014-06-26), Evaluation of Price (*Bid*)

4.2 Basis of Selection

- 4.2.1** Mandatory Technical Criteria
SACC Manual Clause (A0031T) (2010-08-16)



PART 5 - CERTIFICATIONS

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

The certifications provided by bidders to Canada are subject to verification by Canada at all times. Canada will declare a bid non-responsive, or will declare a contractor in default in carrying out any of its obligations under the Contract, 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.

5.1 Certifications Precedent to Contract Award and Certifications Required with the Bid

5.1.1 Certifications Precedent to Contract Award

The certifications listed below should be completed and submitted with the bid, but may be submitted afterwards. If any of these required certifications 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 comply with the request of the Contracting Authority and to provide the certifications within the time frame provided will render the bid non-responsive.

5.1.1.1 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](http://www.labour.gc.ca/eng/standards_equity/eq/emp/fcp/list/inelig.shtml)" list (http://www.labour.gc.ca/eng/standards_equity/eq/emp/fcp/list/inelig.shtml) available from [Employment and Social Development Canada \(ESDC\) - Labour's website](#).

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.

5.1.2 Certifications Required with the Bid

Bidders must submit the following duly completed certifications with their bid.

5.1.2.1 Insurance

The Contractor must forward to the Contracting Authority, a Certificate of Insurance evidencing the insurance coverage and confirming that the insurance policy complying with the requirements is in force.

5.1.2.2 Contractor's Representative

The Contractor's Representative for the Contract is:

Name: _____



Title: _____
 Address: _____
 Telephone: _____
 Facsimile: _____
 E-mail: _____

5.1.2.3 Supplementary Contractor Information

Pursuant to paragraph 221 (1)(d) of the Income Tax Act, payments made by departments and agencies under applicable services contracts (including contracts involving a mix of goods and services) must be reported on a T4-A supplementary slip.

To enable the Department of Fisheries and Oceans to comply with this requirement, the Contractor hereby agrees to provide the following information which it certifies to be correct, complete, and fully discloses the identification of this Contractor:

a) The legal name of the entity or individual, as applicable (the name associated with the Social Insurance Number (SIN) or Business Number (BN), as well as the address and the postal code:

b) The status of the contractor (individual, unincorporated business, corporation or partnership:

c) For individuals and unincorporated businesses, the contractor's SIN and, if applicable, the BN, or if applicable, the Goods and Services Tax (GST)/Harmonized Sales Tax (HST) number:

d) For corporations, the BN, or if this is not available, the GST/HST number. If there is no BN or GST/HST number, the T2 Corporation Tax number must be shown:

The following certification signed by the contractor or an authorized officer:

"I certify that I have examined the information provided above and that it is correct and complete"

Signature

Print Name of Signatory



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 Requirements

6.1.1 There is no security requirement applicable to this Contract.

6.2 Statement of Work

The Contractor must perform the Work in accordance with the Statement of Work at Annex "A".

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) (<https://buyandsell.gc.ca/policy-and-guidelines/standard-acquisition-clauses-and-conditions-manual>) issued by Public Works and Government Services Canada.

Revision to Departmental Name: As this contract is issued by Fisheries and Oceans Canada (DFO), any reference to Public Works and Government Services Canada or PWGSC or its Minister contained in any term, condition or clause of this contract, including any individual SACC clauses incorporated by reference, will be interpreted as reference to DFO or its Minister.

6.3.1 General Conditions

[2010C \(2016-04-04\)](#), General Conditions - Services (Medium Complexity) apply to and form part of the Contract.

Section 27 – Integrity Provisions – Contract of 2010C referenced above is amended as follows: Delete section 27 in its entirety.

6.4 Term of Contract

6.4.1 Period of the Contract

The period of the Contract is from contract award through to November 30, 2017.

6.5 Authorities

6.5.1 Contracting Authority

The Contracting Authority for the Contract is:

Name: Beverly Shawana
Title: Senior Contracting Officer
Department: Fisheries and Oceans Canada
Directorate: Materiel and Procurement Services
Address: 200 Kent Street, Station 9W072



Ottawa, Ontario K1A 0E6
Telephone: 613-949-1490
Facsimile: 613-991-4545
E-mail address: Beverly.shawana@dfo-mpo.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 to be provided at contract award)**

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 Contractor's Representative (name to be provided at contract award)

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

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



6.6 Proactive Disclosure of Contracts with Former Public Servants

By providing information on its status, with respect to being a former public servant in receipt of a [Public Service Superannuation Act](#) (PSSA) pension, the Contractor has agreed that this information will be reported on departmental websites as part of the published proactive disclosure reports, in accordance with [Contracting Policy Notice: 2012-2](#) of the Treasury Board Secretariat of Canada.

6.7 Payment

6.7.1 Basis of Payment

- 6.7.1.1 In consideration of the Contractor satisfactorily completing all of its obligations under the Contract, the Contractor will be paid a firm price of \$ _____ (*insert amount at contract award*) and Applicable Taxes are extra.
- 6.7.1.1 All prices and amounts of money in the Contract are exclusive of the Goods and Services Tax (GST) or Harmonized Sales Tax (HST), whichever is applicable, unless otherwise indicated. GST or HST, to the extent applicable, will be incorporated into all invoices and progress claims for goods supplied or work performed and will be paid by Her Majesty. The Contractor agrees to remit to Canada Revenue Agency any GST or HST paid or due.
- 6.7.1.2 Any payment by Her Majesty under this contract is subject to there being an appropriation for the fiscal year in which the payment is to be made.

6.7.2 Limitation of Price

SACC Manual clause [C6000C](#) (2011-05-16) Limitation of Price

6.7.3 Single Payment

Canada will pay the Contractor upon completion and delivery of the Work in accordance with the payment provisions of the Contract if:

- a. an accurate and complete invoice and any other documents required by the Contract have been submitted in accordance with the invoicing instructions provided in the Contract;
- b. all such documents have been verified by Canada;
- c. the Work delivered has been accepted by Canada.

6.8 Invoicing Instructions

6.8.1 Payments will be made provided that:

- 6.8.1.1 The invoice(s) must be emailed to DFO Accounts Payable, at the email address indicated below:

Email: DFOinvoicing-MPOfacturation@DFO-MPO.GC.CA



6.8.1.2 The Contractor must submit invoices in accordance with the section entitled "Invoice Submission" of the general conditions. Invoices cannot be submitted until all work identified in the invoice is completed.

6.9 Certifications

6.9.1 Compliance

The continuous compliance with the certifications provided by the Contractor in its bid and the ongoing cooperation in providing associated information are conditions of the Contract. Certifications are subject to verification by Canada during the entire period of the Contract. If the Contractor does not comply with any certification, fails to provide the associated information, or if it is determined that any certification made by the Contractor in its bid is untrue, whether made knowingly or unknowingly, Canada has the right, pursuant to the default provision of the Contract, to terminate the Contract for default.

6.9.2 Federal Contractors Program for Employment Equity - Default by the Contractor

The Contractor understands and agrees that, when an Agreement to Implement Employment Equity (AIEE) exists between the Contractor and Employment and Social Development Canada (ESDC)-Labour, the AIEE must remain valid during the entire period of the Contract. If the AIEE becomes invalid, the name of the Contractor will be added to the "[FCP Limited Eligibility to Bid](#)" list. The imposition of such a sanction by ESDC will constitute the Contractor in default as per the terms of the Contract.

6.10 Applicable Laws

The Contract must be interpreted and governed, and the relations between the parties determined, by the laws in force in **the province or territory where the goods and/or services are to be rendered.**

6.11 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;
- (a) the general conditions [2010C](#) (2016-04-04), General Conditions - Services (Medium Complexity);
- (b) Annex A, Statement of Work;
- (c) Annex B, Basis of Payment;
- (d) Annex C, Insurance Conditions;
- (e) Annex D, Additional Vessel Conditions;
- (f) Annex E, Application Form and Mandatory Evaluation Criteria



6.12 Procurement Ombudsman

6.12.1 The Contractor confirms that it has read the Code of Conduct for Procurement and agrees to be bound by its terms.

6.12.2 The office of the Procurement Ombudsman (OPO) was established by the Government of Canada to provide an independent avenue for suppliers to raise complaints regarding the award of contracts under \$25,000.00 for Goods and under \$100,000.00 for Services. You have the option of raising issues or concerns regarding the solicitation, or the award resulting from it, with the OPO by contacting them by telephone at 1-866-734-5169 or by e-mail at opo-boa@opo-boa.gc.ca. You can also obtain more information on OPO services available to you on their website at www.opo-boa.gc.ca.

6.12.3 For further information, the Contractor may refer to the following PWGSC site:

<http://www.tpsgc-pwgsc.gc.ca/app-acq/cndt-cndct/contexte-context-eng.html>

6.13 Insurance – Specific Requirements G1001C (2013-11-06)

The Contractor must comply with the insurance requirements specified in Annex C. The Contractor must maintain the required insurance coverage for the duration of the Contract. Compliance with the insurance requirements does not release the Contractor from or reduce its liability under the Contract.

The Contractor is responsible for deciding if additional insurance coverage is necessary to fulfill its obligation under the Contract and to ensure compliance with any applicable law. Any additional insurance coverage is at the Contractor's expense, and for its own benefit and protection.

The Contractor must forward to the Contracting Authority within ten (10) days after the date of award of the Contract, a Certificate of Insurance evidencing the insurance coverage and confirming that the insurance policy complying with the requirements is in force. For Canadian-based Contractors, coverage must be placed with an Insurer licensed to carry out business in Canada, however, for Foreign-based Contractors; coverage must be placed with an Insurer with an A.M. Best Rating no less than "A-". The Contractor must, if requested by the Contracting Authority, forward to Canada a certified true copy of all applicable insurance policies.

6.14 SACC Manual Clauses

SACC Manual clause [A9141C](#) (2008-05-12) Vessel Condition

SACC Manual clause [G5003C](#) (2014-06-26) Marine Liability Insurance



ANNEX "A"

STATEMENT OF WORK FOR THE

MARITIMES REGION

1.0 Scope

1.1 Title

Vessel and Crew to Support Fisheries and Oceans Canada – Fall 2017 Atlantic Ocean Monitoring Program

1.2 Introduction

Fisheries and Oceans Canada is seeking availability of a capable non-Canadian Coast Guard (CCG) Oceanographic Research Vessel to conduct its fall 2017 Atlantic Ocean Monitoring Program. Specifically, an Oceanographic Research Vessel is required for 27 days from contract award up to November 30, 2017 at the latest. The Atlantic Ocean Monitoring Program is a time sensitive survey and needs to be conducted during this time period to allow for comparability of data and results with previous annual surveys conducted at this time and location.

Note: Fisheries and Oceans Canada is seeking to establish up to two (2) Agreements for capable non-Canadian Coast Guard (CCG) Oceanographic Research Vessel(s) to conduct its fall 2017 Atlantic Ocean Monitoring Program in two different study areas 1) offshore Nova Scotia, and 2) offshore Newfoundland and Labrador. The work is to be carried out in accordance with the Statements of Work attached hereto as Annex “B”, one for each study area. Bidders may apply to supply a vessel(s) for one or both study areas; however, each Statement of Work requires the submission of a separate proposal which will be evaluated based on the criteria in Annex “E”.

1.4 Objectives of the Requirement

The Atlantic Ocean Monitoring Program has the aim of collecting and analysing the biological, chemical, and physical field data that are necessary to (1) characterize and understand the causes of oceanic variability at the seasonal, inter-annual, and decadal scales, (2) provide multidisciplinary data sets that can be used to establish relationships among the biological, chemical, and physical variables, and (3) provide adequate data to support the sound development of ocean activities.



1.5 Background, Assumptions and Specific Scope of the Requirement

1.5.1 Background

1.5.2 Scope

The Science Branch, Fisheries and Oceans Canada, Maritimes Region, Dartmouth, Nova Scotia, CANADA, requires the complete services of an Oceanographic Research Vessel charter (vessel and crew) to deliver its fall 2017 Atlantic Ocean Monitoring Program, operating within the offshore waters of Nova Scotia. The monitoring program was implemented with the aim of increasing DFO's capacity to understand, describe, and forecast the state of the marine ecosystem and to quantify the changes in the ocean's physical, chemical, and biological properties.

The study area includes the offshore waters of the Scotian Shelf and Gulf of Maine, inclusive of Cabot Strait in the northeast to Browns Bank in the southwest, and across the Gulf of Maine between Nova Scotia and New Hampshire. This seasonal monitoring program is typically carried out using Canadian Coast Guard (CCG) Oceanographic Research Vessels. However, no CCG Oceanographic Research Vessels are available for fall 2017.

The fall 2017 Atlantic Ocean Monitoring Program will consist of up to 130 water sampling stations (e.g., Conductivity, Temperature, Depth (CTD), nets, and water bottle samples) and the servicing of 18 oceanographic mooring. The program will involve sampling up to 300 nautical miles offshore and in water depths of up to 5000 m. Deepwater water sampling will require a 24-bottle rosette with 10- or 12-litre (L) bottles. Due to operational considerations, the mooring operations are conducted during the fall surveys. The vessel needs enough deck space to carry all of the mooring equipment without returning to port during the mission. Moorings will be deployed and recovered on the Scotian Shelf and in several canyons on the Scotian Slope break.

2.0 Requirements

2.1 Tasks, Activities, Deliverables and Milestones

The Statement of Work outlines all requirements that an Offshore Research Vessel will include to be considered capable of completing the fall 2017 Atlantic Ocean Monitoring Program. The Bidder must provide proof of Contractor capability and vessel's capacity to meet all mandatory requirements. Copies of all relevant certificates (listed below) must be included in a Bidder's submission as proof. References to certificates (e.g., listed in Curriculum vitae) are not considered proof, as they cannot be substantiated. The onus is on the Bidder to submit all information and proof needed to clearly demonstrate that all



criteria are met. This information must be included in the bid package and properly referenced from the table in Annex E.

2.2 Specifications and Standards

Section A: Mandatory Requirements

Vessel Certification and Documentation

- The Bidder must provide an unconditional, valid copy of the vessel's Transport Canada certificate Minimum Safe Manning Document – Convention with a Trading Area of Unlimited Voyage, or international equivalent, for the duration of the contract.
- The Bidder must provide a valid copy of the vessel's Transport Canada (or recognized organization) Safety Management Certificate or international equivalent.
- The Bidder must provide a valid copy of the vessel's Transport Canada (or recognized organization) Safety Equipment Certificate or international equivalent.
- The Bidder must provide documentation from an insurance broker, or an insurance company licensed to operate in Canada, stating that the Bidder, if awarded the contract as a result of the bid solicitation, can be insured in accordance with all conditions including Insurance Requirements.
- The Bidder must provide proof (copy) that the Captain(s) and officer(s) of the vessel possesses a valid certificate of competency that meets or exceeds the operation for size (gross tonnage) of the vessel and the area of Work (Unlimited Voyage or international equivalent).
- The Bidder must provide proof (copies of certificates) that all crew members have valid Marine Emergency Duty (MED) A1 certificates or Standard for Training, Certification and Watchkeeping (STCW Basic Safety).
- The Bidder must provide a copy of the vessel's Health and Safety Plan that is consistent with Transport Canada Safety Inspection Certificates or international equivalents.

Vessel Particulars

- The Vessel must be equipped for continuous operations for a period of up to 27 days (e.g., endurance range of Vessel, provisions, water making system, etc.).
- The Vessel must be able to accommodate a minimum of 14 scientific personnel (individuals consisting of both genders) for the duration of the mission. This includes:
 - provide sleeping accommodations (minimum of 14 berths and max of 4 person/cabin);
 - provide a minimum of 3 on-board meals per day;



- provide drinking water, toilets, sinks, showers and hot water;
- The vessel must have lifesaving equipment sufficient for both the crew and 14 scientific personnel.
- The Vessel must be equipped with an oceanographic water-sampling system that consists of:
 - 24-bottle oceanographic rosette with 10- or 12-litre (L) bottles;
 - a launch and recovery system (LARS) – winch (minimum of 50 HP) and a crane or A-frame – to launch and recover the oceanographic rosette;
 - a dedicated metering block;
 - 5000 m, minimum, of conducting cable on the winch (4500 lb Working Load Limit (WLL));
 - a Seabird Electronics SBE 911Plus CTD system (DFO may provide additional sensors to be interfaced to the CTD); and
 - a dedicated work space (minimum area - 2.4 m X 2.4 m [8 ft X 8 ft]) on the working deck for handling the rosette before launching and for sampling bottles upon its recovery.
- The Vessel must be equipped with a Launch and Recovery System (LARS) that can accommodate the deployment of zooplankton nets. The system should include:
 - winch with a minimum of 2000 m of wire rope or cable (800 lbs WLL);
 - a dedicated metering block, and;
 - a crane or A-Frame
 - A source of seawater must be available nearby to wash down nets.
- The vessel must be equipped with a hull mounted echosounder capable of deep water sounding to a depth of at least 6000m with a graphical display and serial NMEA (National Marine Electronics Association) depth output.
- The Vessel must have a minimum unobstructed working deck space of 36 m² [400 ft²] to accommodate mooring operations.
- The Vessel must have a minimum storage deck space of 36 m² [400 ft²] for mooring equipment. The storage space needs to be accessible from the working deck area where mooring operations will be conducted.
- The Vessel must be equipped with a fantail A-frame. DFO's minimum requirements are
 - a minimum clearance height of 6 m [20 ft];
 - a minimum width 3 m [10 ft];
 - the capability to swing inboard 2 m [6 ft] and outboard 1.5 m [5 ft]; and
 - a minimum Working Load Limit (WLL) of 5 tons.
- The Vessel must be equipped with a block that can be mounted on the fantail A-frame. Block minimum requirements for DFO is:
 - WLL of 5 tons
 - sheave Ø 12 inches



- The Vessel must be equipped with a mooring winch that is positioned in-line for use with the fantail A-frame located on the stern. The minimum requirements for the mooring winch for DFO are:
 - minimum drum barrel of Ø15” [38 cm];
 - capacity of 1000 m [3,300 ft] for Ø1/4” mooring wire, and;
 - minimum line pull of 900 kg [2000 lb].
- The Vessel must be equipped with a telescoping or knuckle boom marine crane. DFO minimum requirements are:
 - a minimum WLL of 1 ton at minimum scope listed below;
 - a minimum lift height over the vessel rail of 10 m [33 ft];
 - a minimum outboard scope of the side of the vessel of 2 m [6.5 ft]; and
 - a crane whip cable that reaches the waterline
- The Vessel must provide a combination of interior and/or containerized laboratory space on deck for sample processing with a total minimum area of 60 m² (650 ft²), and have:
 - bench space to accommodate water sample extraction/preparation;
 - a minimum of one (1) sink in each lab or a minimum total of three (3) sinks in the combined lab areas. The sinks must have a freshwater supply and the ability to dispose of seawater.
 - access to a clean source of running sea-water in at least one lab;
 - a working fume hood in at least one lab;
 - supply power to each lab;
 - access to a ship-wide local area network and;
 - include phone and public address system connections to each lab.
- The Vessel must provide access to navigation data (NMEA data strings for position, speed, and heading) in each lab. The Vessel must have sufficient dry space for storing DFO and partner equipment and sample boxes (minimum required is 20 m³ [215 ft³]).
- The Vessel must provide refrigerated storage space of 15ft³ and freezer storage space of 28ft³ **OR** has sufficient dry space to accommodate 1 refrigerator (total of 15ft³) and 3 freezers (total of 28ft³) for storage of scientific samples.

2.3 Technical, Operational and Organizational Environment

N/A

2.4 Method and Source of Acceptance

N/A

2.5 Reporting Requirements

N/A



2.6 Project Management Control Procedures

N/A

2.7 Change Management Procedures

N/A

2.8 Ownership of Intellectual Property

Delivery of goods/services does not lead to the creation of intellectual property

3.0 Other Terms and Conditions of the SOW

3.1 Authorities

Project Authority Name to be provided upon contract award.

3.2 DFO Obligations

In support of the successful completion of the fall 2017 Atlantic Ocean Monitoring Program, DFO will provide the following personnel, equipment, and mission planning information:

- DFO will provide 14 scientific personnel for each survey;
- DFO will provide a mission plan;
- DFO will work with the Contractor to obtain clearance for Marine Science Research for sampling in U.S. waters through DFO's Vessel Clearance process, Global Affairs Canada and the U.S. State Department.
- DFO will provide zooplankton nets and other sampling instruments required for the program; and
- Prior to the commencement of the Contract, the Chief Scientists shall submit a written tentative Mission Plan that shall include:
 - date, time, and point of departure;
 - estimated time at sea;
 - estimated date, time, and point of arrival;
 - anticipated cruise track, including all station positions and area of operation;
 - statement of all scientific operations to be carried out; and
 - list of all scientific apparatus to be taken on board the vessel.

3.3 Contractor's Obligations

Vessel and Crew

- Captain and crew will be expected to communicate in English and must be available for each 12 h shift to ensure successful communication with scientific personnel.
- Crew will be expected to accommodate two 12-hour science personnel shifts (0600h-1800h and 1800h-0600h). Crew deckhand(s) must be available to operate winches and cranes during each science personnel shift.
- Crew will be expected to provide a familiarization tour of the ship for scientific personnel and inform them of safety equipment and procedures, ensuring the



safety of equipment and personnel throughout duration of the contract, and provide safe working areas on the ship.

- The Vessel will provide space for one (1) mammal/bird observer to look out the forward and side windows on the bridge throughout the daylight period, each day at sea, including a small space for a laptop.
- Crew will be expected to assist with the loading and unloading of science equipment as required (e.g., shipboard crane operations, manual lifting if necessary, etc.).
- Crew will be expected to deploy/recover and/or assist with the deployment/recovery of oceanographic measurement devices and sea sampling equipment according to information provided by the Chief Scientist.
- A ship-supplied technician(s) is expected to be on board and available 24-hours to trouble shoot, repair, and maintain ship-supplied science equipment and manage associated data collection. The technician(s) must also liaise with DFO science staff for the duration of the Contract.
- The Vessel will provide satellite internet service available to science personnel for communication to shore with a minimum capacity of 20 GB over the 27 day period.
- The vessel and crew is expected to be available for the full period of the contract.
- The vessel and crew is expected to be able to stay at sea without calling port for a period of up to 27 days.
- The vessel and crew must be expected to be able to berth at various ports around Nova Scotia, CANADA.

3.4 Location of Work, Work site and Delivery Point

The study area includes the offshore waters of the Scotian Shelf and Gulf of Maine, inclusive of Cabot Strait in the northeast to Browns Bank in the southwest, and across the Gulf of Maine between Nova Scotia and New Hampshire.

3.5 Language of Work

All work will be carried out in English Speaking Environments.

3.6 Special Requirements - LICENSES AND PERMITS

N/A

3.7 Security Requirements

There are no security requirements for this project.

3.8 Insurance Requirements

Upon contract award the successful bidder will be required to supply insurance as per the attached insurance conditions. Additionally, the following conditions must be met:

1. The Contractor must obtain Protection & Indemnity (P&I) insurance that must include excess collision liability and pollution liability. The insurance must be placed with a member of the International Group of Protection and Indemnity Associations or with a fixed market in an amount of not less than the limits determined by the [Marine Liability Act](#), S.C. 2001, c. 6. Coverage must include crew liability, if it is not covered by Worker's



Compensation as detailed in paragraph (2.) below.

2. The Contractor must obtain Worker's Compensation insurance covering all employees engaged in the Work in accordance with the statutory requirements of the Territory or Province or state of nationality, domicile, employment, having jurisdiction over such employees. If the Contractor is assessed any additional levy, extra assessment or super-assessment by a Worker's Compensation Board, as a result of an accident causing injury or death to an employee of the Contractor or subcontractor, or due to unsafe working conditions, then such levy or assessment must be paid by the Contractor at its sole cost.
3. The Protection and Indemnity insurance policy must include the following:
 - a. Additional Insured: Canada is added as an additional insured, but only with respect to liability arising out of the Contractor's performance of the Contract. The interest of Canada as additional insured should read as follows: Canada, represented by Public Works and Government Services Canada.
 - b. Waiver of Subrogation Rights: Contractor's Insurer to waive all rights of subrogation against Canada as represented by Fisheries & Oceans Canada and Public Works and Government Services Canada for any and all loss of or damage to the watercraft however caused.
 - c. Notice of Cancellation: The Insurer will endeavour to provide the Contracting Authority thirty (30) days written notice of cancellation.
 - d. Cross Liability/Separation of Insureds: Without increasing the limit of liability, the policy must protect all insured parties to the full extent of coverage provided. Further, the policy must apply to each Insured in the same manner and to the same extent as if a separate policy had been issued to each.
 - e. Litigation Rights: Pursuant to subsection 5(d) of the [Department of Justice Act](#), S.C. 1993, c. J-2, s.1, if a suit is instituted for or against Canada which the Insurer would, but for this clause, have the right to pursue or defend on behalf of Canada as an Additional Named Insured under the insurance policy, the Insurer must promptly contact the Attorney General of Canada to agree on the legal strategies by sending a letter, by registered mail or by courier, with an acknowledgement of receipt.

For the province of Quebec, send to:
Director Business Law Directorate,
Quebec Regional Office (Ottawa),
Department of Justice,
284 Wellington Street, Room SAT-6042,
Ottawa, Ontario, K1A 0H8

For other provinces and territories, send to:
Senior General Counsel,
Civil Litigation Section,
Department of Justice
234 Wellington Street, East Tower
Ottawa, Ontario K1A 0H8

4. A copy of the letter must be sent to the Contracting Authority. Canada reserves the right to co-defend any action brought against Canada. All expenses incurred by



Canada to co-defend such actions will be at Canada's expense. If Canada decides to co-defend any action brought against it, and Canada does not agree to a proposed settlement agreed to by the Contractor's insurer and the plaintiff(s) that would result in the settlement or dismissal of the action against Canada, then Canada will be responsible to the Contractor's insurer for any difference between the proposed settlement amount and the amount finally awarded or paid to the plaintiffs (inclusive of costs and interest) on behalf of Canada.

3.9 Travel and Living

There is no provision for travel and/or living expenses under this contract.

4.0 Project Schedule

4.1 Expected Start and Completion Dates

Upon contract award through to November 30, 2017. Project work will take place between October 2017 and November 30, 2017, and will consist of 27 working days (including 23 working days at sea).

4.2 Schedule and Estimated Level of Effort (Work Breakdown Structure)

TIMEFRAME AND DELIVERY REQUIREMENTS

October 2017* – Mobilization of the vessel at the port of Halifax, Nova Scotia, CANADA

- DFO equipment loading, installation of laboratories, and safety inspection(s) (2 days)

October to November 2017* – Conduct Atlantic Ocean Monitoring Program

- Monitoring Survey along predetermined sampling lines/stations, including a science staff transfer via small vessel in Sydney Harbour, Nova Scotia, CANADA (23 days at sea)

November 2017* – Demobilization: return to the port of Halifax, Nova Scotia, CANADA

- Unloading of DFO equipment and survey samples (2 days)

** Specific dates and times for Mobilization, Departure, Arrival, and Demobilization will be determined in consultation with the vessel operator upon Contract award.*

5.0 Required Resources or Types of Roles to be Performed

Section B: Rated Requirements

- Bidder to provide details on their recent experience (up to 5 years) with conducting CTD (ie., Seabird 911Plus and 24 bottle rosette) operations to depths of at least 2000 m (e.g., list of missions, dates, approximate number of casts, cruise reports/summaries).
- Bidder to provide details on their recent experience (up to 5 years) with



conducting scientific mooring operations (e.g., list of missions, dates, approximate number of deployments and recoveries, cruise reports/summaries).

6.0 Applicable Documents and Glossary

6.1 Applicable Documents

6.2 Relevant Terms, Acronyms and Glossaries

Acronyms	Definition
CTD profiler	Conductivity-Temperature-Depth profiler
LARS	Launch and recovery system
NMEA	National Marine Electronics Association
Rosette	System for collecting seawater samples at discrete depths in the water column
WLL	Working Load Limit



STATEMENT OF WORK FOR THE

NEWFOUNDLAND REGION

1.0 Scope

1.1 Title

Vessel and Crew to Support Fisheries and Oceans Canada – Fall 2017 Atlantic Ocean Monitoring Program

1.2 Introduction

Fisheries and Oceans Canada is seeking availability of a capable non-Canadian Coast Guard (CCG) Oceanographic Research Vessel to conduct its fall 2017 Atlantic Ocean Monitoring Program. Specifically, an Oceanographic Research Vessel is required for 25 days from contract award up to December 15, 2017 at the latest. The Atlantic Ocean Monitoring Program is a time sensitive survey and needs to be conducted during this period to allow for comparability of data and results with previous annual surveys conducted at this time and location.

1.4 Objectives of the Requirement

The Atlantic Ocean Monitoring Program has the aim of collecting and analysing the biological, chemical, and physical field data that are necessary to (1) characterize and understand the causes of oceanic variability at the seasonal, inter-annual, and decadal scales, (2) provide multidisciplinary data sets that can be used to establish relationships among the biological, chemical, and physical variables, and (3) provide adequate data to support the sound development of ocean activities.

Note: Fisheries and Oceans Canada is seeking to establish up to two (2) Agreements for capable non-Canadian Coast Guard (CCG) Oceanographic Research Vessel(s) to conduct its fall 2017 Atlantic Ocean Monitoring Program in two different study areas 1) offshore Nova Scotia, and 2) offshore Newfoundland and Labrador. The work is to be carried out in accordance with the Statements of Work attached hereto as Annex “B”, one for each study area. Bidders may apply to supply a vessel(s) for one or both study areas; however, each Statement of Work requires the submission of a separate proposal which will be evaluated based on the criteria in Annex “E”.

1.5 Background, Assumptions and Specific Scope of the Requirement

1.5.1 Background



1.5.2 Scope

The Science Branch, Fisheries and Oceans Canada, Newfoundland Region, St. John's, Newfoundland, CANADA, requires the complete services of an Oceanographic Research Vessel charter (vessel and crew) to deliver its fall 2017 Atlantic Ocean Monitoring Program, operating within the offshore waters of Newfoundland and Labrador. The monitoring program was implemented with the aim of increasing DFO's capacity to understand, describe, and forecast the state of the marine ecosystem and to quantify the changes in the ocean's physical, chemical, and biological properties.

The study area includes the offshore waters of the St. Pierre Bank, Grand Banks of Newfoundland, and the Newfoundland and Labrador shelf, inclusive of Laurentian Channel on the St. Pierre Bank, and across the Flemish Cap. This seasonal monitoring program is typically carried out using CCG Oceanographic Research Vessels. However, no CCG Oceanographic Research Vessels are available for fall 2017.

The fall 2017 Atlantic Ocean Monitoring Program will consist of up to 120 water sampling stations (e.g., Conductivity, Temperature, Depth (CTD) profiles, plankton nets, and water bottle samples from various depth levels using a water sampling rosette system), up to 70 expendable bathy-thermograph (XBT) profiles, measuring ocean currents using a vessel mounted Acoustic Doppler Current Profiler (ADCP), and 3 mooring deployments and recoveries. The program will involve sampling up to 400 nautical miles offshore and up to water depths of 4000 m. In support of the Atlantic Ocean Monitoring Program, deep water sampling will require a launch and recovery system (LARS), consisting of winch, metering block and a crane or A-frame, capable of deploying and recovering a Seabird Electronics 12-bottle rosette system with 5- or 8-litre (L) bottles, as well as a separate LARS system for zooplankton net operations. The vessel needs enough deck space to carry all of the mooring activities associated with a particular survey without returning to port during the mission. Moorings will be deployed and recovered on the St. Pierre Bank and off the east coast of Newfoundland (Station 27).

2.0 Requirements

2.1 Tasks, Activities, Deliverables and Milestones

The Statement of Work outlines all requirements that an Offshore Research Vessel will include to be considered capable of completing the fall 2017 Atlantic Ocean Monitoring Program. The Bidder must provide proof of Contractor capability and vessel's capacity to meet all mandatory requirements. Copies of all relevant certificates (listed below) must be included in a Bidder's submission as proof. References to certificates (e.g., listed in Curriculum vitae) are not considered proof, as they cannot be substantiated. The onus is on the Bidder to submit all information and proof needed to clearly demonstrate that all criteria are met. This information must be included in the bid package and properly referenced from the table in Annex E.



2.2 Specifications and Standards

Section A: Mandatory Requirements

Vessel Certification and Documentation

- The Bidder must provide an unconditional, valid copy of the vessel's Transport Canada certificate Minimum Safe Manning Document – Convention with a Trading Area of Unlimited Voyage, or international equivalent, for the duration of the contract.
- The Bidder must provide a valid copy of the vessel's Transport Canada (or recognized organization) Safety Management Certificate or international equivalent.
- The Bidder must provide a valid copy of the vessel's Transport Canada (or recognized organization) Safety Equipment Certificate or international equivalent.
- The Bidder must provide documentation from an insurance broker, or an insurance company licensed to operate in Canada, stating that the Bidder, if awarded the contract as a result of the bid solicitation, can be insured in accordance with all conditions including Insurance Requirements.
- The Bidder must provide proof (copy) that the Captain(s) and officer(s) of the vessel possesses a valid certificate of competency that meets or exceeds the operation for size (gross tonnage) of the vessel and the area of Work (Unlimited Voyage or international equivalent).
- The Bidder must provide proof (copies of certificates) that all crew members have valid Marine Emergency Duty (MED) A1 certificates or Standard for Training, Certification and Watchkeeping (STCW Basic Safety).
- The Bidder must provide a copy of the vessel's Health and Safety Plan that is consistent with Transport Canada Safety Inspection Certificates or international equivalents.

Vessel Particulars

- The Vessel must be equipped for continuous operations for a period of up to 25 days (e.g., endurance range of Vessel, provisions, water making system, etc.).
- The Vessel must be able to accommodate a minimum of 11 scientific personnel (individuals consisting of both genders) for the duration of the mission. This includes:
 - provide sleeping accommodations (minimum of 11 berths and max of 4 person/cabin);
 - provide a minimum of 3 on-board meals per day;
 - provide drinking water, toilets, sinks, showers and hot water;
- The vessel must have lifesaving equipment sufficient for both the crew and 11 scientific personnel.
- The Vessel must be equipped with an oceanographic water-sampling system that consists of:
 - a launch and recovery system (LARS) – winch (minimum of 50 HP) and a crane or A-frame – to launch and recover the oceanographic rosette;



- a dedicated metering block;
- 5000 m, minimum, of conducting cable on the winch (4500 lb Working Load Limit (WLL));
- a dedicated enclosed and heated work space (minimum area – 3.0 m X 3.0 m [10 ft X 10 ft]) for handling the rosette before launching and for sampling bottles upon its recovery. Typical subzero temperatures in the survey region are common, which can lead to issues with water sampling equipment if exposed.
- drainage within the enclosed and heated work space for unused seawater; and,
- reliable power.
- The Vessel must be equipped with a Launch and Recovery System (LARS) that can accommodate the deployment of zooplankton nets. The system must include:
 - winch with a minimum of 2000 m of wire rope or cable (800 lbs WLL);
 - a dedicated metering block;
 - a crane or A-Frame, and;
 - a source of seawater must be available nearby to wash down nets.
- The vessel must be equipped with a hull mounted echosounder capable of deep water sounding to a depth of at least 6000m with a graphical display and serial NMEA (National Marine Electronics Association) depth output.
- The Vessel must have a minimum unobstructed working deck space of 36 m² [400 ft²] to accommodate mooring operations.
- The Vessel must have a minimum storage deck space of 36 m² [400 ft²] for mooring equipment. The storage space needs to be accessible from the working deck area where mooring operations will be conducted.
- The Vessel must be equipped with either a combination of: 1) a fantail A-frame and block or 2) a marine crane and block, for mooring operations.

DFO's minimum requirements for the A-frame are:

- a minimum clearance height of 6 m [20 ft];
- a minimum width 3 m [10 ft];
- the capability to swing inboard 2 m [6 ft] and outboard 1.5 m [5 ft]; and
- a minimum Working Load Limit (WLL) of 5 tons.

DFO's minimum requirements for the marine crane are:

- a minimum WLL of 1 ton at minimum scope listed below;
- a minimum lift height over the vessel rail of 10 m [33 ft];
- a minimum outboard scope of the side of the vessel of 2 m [6.5 ft]; and
- a crane whip cable that reaches the waterline

DFO's minimum requirements for the block are:

- WLL of 5 tons
- sheave Ø 12 inches
- The Vessel must be equipped with a mooring winch that is positioned in-line for use with the fantail A-frame or marine crane. The minimum requirements for the



mooring winch for DFO are:

- minimum drum barrel of Ø15” [38 cm];
 - capacity of 1000 m [3,300 ft] for Ø1/4” mooring wire, and;
 - minimum line pull of 900 kg [2000 lb].
- The Vessel must provide a combination of interior and/or heated containerized laboratory space on deck for sample processing with a total minimum area of 60 m² (650 ft²), and have:
 - bench space to accommodate water sample extraction/preparation;
 - a minimum of one (1) sink in each lab or a minimum total of two (2) sinks in the combined lab areas. The sinks must have a freshwater supply and the ability to dispose of seawater.
 - access to a clean source of running sea-water in at least one lab;
 - a working fume hood in at least one lab;
 - supply power to each lab;
 - include phone and public address system connections to each lab.
 - The Vessel must provide access to navigation data (NMEA data strings for position, speed, and heading) in at least one location within the science workspaces.
 - The Vessel must have sufficient dry space for storing DFO and partner equipment and sample boxes (minimum required is 20 m³ [215 ft³]).
 - The Vessel must provide refrigerated storage space of 15ft³ and freezer storage space of 28ft³ **OR** has sufficient dry space to accommodate 1 refrigerator (total of 15ft³) and 3 freezers (total of 28ft³) for storage of scientific samples.

2.3 Technical, Operational and Organizational Environment

N/A

2.4 Method and Source of Acceptance

N/A

2.5 Reporting Requirements

N/A

2.6 Project Management Control Procedures

N/A

2.7 Change Management Procedures

N/A

2.8 Ownership of Intellectual Property

Delivery of goods/services does not lead to the creation of intellectual property

3.0 Other Terms and Conditions of the SOW

3.1 Authorities



Project Authority Name to be provided upon contract award.

3.2 DFO Obligations

In support of the successful completion of the fall 2017 Atlantic Ocean Monitoring Program, DFO will provide the following personnel, equipment, and mission planning information:

- DFO will provide 11 scientific personnel for each survey;
- DFO will provide a mission plan;
- DFO will provide CTD and XBT instrumentation, as well as zooplankton nets and other sampling instruments required for the program; and
- Prior to the commencement of the Contract, the Chief Scientists shall submit a written tentative Mission Plan that shall include:
 - date, time, and point of departure;
 - estimated time at sea;
 - estimated date, time, and point of arrival;
 - anticipated cruise track, including all station positions and area of operation;
 - statement of all scientific operations to be carried out; and
 - list of all scientific apparatus to be taken on board the vessel.

3.3 Contractor's Obligations

Vessel and Crew

- Captain and crew will be expected to communicate in English and must be available for each 12 h shift to ensure successful communication with scientific personnel.
- Crew will be expected to accommodate two 12-hour science personnel shifts (0000h-1200h and 1200h-2400h). Sufficient personnel (deckhands) must be available to safely conduct operations (i.e. operate winches, cranes, deploy moorings, etc.) during each science personnel shift.
- Crew will be expected to provide a familiarization tour of the ship for scientific personnel and inform them of safety equipment and procedures, ensuring the safety of equipment and personnel throughout duration of the contract, and provide safe working areas on the ship.
- The Vessel will provide space for one (1) mammal/bird observer to look out the forward and side windows on the bridge throughout the daylight period, each day at sea, including a small space for a laptop.
- Crew will be expected to assist with the loading and unloading of science equipment as required (e.g., shipboard crane operations, manual lifting if necessary, etc.).
- Crew will be expected to deploy/recover and/or assist with the deployment/recovery of oceanographic measurement devices and sea sampling equipment according to information provided by the Chief Scientist.
- A ship-supplied technician(s) is expected to be on board and available 24-hours to trouble shoot, repair, and maintain essential ship-supplied equipment and manage associated data collection. The technician(s) must also liaise with DFO science staff for the duration of the Contract.
- The Vessel will provide satellite internet service available to science personnel for



communication to shore with a minimum capacity of 15 GB over the 25 day period.

- The vessel and crew is expected to be available for the full period of the contract.
- The vessel and crew is expected to be able to stay at sea without calling port for a period of up to 25 days.
- The vessel and crew is expected to be able to berth at various ports in Atlantic, CANADA.

3.4 Location of Work, Work site and Delivery Point

The study area includes the offshore waters of the St. Pierre Bank, Grand Banks of Newfoundland, and the Newfoundland and Labrador shelf, inclusive of Laurentian Channel on the St. Pierre Bank, across the Flemish Cap, and Southern Labrador.

3.5 Language of Work

All work will be carried out in English Speaking Environments.

3.6 Special Requirements - LICENSES AND PERMITS

N/A

3.7 Security Requirements

There are no security requirements for this project.

3.8 Insurance Requirements

Upon contract award the successful bidder will be required to supply insurance as per the attached insurance conditions. Additionally, the following conditions must be met:

4. The Contractor must obtain Protection & Indemnity (P&I) insurance that must include excess collision liability and pollution liability. The insurance must be placed with a member of the International Group of Protection and Indemnity Associations or with a fixed market in an amount of not less than the limits determined by the [Marine Liability Act](#), S.C. 2001, c. 6. Coverage must include crew liability, if it is not covered by Worker's Compensation as detailed in paragraph (2.) below.
5. The Contractor must obtain Worker's Compensation insurance covering all employees engaged in the Work in accordance with the statutory requirements of the Territory or Province or state of nationality, domicile, employment, having jurisdiction over such employees. If the Contractor is assessed any additional levy, extra assessment or super-assessment by a Worker's Compensation Board, as a result of an accident causing injury or death to an employee of the Contractor or subcontractor, or due to unsafe working conditions, then such levy or assessment must be paid by the Contractor at its sole cost.
6. The Protection and Indemnity insurance policy must include the following:
 - a. Additional Insured: Canada is added as an additional insured, but only with respect to liability arising out of the Contractor's performance of the Contract. The interest of Canada as additional insured should read as follows: Canada, represented by Public Works and Government Services Canada.
 - b. Waiver of Subrogation Rights: Contractor's Insurer to waive all rights of subrogation against Canada as represented by Fisheries & Oceans Canada and



Public Works and Government Services Canada for any and all loss of or damage to the watercraft however caused.

- c. Notice of Cancellation: The Insurer will endeavour to provide the Contracting Authority thirty (30) days written notice of cancellation.
- d. Cross Liability/Separation of Insureds: Without increasing the limit of liability, the policy must protect all insured parties to the full extent of coverage provided. Further, the policy must apply to each Insured in the same manner and to the same extent as if a separate policy had been issued to each.
- e. Litigation Rights: Pursuant to subsection 5(d) of the [Department of Justice Act](#), S.C. 1993, c. J-2, s.1, if a suit is instituted for or against Canada which the Insurer would, but for this clause, have the right to pursue or defend on behalf of Canada as an Additional Named Insured under the insurance policy, the Insurer must promptly contact the Attorney General of Canada to agree on the legal strategies by sending a letter, by registered mail or by courier, with an acknowledgement of receipt.

For the province of Quebec, send to:
Director Business Law Directorate,
Quebec Regional Office (Ottawa),
Department of Justice,
284 Wellington Street, Room SAT-6042,
Ottawa, Ontario, K1A 0H8

For other provinces and territories, send to:
Senior General Counsel,
Civil Litigation Section,
Department of Justice
234 Wellington Street, East Tower
Ottawa, Ontario K1A 0H8

7. A copy of the letter must be sent to the Contracting Authority. Canada reserves the right to co-defend any action brought against Canada. All expenses incurred by Canada to co-defend such actions will be at Canada's expense. If Canada decides to co-defend any action brought against it, and Canada does not agree to a proposed settlement agreed to by the Contractor's insurer and the plaintiff(s) that would result in the settlement or dismissal of the action against Canada, then Canada will be responsible to the Contractor's insurer for any difference between the proposed settlement amount and the amount finally awarded or paid to the plaintiffs (inclusive of costs and interest) on behalf of Canada.

3.9 Travel and Living

There is no provision for travel and/or living expenses under this contract.

4.0 Project Schedule

4.1 Expected Start and Completion Dates

Upon contract award through to December 15, 2017. Project work will take place



between November 2017 and December 15, 2017, and will consist of 25 working days (including 23 working days at sea).

4.2 Schedule and Estimated Level of Effort (Work Breakdown Structure)

TIMEFRAME AND DELIVERY REQUIREMENTS

November 2017* – Mobilization of the vessel at the port of St. John's, Newfoundland, CANADA

- DFO equipment loading, installation of laboratories, and safety inspection(s) (1 day)

November/mid-December 2017* – Conduct the Atlantic Ocean Monitoring Program

- Monitoring Survey along predetermined sampling lines/stations (23 days at sea)

Mid-December 2017* – Demobilization: return to the port of St. John's, Newfoundland, CANADA

- Unloading of DFO equipment and survey samples (1 day)

** Specific dates and times for Mobilization, Departure, Arrival, and Demobilization will be determined in consultation with the vessel operator upon Contract award.*

5.0 Required Resources or Types of Roles to be Performed

Section B: Rated Requirements

- Bidder to provide details on their recent experience (up to 5 years) with conducting CTD-Rosette operations to depths of at least 2000 m (e.g., list of missions, dates, approximate number of casts, cruise reports/summaries).
- Bidder to provide details on their recent experience (up to 5 years) with conducting scientific mooring operations (e.g., list of missions, dates, approximate number of deployments and recoveries, cruise reports/summaries).
- Bidder to provide details on their recent experience (up to 5 years) with conducting scientific operations (e.g., list of missions, dates, cruise reports/summaries) in the North Atlantic in the fall.
- The Vessel is equipped with a hull-mounted Acoustic Doppler Current Profiler (ADCP) and data acquisition system.
- The vessel is equipped with an enclosed, heated area for the processing of zooplankton samples in close proximity to the LARS system for deployment of zooplankton nets.
- The vessel is equipped with a winch and grappling gear to drag for a mooring in the event that the recovery is unsuccessful. Combined weight of mooring and anchor approximately 2000 – 3000 lbs.

6.0 Applicable Documents and Glossary

6.1 Applicable Documents



6.2 Relevant Terms, Acronyms and Glossaries

Acronyms	Definition
CTD profiler	Conductivity-Temperature-Depth profiler
LARS	Launch and recovery system
NMEA	National Marine Electronics Association
Rosette	System for collecting seawater samples at discrete depths in the water column
WLL	Working Load Limit



ANNEX "B" BASIS OF PAYMENT

MARITIMES REGION

The tender shall provide an all-inclusive cost on a 'Day' basis for the provision of all professional services, including all associated costs necessary to carry out the required work.

Payment will be made for costs reasonably and properly incurred in the performance of the work, in accordance with the Contractor's cost proposal and the Statement of Work.

All vessel operating costs: the cost of food for Fisheries and Oceans Canada (DFO) personnel and the crew, vessel maintenance and repair costs, fuel and oil, satellite internet service at the minimum amount specified in the Statement of Work, vessel transit to/from the Port of Halifax, Nova Scotia, CANADA, and any vessel wharf fees for the duration of the mission are the responsibility of the Contractor.

Contract Period – Contract award to November 30, 2017

Total daily (all-inclusive) operating cost for the vessel for the provision of all professional services, including all associated costs necessary to carry out the required work:

Total Daily Cost \$ _____ in Canadian dollars (exclude HST/GST if applicable)

OR

*Total Daily Cost \$ _____ in _____ (include all applicable taxes)
specify currency

* Proposals submitted in other recognized standard global currencies (e.g., U.S. Dollar [US\$]; Euro [€]; Pound Sterling [£]) will be accepted, with the currency to be clearly identified. Proposals submitted in other recognized standard global currencies will be converted to Canadian dollars using the Bank of Canada daily exchange rate posted at Close of Business on the date bids are to be submitted (see: www.bankofcanada.ca/rates/exchange/). This value will be used for evaluation and potential contract purposes. Bidders are encouraged to seek clarity if uncertain what is considered to be a 'recognized standard global currencies'.



BASIS OF PAYMENT

NEWFOUNDLAND REGION

The tender shall provide an all-inclusive cost on a 'Day' basis for the provision of all professional services, including all associated costs necessary to carry out the required work.

Payment will be made for costs reasonably and properly incurred in the performance of the work, in accordance with the Contractor's cost proposal and the Statement of Work.

All vessel operating costs: the cost of food for Fisheries and Oceans Canada (DFO) personnel and the crew, vessel maintenance and repair costs, fuel and oil, satellite internet service at the minimum amount specified in the Statement of Work, vessel transit to/from the Port of St. John's, Newfoundland, CANADA , and any vessel wharf fees for the duration of the mission are the responsibility of the Contractor.

Contract Period – Contract award to November 30, 2017

Total daily (all-inclusive) operating cost for the vessel for the provision of all professional services, including all associated costs necessary to carry out the required work:

Total Daily Cost \$ _____ in Canadian dollars (exclude HST/GST if applicable)

OR

*Total Daily Cost \$ _____ in _____ (include all applicable taxes)
specify currency

* Proposals submitted in other recognized standard global currencies (e.g., U.S. Dollar [US\$]; Euro [€]; Pound Sterling [£]) will be accepted, with the currency to be clearly identified. Proposals submitted in other recognized standard global currencies will be converted to Canadian dollars using the Bank of Canada daily exchange rate posted at Close of Business on the date bids are to be submitted (see: www.bankofcanada.ca/rates/exchange/). This value will be used for evaluation and potential contract purposes. Bidders are encouraged to seek clarity if uncertain what is considered to be a 'recognized standard global currencies'.



ANNEX "C" INSURANCE CONDITIONS

1. The Contractor must obtain Protection & Indemnity (P&I) insurance that must include excess collision liability and pollution liability. The insurance must be placed with a member of the International Group of Protection and Indemnity Associations or with a fixed market in an amount of not less than the limits determined by the [Marine Liability Act](#), S.C. 2001, c. 6. Coverage must include crew liability, if it is not covered by Worker's Compensation as detailed in paragraph (2.) below.
2. The Contractor must obtain Worker's Compensation insurance covering all employees engaged in the Work in accordance with the statutory requirements of the Territory or Province or state of nationality, domicile, employment, having jurisdiction over such employees. If the Contractor is assessed any additional levy, extra assessment or super-assessment by a Worker's Compensation Board, as a result of an accident causing injury or death to an employee of the Contractor or subcontractor, or due to unsafe working conditions, then such levy or assessment must be paid by the Contractor at its sole cost.
3. The Protection and Indemnity insurance policy must include the following:
 - a) Additional Insured: Canada is added as an additional insured, but only with respect to liability arising out of the Contractor's performance of the Contract. The interest of Canada as additional insured should read as follows: Canada, represented by Public Works and Government Services Canada.
 - b) Waiver of Subrogation Rights: Contractor's Insurer to waive all rights of subrogation against Canada as represented by Fisheries and Oceans Canada and Public Works and Government Services Canada for any and all loss of or damage to the watercraft however caused.
 - c) Notice of Cancellation: The Insurer will endeavour to provide the Contracting Authority thirty (30) days written notice of cancellation.
 - d) Cross Liability/Separation of Insureds: Without increasing the limit of liability, the policy must protect all insured parties to the full extent of coverage provided. Further, the policy must apply to each Insured in the same manner and to the same extent as if a separate policy had been issued to each.
 - e) Litigation Rights: Pursuant to subsection 5(d) of the [Department of Justice Act](#), S.C. 1993, c. J-2, s.1, if a suit is instituted for or against Canada which the Insurer would, but for this clause, have the right to pursue or defend on behalf of Canada as an Additional Named Insured under the insurance policy, the Insurer must promptly contact the Attorney General of Canada to agree on the legal strategies by sending a letter, by registered mail or by courier, with an acknowledgement of receipt.

For the province of Quebec, send to:

*Director Business Law Directorate,
Quebec Regional Office (Ottawa),
Department of Justice,
284 Wellington Street, Room SAT-6042,
Ottawa, Ontario, K1A 0H8*

For other provinces and territories, send to:

*Senior General Counsel,
Civil Litigation Section,
Department of Justice
234 Wellington Street, East Tower
Ottawa, Ontario K1A 0H8*

A copy of the letter must be sent to the Contracting Authority. Canada reserves the right to co-defend any action brought against Canada. All expenses incurred by Canada to co-defend such actions will be at Canada's expense. If Canada decides to co-defend any action brought against it, and Canada does not agree to a proposed settlement agreed to



by the Contractor's insurer and the plaintiff(s) that would result in the settlement or dismissal of the action against Canada, then Canada will be responsible to the Contractor's insurer for any difference between the proposed settlement amount and the amount finally awarded or paid to the plaintiffs (inclusive of costs and interest) on behalf of Canada.



ANNEX "D" ADDITIONAL VESSEL CONDITIONS

1. The Contractor must keep and maintain the vessel, engines, gear and equipment in good and sufficient repair for the duration of the Contract and must pay for all necessary repairs, renewals and maintenance.
2. The Contractor must:
 - 2.1 indemnify and save harmless Canada from and against any claim for loss or damage to the vessel or any other property, engines, gear, or equipment, arising from the charter, and for injury or property of persons aboard the vessel, excepting any injury or damage to property of Canada's employees or agents;
 - 2.2 ensure that the operations are only carried out by Canada's authorized representatives as specified by the Project Authority;
 - 2.3 ensure that approved personal floatation devices for all persons on board are in readily accessible positions at all times;
 - 2.4 ensure that the use or possession of illegal drugs or alcohol is prohibited. If any member of the crew is found under the influence of such drugs and/or intoxicants while on duty, it will be cause for termination of the Contract for default.
3. If the vessel is disabled or is not in running order or is laid up without the consent of Canada, then Canada will not be liable for payment for the hire of the vessel during this period. If this period exceeds one week, Canada may terminate the Contract immediately for default.
4. If any gear or equipment necessary for the efficient operation of the vessel for the purpose of the Contract is not in good working order for any period of time, then the payment of hire will cease for the lost time, and if during the voyage the speed is reduced by a defect in or breakdown of any part of the hull, machinery or equipment, the time lost will be deducted from the hire. Canada will be the sole judge of the capability of the vessel.
5. If the vessel is unable to operate safely in the work area because of sea or weather conditions, as agreed to by the representative of the Contractor and the representative of Canada, then the charter for the day will be terminated and a pro-rated payment made to the Contractor for that period engaged in the Work in accordance with the terms of the Contract.
6. If the particulars furnished by the Contractor and set out in the Contract are incorrect or misleading, Canada may, at Canada's discretion, terminate the Contract for default.
7. If the vessel is lost or damaged to such an extent as to justify abandonment as for a constructive total loss, Her Majesty may terminate the Contract.
8. The Contractor, by these presents, does hereby remise, release and forever discharge Her Majesty and all employees of Her Majesty from all manners of action, claims or demands, of whatever kind or nature that the Contractor ever had, now has or can, shall or may hereafter have by reason of damage to or personal injury, or both as a result of or in any way arising out of the acts or omission of Her Majesty or employees of Her Majesty pursuant to the terms and conditions of the Agreement or any Contract.
9. The Contractor acknowledges and agrees that this Agreement or any Contract shall in no way replace, substitute or derogate from any of the rights powers if Her Majesty pursuant to the Fisheries Act of Canada or any other statute, law or regulation of Canada.
10. If a provision or term or condition of this Agreement or any Contract is wholly or partially invalid, this Agreement or Contract shall be interpreted as if the invalid provision, term or condition had not



been a part of this Agreement or Contract.

11. The Contractor shall permit Her Majesty all access and egress that is request by Her Majesty to accomplish all inspections deemed necessary by Her Majesty to administer the terms and conditions of this Agreement or Contract.
12. The vessel shall not participate in a commercial fishery while under the terms and conditions of this Agreement or Contract.
13. The Contractor certifies that any price/rate shown herein has been computed in accordance with generally accepted accounting principles applicable to all like products or services sold by the Contractor, that such price / rate is not in excess of the lowest price / rate charged anyone else including their most favoured customer for like quality and quantity of the service, and does not include the provision for discount or commission to selling agents.



ANNEX "E"

EVALUATION CRITERIA FOR THE

MARITIMES REGION



EVALUATION CRITERIA

BIDDERS' PROPOSAL

The Bidders' proposal must demonstrate that similar services to those described in the Statement of Work (Annex "C" herein) have been provided and the information provided will be used to assess against both the Mandatory Criteria and the Point-Rated criteria. The Bidder shall cite specific examples from their work history that will address both criterions. For the purposes of this Request for Proposal (RFP), "experience" shall refer to the experience the Bidders' Commanding Officer and crew have in performing the operation mentioned in the criterion

The Bidders' proposal should contain a statement of the name under which the Charter is legally incorporated and a statement of the Canadian or foreign ownership of the firm, if applicable.

In addition to addressing the noted requirements, the Bidder's **Financial Proposal** (reference Annex "B" herein) must include a daily rate for the vessel charter costs.

MANDATORY CRITERIA:

Proposals will be evaluated in accordance with the mandatory evaluation criteria as detailed herein. Bidders' Proposals must clearly demonstrate that they meet all Mandatory Requirements for the proposal to be considered for further evaluation. Proposals not meeting the mandatory criteria will be excluded from further consideration.

Those proposals that are found to meet the Mandatory Criteria shall be evaluated further against the Point-Rated Criteria. All compliant proposals will be ranked based on highest combined Point-Rated Criteria points and Cost evaluation points.

*****The Bidder must include the following tables in their proposal, indicating that their proposal meets the Mandatory Criteria or Point Rated Criteria, providing the proposal page number, section that contains information to verify that the criteria has been met or inserted the information within the appropriate table.**



EVALUATION FORM – MANDATORY CRITERIA

MANDATORY CRITERIA	Meets Criteria Yes/No	BIDDER RESPONSE (response should make reference to the relevant proof in bidder proposal and/or appended documentation).
Vessel Certification and Documentation		
M1. The Bidder must provide an unconditional, valid copy of the vessel's Transport Canada certificate <u>Minimum Safe Manning Document – Convention</u> with a Trading Area of <i>Unlimited Voyage</i> , or international equivalent, for the duration of the contract.		
M2. The Bidder must provide a valid copy of the vessel's Transport Canada (or recognized organization) Safety Management Certificate or international equivalent.		
M3. The Bidder must provide a valid copy of the vessel's Transport Canada (or recognized organization) Safety Equipment Certificate or international equivalent.		
M4. The Bidder must provide documentation from an insurance broker, or an insurance company licensed to operate in Canada, stating that the Bidder, if awarded the contract as a result of the bid solicitation, can be insured in accordance with all conditions including Insurance Requirements.		
M5. The Bidder must provide proof (copy) that the Captain(s) of the vessel possesses a valid certificate of competency that meets or exceeds the operation for size (gross tonnage) of the vessel and the area of Work (<i>Unlimited Voyage</i> or international equivalent).		
M6. The Bidder must provide proof (copies of certificates) that all crew members have valid Marine Emergency Duty (MED) A1 certificates or Standard for Training, Certification and Watchkeeping (STCW Basic Safety).		
M7. The Bidder must provide a copy of the vessel's Health and Safety Plan that is consistent with Transport Canada Safety Inspection Certificates or international equivalents.		
Vessel Particulars		



MANDATORY CRITERIA	Meets Criteria Yes/No	BIDDER RESPONSE (response should make reference to the relevant proof in bidder proposal and/or appended documentation).
<p>M8. The Bidder must clearly demonstrate that the Vessel is equipped for continuous operations for a period of up to 27 days (e.g., endurance range of Vessel, provisions, water making system, etc.).</p>		
<p>M9. The Bidder must clearly demonstrate that the Vessel can accommodate a minimum of 14 scientific personnel (individuals consisting of both genders) for the duration of the mission. This includes:</p> <ul style="list-style-type: none"> • provide sleeping accommodations (max of 4 person/cabin); • provide a minimum of 3 on-board meals per day; • provide drinking water, toilets, sinks, showers and hot water; 		
<p>M10. The Bidder must clearly demonstrate that the Vessel has sufficient lifesaving equipment for both the crew and 14 scientific personnel.</p>		
<p>M11. The Bidder must clearly demonstrate that the Vessel is equipped with an oceanographic water-sampling system that consists of:</p> <ul style="list-style-type: none"> • 24-bottle oceanographic rosette with 10- or 12-litre (L) bottles; • a launch and recovery system (LARS) – winch (minimum of 50 HP) and a crane or A-frame – to launch and recover the oceanographic rosette; • a dedicated metering block; • 5000m minimum, of conducting cable on the winch (4500 lb Working Load Limit (WLL)); • a Seabird Electronics SBE 911Plus CTD system (DFO may provide additional sensors to be interfaced to the CTD); and • a dedicated work space (minimum area - 2.4 m X 2.4 m [8 ft X 8 ft]) on the working deck for handling the rosette before launching and for sampling bottles upon its recovery. 		



MANDATORY CRITERIA	Meets Criteria Yes/No	BIDDER RESPONSE (response should make reference to the relevant proof in bidder proposal and/or appended documentation).
<p>M12. The Bidder must clearly demonstrate that the Vessel is equipped with a LAunch and Recovery System (LARS) that can accommodate the deployment of zooplankton nets. The system would include:</p> <ul style="list-style-type: none"> • winch with a minimum of 2000 m of wire rope or cable (800 lbs. WLL); • a dedicated <u>metering</u> block, and; • a crane or A-Frame • A source of seawater must be available nearby to wash down nets. 		
<p>M13. The Bidder must clearly demonstrate that the vessel is equipped with a hull mounted echosounder capable of deep water sounding to a depth of at least 6000m with a graphical display and serial NMEA (National Marine Electronics Association) depth output.</p>		
<p>M14. The Bidder must clearly demonstrate that the Vessel has a minimum unobstructed working deck space of 36 m² [400 ft²] to accommodate mooring operations.</p>		
<p>M15. The Bidder must clearly demonstrate that the Vessel has a minimum storage deck space of 36 m² [400 ft²] for mooring equipment. The storage space needs to be accessible from the working deck area where mooring operations will be conducted.</p>		
<p>M16. The Bidder must clearly demonstrate that the Vessel is equipped with a fantail A-frame and must provide its specifications. DFO's minimum requirements are</p> <ul style="list-style-type: none"> • a minimum clearance height of 6 m [20 ft]; • a minimum width 3 m [10 ft]; • the capability to swing inboard 2 m [6 ft] and outboard 1.5 m [5 ft]; and • a minimum Working Load Limit (WLL) of 5 tons. 		



MANDATORY CRITERIA	Meets Criteria Yes/No	BIDDER RESPONSE (response should make reference to the relevant proof in bidder proposal and/or appended documentation).
<p>M17. The Bidder must clearly demonstrate that the Vessel is equipped with a block that can be mounted on the fantail A-frame and provide the specifications for this block. Block minimum requirements for DFO is:</p> <ul style="list-style-type: none"> • WLL of 5 tons • sheave Ø 12 inches 		
<p>M18. The Bidder must clearly demonstrate that the Vessel is equipped with a mooring winch that is positioned in-line for use with the fantail A-frame located on the stern. The Bidder must provide the specifications for the winch. The minimum requirements for the mooring winch for DFO are:</p> <ul style="list-style-type: none"> • minimum drum barrel of Ø15” [38 cm]; • capacity of 1000 m [3,300 ft] for Ø1/4” mooring wire, and; • minimum line pull of 900 kg [2000 lb]. 		
<p>M19. The Bidder must clearly demonstrate that the Vessel is equipped with a telescoping or knuckle boom marine crane and provide the specifications. DFO minimum requirements are:</p> <ul style="list-style-type: none"> • a minimum WLL of 1 ton at minimum scope listed below; • a minimum lift height over the vessel rail of 10 m [33 ft]; • a minimum outboard scope of the side of the vessel of 2 m [6.5 ft]; and • a crane whip cable that reaches the waterline 		



MANDATORY CRITERIA	Meets Criteria Yes/No	BIDDER RESPONSE (response should make reference to the relevant proof in bidder proposal and/or appended documentation).
<p>M20. The Bidder must clearly demonstrate that the Vessel can provide a combination of interior and/or containerized laboratory space on deck for sample processing with a total minimum area of 60 m² [650 ft²], and have:</p> <ul style="list-style-type: none"> • bench space to accommodate water sample extraction/preparation; • a minimum of one (1) sink in each lab or a minimum total of three (3) sinks in the combined lab areas. The sinks must have a freshwater supply and the ability to dispose of seawater. • access to a clean source of running sea-water in at least one lab; • a working fume hood in at least one lab; • supply power to each lab; • access to a ship-wide local area network, and; • include phone and public address system connections to each lab. 		
<p>M21. The Bidder must clearly demonstrate that the Vessel can provide access to navigation data (NMEA data strings for position, speed, and heading) in each lab.</p>		
<p>M22. The Bidder must clearly demonstrate that the Vessel has sufficient dry space for storing DFO and partner equipment and sample boxes (minimum required is 20 m³ [215 ft³]). The Bidder must state how much dry space is available on the Vessel.</p>		
<p>M23. The Vessel must provide refrigerated storage space of 15ft³ and freezer storage space of 28ft³ OR has sufficient dry space to accommodate 1 refrigerator (total of 15ft³) and 3 freezers (total of 28ft³) for storage of scientific samples.</p>		



EVALUATION FORM – POINT-RATED CRITERIA

Proposals meeting **ALL** Mandatory Criteria will be evaluated and rated against the following Point-Rated Criteria, using the evaluation factors specified for each criterion. It is imperative that these criteria be addressed in sufficient depth in the Bidders' proposal to substantiate the Bidder's response and to permit the Evaluation Team to rate the proposals accordingly.

RATED CRITERIA	Criteria #	BIDDER RESPONSE (bidder must substantiate response as much as possible)
<p>Bidder to provide details on their recent experience (up to 5 years) with conducting CTD (ie., Seabird 911Plus and 24 bottle rosette) operations to depths of at least 2000 m (e.g., list of missions, dates, approximate number of casts, cruise reports/summaries).</p> <ul style="list-style-type: none"> • Experience in the last 1-2 years: 25 points • Experience in the last 3-5 years: 10 points • Experience in both periods above: 35 points 	R1	
<p>Bidder to provide details on their recent experience (up to 5 years) with conducting scientific mooring operations (e.g., list of missions, dates, approximate number of deployments and recoveries, cruise reports/summaries).</p> <ul style="list-style-type: none"> • Experience in the last 1-2 years: 25 points • Experience in the last 3-5 years: 10 points • Experience in both periods above: 35 points 	R2	

BASIS OF SELECTION

HIGHEST COMPLIANT COMBINED RATING OF TECHNICAL MERIT AND PRICE

The compliant bidder with the highest combined rated criteria points (70%) and price (30%) shall be selected as the best value supplier. An example of Highest Compliant Combined Rating of Technical Merit and Price is shown below:



Best Value Determination (example)

	Bidder 1	Bidder 2	Bidder 3
Rated Criteria Points	95*	80	90
Bid Price	\$30,000.00	\$28,500.00	\$27,500.00**
Calculation			
	Technical Points	Rated Price Points	Total Points
Bidder 1	$95/95^* \times 70\% = 70.0$	$\$27,500^{**} / \$30,000 \times 30\% = 2.75$	$70.0 + 2.7 = 72.7$
Bidder 2	$80/95^* \times 70\% = 58.95$	$\$27,500^{**} / \$28,500 \times 30\% = 2.89$	$58.9 + 2.8 = 61.7$
Bidder 3	$90/95^* \times 70\% = 66.32$	$\$27,500^{**} / \$27,500 \times 30\% = 8.25$	$66.3 + 8.3 = 74.6$
* Represents the highest technical score		** Represents the lowest priced proposal	
<p>Assumption: The Highest technical score and lowest price proposal received full rated percentage and other proposals are pro-rated accordingly.</p> <p>The winner is the bidder scoring the highest total points established by adding the technical and rated price points.</p> <p>Based on the above calculation, a contract would be awarded to Bidder 3.</p>			



EVALUATION CRITERIA FOR THE

NEWFOUNDLAND REGION



EVALUATION CRITERIA

BIDDERS' PROPOSAL

The Bidders' proposal must demonstrate that similar services to those described in the Statement of Work (Annex "C" herein) have been provided and the information provided will be used to assess against both the Mandatory Criteria and the Point-Rated criteria. The Bidder shall cite specific examples from their work history that will address both criterions. For the purposes of this Request for Proposal (RFP), "experience" shall refer to the experience the Bidders' Commanding Officer and crew have in performing the operation mentioned in the criterion

The Bidders' proposal should contain a statement of the name under which the Charter is legally incorporated and a statement of the Canadian or foreign ownership of the firm, if applicable.

In addition to addressing the noted requirements, the Bidder's **Financial Proposal** (reference Annex "B" herein) must include a daily rate for the vessel charter costs.

MANDATORY CRITERIA:

Proposals will be evaluated in accordance with the mandatory evaluation criteria as detailed herein. Bidders' Proposals must clearly demonstrate that they meet all Mandatory Requirements for the proposal to be considered for further evaluation. Proposals not meeting the mandatory criteria will be excluded from further consideration.

Those proposals that are found to meet the Mandatory Criteria shall be evaluated further against the Point-Rated Criteria. All compliant proposals will be ranked based on highest combined Point-Rated Criteria points and Cost evaluation points.

*****The Bidder must include the following tables in their proposal, indicating that their proposal meets the Mandatory Criteria or Point Rated Criteria, providing the proposal page number, section that contains information to verify that the criteria has been met or inserted the information within the appropriate table.**



EVALUATION FORM – MANDATORY CRITERIA

MANDATORY CRITERIA	Meets Criteria Yes/No	BIDDER RESPONSE (response should make reference to the relevant proof in bidder proposal and/or appended documentation).
Vessel Certification and Documentation		
M1. The Bidder must provide an unconditional, valid copy of the vessel's Transport Canada certificate <u>Minimum Safe Manning Document – Convention</u> with a Trading Area of <i>Unlimited Voyage</i> , or international equivalent, for the duration of the contract.		
M2. The Bidder must provide a valid copy of the vessel's Transport Canada (or recognized organization) Safety Management Certificate or international equivalent.		
M3. The Bidder must provide a valid copy of the vessel's Transport Canada (or recognized organization) Safety Equipment Certificate or international equivalent.		
M4. The Bidder must provide documentation from an insurance broker, or an insurance company licensed to operate in Canada, stating that the Bidder, if awarded the contract as a result of the bid solicitation, can be insured in accordance with all conditions including Insurance Requirements.		
M5. The Bidder must provide proof (copy) that the Captain(s) and officer(s) of the vessel possesses a valid certificate of competency that meets or exceeds the operation for size (gross tonnage) of the vessel and the area of Work (<i>Unlimited Voyage</i> or international equivalent).		
M6. The Bidder must provide proof (copies of certificates) that all crew members have valid Marine Emergency Duty (MED) A1 certificates or Standard for Training, Certification and Watchkeeping (STCW Basic Safety).		
M7. The Bidder must provide a copy of the vessel's Health and Safety Plan that is consistent with Transport Canada Safety Inspection Certificates or international equivalents.		
Vessel Particulars		



MANDATORY CRITERIA	Meets Criteria Yes/No	BIDDER RESPONSE (response should make reference to the relevant proof in bidder proposal and/or appended documentation).
<p>M8. The Bidder must clearly demonstrate that the Vessel is equipped for continuous operations for a period of up to 25 days (e.g., endurance range of Vessel, provisions, water making system, etc.).</p>		
<p>M9. The Bidder must clearly demonstrate that the Vessel can accommodate a minimum of 11 scientific personnel (individuals consisting of both genders) for the duration of the mission. This includes:</p> <ul style="list-style-type: none"> • provide sleeping accommodations (minimum of 11 berths and max of 4 person/cabin); • provide a minimum of 3 on-board meals per day; • provide drinking water, toilets, sinks, showers and hot water; 		
<p>M10. The Bidder must clearly demonstrate that the Vessel has sufficient lifesaving equipment for both the crew and 11 scientific personnel.</p>		



MANDATORY CRITERIA	Meets Criteria Yes/No	BIDDER RESPONSE (response should make reference to the relevant proof in bidder proposal and/or appended documentation).
<p>M11. The Bidder must clearly demonstrate that the Vessel is equipped with an oceanographic water-sampling system that consists of:</p> <ul style="list-style-type: none">• a launch and recovery system (LARS) – winch (minimum of 50 HP) and a crane or A-frame – to launch and recover the oceanographic rosette;• a dedicated metering block;• 5000m minimum, of conducting cable on the winch (4500 lb Working Load Limit (WLL));• a dedicated enclosed and heated work space (minimum area – 3.0 m X 3.0 m [10 ft X 10 ft]) for handling the rosette before launching and for sampling bottles upon its recovery. Typical subzero temperatures in the survey region are common, which can lead to issues with water sampling equipment if exposed.• drainage within the enclosed and heated work space for unused seawater; and• reliable power.		



MANDATORY CRITERIA	Meets Criteria Yes/No	BIDDER RESPONSE (response should make reference to the relevant proof in bidder proposal and/or appended documentation).
<p>M12. The Bidder must clearly demonstrate that the Vessel is equipped with a LAunch and Recovery System (LARS) that can accommodate the deployment of zooplankton nets. The system must include:</p> <ul style="list-style-type: none"> • winch with a minimum of 2000 m of wire rope or cable (800 lbs. WLL); • a dedicated <u>metering</u> block; • a crane or A-Frame, and; • a source of seawater must be available nearby to wash down nets. 		
<p>M13. The Bidder must clearly demonstrate that the vessel is equipped with a hull mounted echosounder capable of deep water sounding to a depth of at least 6000m with a graphical display and serial NMEA (National Marine Electronics Association) depth output.</p>		
<p>M14. The Bidder must clearly demonstrate that the Vessel has a minimum unobstructed working deck space of 36 m² [400 ft²] to accommodate mooring operations.</p>		
<p>M15. The Bidder must clearly demonstrate that the Vessel has a minimum storage deck space of 36 m² [400 ft²] for mooring equipment. The storage space needs to be accessible from the working deck area where mooring operations will be conducted.</p>		



MANDATORY CRITERIA	Meets Criteria Yes/No	BIDDER RESPONSE (response should make reference to the relevant proof in bidder proposal and/or appended documentation).
<p>M16. The Bidder must clearly demonstrate that the Vessel is equipped with either a combination of: 1) a fantail A-frame and block or 2) a marine crane and block, for mooring operations. Bidder must provide equipment specifications.</p> <p>DFO's minimum requirements for the A-frame are:</p> <ul style="list-style-type: none"> • a minimum clearance height of 6 m [20 ft]; • a minimum width 3 m [10 ft]; • the capability to swing inboard 2 m [6 ft] and outboard 1.5 m [5 ft]; and • a minimum Working Load Limit (WLL) of 5 tons. <p>DFO's minimum requirements for the marine crane are:</p> <ul style="list-style-type: none"> • a minimum WLL of 1 ton at minimum scope listed below; • a minimum lift height over the vessel rail of 10 m [33 ft]; • a minimum outboard scope of the side of the vessel of 2 m [6.5 ft]; and • a crane whip cable that reaches the waterline <p>DFO's minimum requirements for the block are:</p> <ul style="list-style-type: none"> • WLL of 5 tons • sheave Ø 12 inches 		



MANDATORY CRITERIA	Meets Criteria Yes/No	BIDDER RESPONSE (response should make reference to the relevant proof in bidder proposal and/or appended documentation).
<p>M17. The Bidder must clearly demonstrate that the Vessel is equipped with a mooring winch that is positioned in-line for use with the fantail A-frame or marine crane. The minimum requirements for the mooring winch for DFO are:</p> <ul style="list-style-type: none"> • minimum drum barrel of Ø15" [38 cm]; • capacity of 1000 m [3,300 ft] for Ø1/4" mooring wire, and; • minimum line pull of 900 kg [2000 lb]. 		
<p>M18. The Bidder must clearly demonstrate that the Vessel can provide a combination of interior and/or heated containerized laboratory space on deck for sample processing with a total minimum area of 60 m² [650 ft²], and have:</p> <ul style="list-style-type: none"> • bench space to accommodate water sample extraction/preparation; • a minimum of one (1) sink in each lab or a minimum total of two (2) sinks in the combined lab areas. The sinks must have a freshwater supply and the ability to dispose of seawater. • access to a clean source of running sea-water in at least one lab; • a working fume hood in at least one lab; • supply power to each lab, and; • include phone and public address system connections to each lab. 		



MANDATORY CRITERIA	Meets Criteria Yes/No	BIDDER RESPONSE (response should make reference to the relevant proof in bidder proposal and/or appended documentation).
M19. The Bidder must clearly demonstrate that the Vessel can provide access to navigation data (NMEA data strings for position, speed, and heading) in at least one location within the science workspaces.		
M20. The Bidder must clearly demonstrate that the Vessel has sufficient dry space for storing DFO and partner equipment and sample boxes (minimum required is 20 m ³ [215 ft ³]). The Bidder must state how much dry space is available on the Vessel.		
M21. The Vessel must provide refrigerated storage space of 15ft ³ and freezer storage space of 28ft ³ OR has sufficient dry space to accommodate 1 refrigerator (total of 15ft ³) and 3 freezers (total of 28ft ³) for storage of scientific samples.		



EVALUATION FORM – POINT-RATED CRITERIA

Proposals meeting **ALL** Mandatory Criteria will be evaluated and rated against the following Point-Rated Criteria, using the evaluation factors specified for each criterion. It is imperative that these criteria be addressed in sufficient depth in the Bidders' proposal to substantiate the Bidder's response and to permit the Evaluation Team to rate the proposals accordingly.

RATED CRITERIA	Criteria #	BIDDER RESPONSE (bidder must substantiate response as much as possible)
<p>Bidder to provide details on their recent experience (up to 5 years) with conducting CTD-Rosette operations to depths of at least 2000 m (e.g., list of missions, dates, approximate number of casts, cruise reports/summaries).</p> <ul style="list-style-type: none"> • Experience in the last 1-2 years: 25 points • Experience in the last 3-5 years: 10 points • Experience in both periods above: 35 points 	R1	
<p>Bidder to provide details on their recent experience (up to 5 years) with conducting scientific mooring operations (e.g., list of missions, dates, approximate number of deployments and recoveries, cruise reports/summaries).</p> <ul style="list-style-type: none"> • Experience in the last 1-2 years: 25 points • Experience in the last 3-5 years: 10 points • Experience in both periods above: 35 points 	R2	
<p>Bidder to provide details on their recent experience (up to 5 years) with conducting scientific operations in the North Atlantic in the fall (e.g., list of missions, dates, cruise reports/summaries).(20 points)</p>	R3	



RATED CRITERIA	Criteria #	BIDDER RESPONSE (bidder must substantiate response as much as possible)
The Vessel is equipped with a hull-mounted Acoustic Doppler Current Profiler (ADCP) and data acquisition system (15 points).	R4	
The vessel is equipped with an enclosed, heated area for the processing of zooplankton samples in close proximity to the LARS system for deployment of zooplankton nets. (10 points)	R5	
The vessel is equipped with a winch and grappling gear to drag for a mooring in the event that the recovery is unsuccessful. Combined weight of mooring and anchor approximately 2000 – 3000 lbs (5 points).	R5	

BASIS OF SELECTION

HIGHEST COMPLIANT COMBINED RATING OF TECHNICAL MERIT AND PRICE

The compliant bidder with the highest combined rated criteria points (70%) and price (30%) shall be selected as the best value supplier. An example of Highest Compliant Combined Rating of Technical Merit and Price is shown below:

Best Value Determination (example)

	Bidder 1	Bidder 2	Bidder 3
Rated Criteria Points	95*	80	90
Bid Price	\$30,000.00	\$28,500.00	\$27,500.00**
Calculation			
	Technical Points	Rated Price Points	Total Points
Bidder 1	$95/95^* \times 70\% = 70.0$	$\$27,500^{**} / \$30,000 \times 30\% = 2.75$	$70.0 + 2.7 = 72.7$
Bidder 2	$80/95^* \times 70\% = 58.95$	$\$27,500^{**} / \$28,500 \times 30\% = 2.89$	$58.9 + 2.8 = 61.7$
Bidder 3	$90/95^* \times 70\% = 66.32$	$\$27,500^{**} / \$27,500 \times 30\% = 8.25$	$66.3 + 8.3 = 74.6$
* Represents the highest technical score ** Represents the lowest priced proposal			
Assumption: The Highest technical score and lowest price proposal received full rated percentage and other proposals are pro-rated accordingly. The winner is the bidder scoring the highest total points established by adding the technical and rated price points. Based on the above calculation, a contract would be awarded to Bidder 3.			