



Fisheries and Oceans Pêches et Océans
Canada Canada

Services du matériel et des acquisitions
Tours Centennial
200, rue Kent
Pièce 072, 9^e étage
Ottawa (Ontario) K1A 0E6

ADDENDUM NO. 4

Subject: Request for Proposal No. FP802-170206
Vessel and Crew to Support Fisheries and Oceans Canada – Fall 2017 Gulf of St. Lawrence and Estuary Monitoring Program

Dear Sir/Madam:

Further to the above-mentioned Request for Proposal, this Addendum (#4) is to advise potential bidders of the question(s) received during this tender call to date. Both the question(s) and the response(s) are indicated in the attached Annex-1.

This Addendum (#4) is also issued to advise potential bidders of the revisions to the Statement of Work, Annex “A”, Addendum #2, Questions and Answer #5 and the Evaluation Criteria, Annex “D” and the revisions are as follows:

Delete in its entirety: Annex “A” and Annex “E” (dated September 28, 2017)

Insert the following: Annex “A” and Annex “E” attached hereto and dated October 04, 2017.

Delete in its entirety: Addendum #2 – Question and Answer #5

Insert the following: Question and Answer #5 from Addendum #2 attached hereto and dated October 04, 2017.

All other terms and conditions remain unchanged.

Tenderers are to acknowledge this Addendum by signing in the space provided below and enclosing a copy of this document with their tender submission.

Yours truly,

(Original signed by)

Beverly Shawana
Senior Contracting Officer,
Financial & Materials Management Operations

RECEIPT ACKNOWLEDGED

Name of Company

Signature _____

Annex-I

Q7 - In reference to Annex “A” Statement of Work, under Clause 2.2 Specifications and Standard, Section A: Mandatory Requirements, “The Vessel must be equipped with a Launch and Recovery System (LARS) for the DFO supplied oceanographic CTD-Rosette package (approx. 100kg). The LARS would consist in: a winch with a minimum of 650m of mono-conductor electromechanical cable;”, can the Department of Fisheries and Oceans Canada (DFO) provide clarification as to the specifics of this cable and / or would the DFO be able to provide the cable if the Bidder has a suitable winch?

A7 - The electromechanical cable must be at least 650m in length and able to deploy to the bottom and raise to the surface an instrument package of about 100 kg. The cable should at least have a single-conductor electrical cable at its center, which will be plugged into our CTD-Rosette, allowing us to communicate with the sensors attached to the CTD-Rosette during sampling. DFO cannot provide the cable as a stand-alone item. However, it is possible for DFO to provide a winch and cable combo if space on the ship is available and if the appropriate electrical output is available.

Q8 - In reference to Annex “A” Statement of Work, under Clause 2.2 Specifications and Standard, Section A: Mandatory Requirements, “The Vessel must be equipped with a launch and recovery system to deploy and recover zooplankton nets (V-net) on one side of the ship (port or starboard) or on the stern. The LARS would consist in: a winch with 650m of electromechanical cable (4 conductors)”, can the Department of Fisheries and Oceans Canada (DFO) provide clarification as to the specifics of this cable and / or would the DFO be able to provide the cable if the Bidder has a suitable winch?

A8 - The electromechanical cable in question must be at least 650m in length and be able to deploy to the bottom and raise to the surface an instrument package of about 50 kg. This cable should at least have a 4-conductor electrical cable at its center which will be connected to the plankton net (V-Net), allowing us to communicate at any time during sampling with the instruments attached to the net. DFO cannot provide the cable as a stand-alone item. However, it is possible for DFO to provide a winch and cable combo if space on the ship is available and if the appropriate electrical output is available.

Q9 - In reference to Annex “A” Statement of Work, under Clause 5.0 Required Resources or Types of Roles to be Performed, Section B: Rate Requirements, “The Vessel can provide an acoustic/sonar system SIMRAD EK60 with 3 frequencies (30, 120 and 200kHz) to assess the abundance of zooplankton (sonar will be calibrated by DFO staff).”, can the Bidder provide an equally suitable acoustic/sonar system with the same frequencies?

A9 - In order to be able to compare the data gathered during the 2017 mission with data from previous years, it would be preferable for the ship to be equipped with SIMRAD’s Split-beam transducers with three frequencies (30, 120 and 200 kHz). The processor unit required for the operation of the system is the SIMRAD EK60, or a newer version. If the vessel does not have this processor unit but owns the transducers, DFO can provide the SIMRAD EK60.

Q10 - Regarding DFO’s response to M2 - Another Federal Department: vis a vis DFO, cannot re-define “ad hoc” the certification requirements for a Canadian Flagged Vessel which are prescribed by law in the Canadian Shipping Act. That is the responsibility of Transport Canada, not DFO. The law states that Canadian Ships less than 500 GT are not subject to the ISM code and therefore DO NOT receive the ISM Certification. If the Federal Government is issuing this tender, they must follow the rules and regulations of Canada. Please ask the science team to amend the rfp accordingly. “Canadian vessel less than 500GT and who are not subject to ISM certifications must provide a Safety Management System to be review and accepted by the department.”

A10 - The answer previously provided did not state that the requirement was for a ship of <500GT and for that ship to hold a valid Safety Management Certificate. The answer provided only confirmed that the requirement was for the ship to have a valid Safety Management Certificate. Hence, the compliant ship will have a Safety Management Certificate and may therefore be >500GT.

From Addendum #2 – Revised October 04, 2017

Q5 - M14 – Please confirm if a stern mounted A Frame, which is capable of lifting 3000Kg, is considered suitable in lieu of a stern mounted marine crane capable of lifting 3000kg.

A5 - Based on the job safety analysis and established procedures, a marine crane is required to safely recover and redeploy the Viking buoy (3000lbs). A stern mounted A-Frame is not suitable for the operation.

1.0 Scope

1.1 Title

Vessel and Crew to Support Fisheries and Oceans Canada – Fall 2017 Gulf of St. Lawrence and Estuary Monitoring Program

1.2 Introduction

Fisheries and Oceans Canada is seeking availability of a capable non-CCG Oceanographic Research Vessel to conduct its fall 2017 Gulf of St. Lawrence and Estuary Monitoring Program. Specifically, an Oceanographic Research Vessel is required for 32 consecutive days from contract award through to the end of November 2017 (days at sea and mob/demob days).

The science mission will involve two back to back surveys. The first Leg of the mission will be dedicated to the Eutrophication in the St. Lawrence Estuary survey that aims to characterize the causes and understand the impacts of estuarine eutrophication. The second Leg of the mission will be dedicated to the Gulf of St. Lawrence Monitoring Program that will collect data 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.

1.4 Objectives of the Requirement

The overarching objective of the mission is to collect and analyse 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, (3) provide adequate data to support the sound development of ocean activities, and (4) understand the phenomena of estuarine eutrophication. The study area includes the waters of the Saguenay River and the Estuary and Gulf of St. Lawrence, including Cabot Strait, Belles-Isle Strait, Jacques-Cartier Strait and the Southern Gulf.

1.5 Background, Assumptions and Specific Scope of the Requirement

1.5.1 Background

The Science Branch, Fisheries and Oceans Canada, Quebec Region, Mont-Joli, Québec (DFO Québec), CANADA, requires the complete services of an Oceanographic Research Vessel charter (vessel and crew) to deliver its fall 2017 Gulf of St. Lawrence and Estuary Monitoring Program. The program is usually carried out from Canadian Coast Guard (CCG) vessels. However, no CCG oceanographic vessels are available in the fall of 2017.

1.5.2 Scope

The scope of work for this mission at sea is divided into two legs according to the two surveys to be conducted.

Leg 1: Eutrophication in the St. Lawrence Estuary Survey

This survey will involve conducting operations at designated stations within a sampling grid in the St. Lawrence Estuary and Saguenay Fjord to study phenomena related to estuarine eutrophication (approx. 10 days). Water column profiles (CTD data) and water samples will be collected using a CTD-Rosette system and will allow for the measurement of different biological and physico-chemical properties of the water column. During the survey, data on marine bird abundance and distribution will also be collected.

Leg 2: Gulf of St. Lawrence Monitoring Program

This program aims at 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. A description of the seasonal patterns in the distribution of phytoplankton (microscopic plants) and zooplankton (microscopic animals) in relation to the physical environment provides important information about organisms that form the base of the marine food web.

The study area covers the Gulf of St. Lawrence, including Cabot Strait, Belles-Isle Strait and Jacques-Cartier Strait. The program will involve conducting sampling operations at 46 designated stations along 7 transects + 31 other oceanographic stations (approx. 18 days). Operations will include collecting water column profiles (CTD data) and water samples with a CTD-Rosette system. Zooplankton will be collected using a V-Net. Operations will also include the recovery and redeployment of several oceanographic moorings. During the survey, data on marine bird abundance and distribution will also be collected.

To conduct the Eutrophication in the St. Lawrence Estuary and Gulf of St. Lawrence Monitoring Program, DFO requires a scientific research vessel that can remain at sea for a minimum of 14 consecutive days without calling port, conduct scientific operations 7 days per week and 24 hours per day, accommodate a minimum of 13 scientific staff from DFO, and is equipped to deploy and recover scientific instruments, such as a CTD-Rosette, sampling nets and oceanographic moorings.

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 Gulf of St. Lawrence and Estuary Monitoring Program. The Bidder must provide proof of Contractor capability and

vessel capacity to meet all mandatory requirements. Copies of all relevant certificates 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 a requirement is 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 Near Coastal Voyage, Class1 or Unlimited Voyage, or international equivalents, 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) 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.
- 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 14 days (e.g., endurance range of Vessel, provisions, water making system, etc.).
- The Vessel must be able to accommodate a minimum of 13 scientific personnel (individual consisting of both genders) for the duration of the mission. This includes:
 - provide sleeping accommodations (minimum of 13 berths and max of 4 person/cabin);
 - provide a minimum of 3 on-board meals per day, and;

- provide drinking water, toilets, sinks, showers and hot water.
- The Vessel must have sufficient lifesaving equipment for both the crew and the scientific personnel.
- The Vessel must be equipped with a LAunch and Recovery System (LARS) for the DFO supplied oceanographic CTD-Rosette package (approx. 100kg). The LARS would consist in:
 - a winch with a minimum of 650m of mono-conductor electromechanical cable;
 - a marine crane or A-frame to launch and recover the CTD-Rosette package, and;
 - a dedicated work space on the working deck for handling the rosette before launching and for sampling water bottles upon its recovery.
- The Vessel must be equipped with a launch and recovery system to deploy and recover zooplankton nets (V-net) on one side of the ship (port or starboard) or on the stern. The LARS would consist in:
 - a marine crane or A-frame to launch and recover the nets;
 - a metering block;
 - a winch with 650m of electromechanical cable (4 conductors). If no winch is available, space must be provided to install a DFO supplied winch with the following specifications: 1) weight 1000kg, 2) winch base plate is 1.4m x 1.4m with ¾ inch diameter bolt holes but can also be welded to deck, and 3) require 240V 1 phases, 20 Amp.
- The Vessel must be equipped with a marine crane on the stern capable of lifting a minimum of 1500kg to be used for buoy operations (Viking buoys: 2.2x2.2x4.5m) and mooring operations.
- The Vessel must be equipped with a mooring winch (or capstan) capable of lifting 1500kg that is positioned in-line for use with the fantail A-frame or marine crane on the stern **OR** the Vessel must provide space to install a DFO supplied mooring winch with the following specifications: 1) weight 2500kg, 2) winch base plate is 2m x 2m with ¾ diameter bolt holes but can also be welded to deck, and 3) require 460V 3 phases, 30 Amp.
- The Vessel must provide a minimum working deck space of 40m² for mooring operations.
- The Vessel must provide a minimum of 10m x 5m deck space for the storage of mooring equipment and 2 scientific buoys (Viking buoy: 2.2x2.2x4.5m).
- The Vessel must provide either interior or containerized laboratory space on deck for sample processing with a total minimum area of 300ft² and have:
 - bench space to accommodate water sample extraction/preparation;
 - a minimum of two (2) sinks in the laboratory area: one sink with a freshwater supply and one sink with a seawater supply. The sinks must have the ability to dispose of seawater.
- The Vessel must provide a -80 °C freezer with 3 ft³ of storage space or have sufficient dry space to accommodate a DFO supplied -80 °C freezer

(95x70x170cm).

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 this mission, DFO and its partners will provide the following personnel, equipment, and mission planning information:

- DFO will provide a total of 13 scientific personnel for the survey, including a Chief Scientist;
- DFO will ensure that all science personnel are medically fit to undertake the mission;
- Prior to the commencement of the Contract, the Chief Scientist shall submit a draft 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
 - a list of all scientific apparatus to be taken on board the vessel.
- DFO will provide sampling instruments required for the program :
 - Rosettes
 - Zooplankton nets
 - Mooring equipment
 - Scientific buoys
 - If needed, electric winches
 - If needed : -80°C freezer (3' x 2' x 2', 120V, 15 Amp)

3.3 Contractor's Obligations

Vessel and Crew

- Captain and/or a minimum of one officer and some from the crew will be



- expected to communicate in French and must be available for each 12 h shift to ensure successful communication with scientific personnel.
- Crew will be expected to provide a French 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.
 - 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 assist with the installation of scientific equipment on board the vessel (e.g. winch)
 - Crew will be expected to deploy/recover and/or assist with the deployment/recovery of oceanographic measurement devices (i.e. rosette) and sea sampling equipment (nets) according to information provided by the Chief Scientist.
 - The 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.
 - The Vessel is expected to 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.
 - 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 for a period of up to 14 consecutive days.

3.4 Location of Work, Work site and Delivery Point

The study area includes the waters of the Saguenay River and the Estuary and Gulf of St. Lawrence, including Cabot Strait, Belles-Isle Strait and Jacques-Cartier Strait.

3.5 Language of Work

Work will mostly be carried out in French Speaking Environments. If the commanding officer speaks only English, there must be a minimum of one officer that can speak in French.

3.6 Special Requirements - LICENSES AND PERMITS

The Contractor must obtain and maintain all permits, licenses, and certificates of approval required for the Work to be performed under any applicable federal, provincial, or municipal legislation. The Contractor is responsible for any charges imposed by such legislation or regulations. Upon request, the Contractor must provide a copy of any such permit, license, or certificate to Canada.

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



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Canada 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 to end of November 2017.

Project work will take place between early October and end of November 2017, and will consist of 32 consecutive working days (with possibility of 14 consecutive days at sea without calling port).

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



TIMEFRAME AND DELIVERY REQUIREMENTS

October 2017

At the earliest convenience of both DFO and Contractor, visit(s) of the Vessel by science personnel to be conducted to assess logistics and other mobilization and operational requirements.

October 2017*

Mobilization: board the vessel at the Port of Rimouski, Québec, CANADA (2 days).

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

October 2017*

Leg 1: Conduct the “Eutrophication in the St. Lawrence Estuary” research program, involving the sampling of 70 stations between île-aux-Coudres and Anticosti Island and inside the Saguenay River (10 days).

- Departure from Rimouski, QC in October. At the end of the first Leg (10 days), the Vessel will be required to call port in Rimouski, Cacouna or Matane for a rotation of scientific personnel.

October - November 2017*

Leg 2: Conduct the fall 2017 Gulf of St. Lawrence Monitoring Program, involving the sampling of 80 oceanographic stations in the estuary and Gulf of St. Lawrence (18 days).

November 2017*

Demobilization: return to the Port of Rimouski, Québec, CANADA

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

Note: Before, during or after the mission, one day on the vessel will be required to calibrate the scientific echosounder system.

*** 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

- The Vessel can provide satellite internet service to science personnel over the Contract period with a minimum of two access points: Chief Scientist’s cabin and another location.
- The Vessel can provide an acoustic/sonar system SIMRAD EK60 with 3 frequencies (30, 120 and 200kHz) to assess the abundance of zooplankton (sonar will be calibrated by DFO staff).



- The Vessel can provide sufficient dry space for the storage of DFO equipment and sample boxes (minimum required is 10 x [4' x 4' x 4']).
- The vessel to be equipped with a zodiac or fast rescue craft (and certified operator) that can carry 1-2 Science personnel to support science operations.
- Bidder to provide details on their recent experience (up to 5 years) with conducting CTD-Rosette and plankton nets operations (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

| |
|--|
| GCC : Garde Côtière Canadienne |
| CTD : Conductivity Temperature Depth (appareil électronique utilisé en océanographie) |
| MPO : Ministère Pêches et Océans |
| LARS : LAunch and Recovery System (système de déploiement et de récupération d'équipement océanographique) |
| MED : Marine Emergency Duty |
| V-Net : Vertical net (filet servant à échantillonner le zooplancton) |

| |
|--|
| CCG : Canadian Coast Guard |
| CTD : Conductivity Temperature Depth (electronic oceanographic device) |
| DFO : Department Fisheries Oceans |
| LARS : LAunch and Recovery System |
| MED : Marine Emergency Duty |
| V-Net : Vertical net (sampling zooplankton) |



Annex “E”

(Revised October 04, 2017)

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 infer that the Bidders’ Captain and crew have gained experience while performing an operation for which the experience criterion was the primary focus of the work conducted.

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>Near Coastal Voyage, Class 1</i> or <i>Unlimited Voyage</i> , or international equivalents, 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. | | |
| M8. 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). | | |



| MANDATORY CRITERIA | Meets Criteria Yes/No | BIDDER RESPONSE (response should make reference to the relevant proof in bidder proposal and/or appended documentation). |
|---|--------------------------------------|---|
| M9. 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 | | |
| M10. The Bidder must clearly demonstrate that the Vessel is equipped for continuous operations for a period of up to 14 days (e.g., endurance range of Vessel, provisions, water making system, etc.). | | |
| M11. The Bidder must clearly demonstrate that the Vessel can accommodate a minimum of 13 scientific personnel (individuals consisting of both genders) for the duration of the mission. This includes: <ul style="list-style-type: none"> • provide sleeping accommodations (minimum of 13 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; | | |
| M11. The Bidder must clearly demonstrate that the Vessel has sufficient lifesaving equipment for both the crew and scientific personnel. | | |



| 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) for the DFO supplied oceanographic CTD-Rosette package (approx. 100kg). The LARS would consist in:</p> <ul style="list-style-type: none">• a winch with a minimum of 650m of mono-conductor electromechanical cable;• a marine crane or A-frame to launch and recover the CTD-Rosette package, and;• a dedicated work space on the working deck for handling the rosette before launching and for sampling water 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>M13. The Bidder must clearly demonstrate that the Vessel is equipped with a LAunch and Recovery System (LARS) to deploy and recover zooplankton nets (V-net) on one side of the ship (port or starboard) or on the stern. The LARS would consist in:</p> <ul style="list-style-type: none"> • a marine crane or A-frame to launch and recover the nets; • a metering block; • a winch with 650m of electromechanical cable (4 conductors). If no winch is available, space must be provided to install a DFO supplied winch with the following specifications: 1) weight 1000kg, 2) winch base plate is 1.4m x 1.4m with ¾ inch diameter bolt holes but can also be welded to deck, and 3) require 240V 1 phases, 20 Amp. Bidder should provide the General Arrangements of the Vessel and identify where the DFO winch would be installed. <p>A source of seawater must be available nearby to wash down nets.</p> | | |
| <p>M14. The Bidder must clearly demonstrate that the Vessel is equipped with a marine crane on the stern capable of lifting a minimum of 1500kg to be used for buoy operations (Viking buoys: 2.2x2.2x4.5m) and mooring operations.</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 a mooring winch (or capstan) capable of lifting 1500kg that is positioned in-line for use with the fantail A-frame or marine crane on the stern OR the Vessel must provide space to install a DFO supplied mooring winch with the following specifications: 1) weight 2500kg, 2) winch base plate is 2m x 2m with ¾ diameter bolt holes but can also be welded to deck, and 3) require 460V 3 phases, 30 Amp. Bidder should provide the General Arrangements of the Vessel and identify where the DFO winch would be installed.</p> | | |
| <p>The Bidder must clearly demonstrate that the Vessel can provide a minimum working deck space of 40m² for mooring operations.</p> | | |
| <p>M17. The Bidder must clearly demonstrate that the Vessel can provide a minimum of 10m x 5m deck space for the storage of mooring equipment and 2 scientific buoys (Viking buoy: 2.2x2.2x4.5m).</p> | | |
| <p>M18. The Bidder must clearly demonstrate that the Vessel is equipped with either interior or containerized laboratory space on deck for sample processing with a total minimum area of 300ft² and have:</p> <ul style="list-style-type: none"> • bench space to accommodate water sample extraction/preparation; • a minimum of two (2) sinks in the laboratory area: one sink with a freshwater supply and one sink with a seawater supply. The sinks must have the ability to dispose of seawater. | | |
| <p>M19. The Bidder must demonstrate that the Vessel is equipped with a -80 °C freezer with 3 ft³ of storage space or have sufficient dry space to accommodate a DFO supplied -80 °C freezer (95x70x170cm).</p> | | |



POINT-RATED REQUIREMENTS:

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 fully describe 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>The Vessel can provide satellite internet service to science personnel over the Contract period with a minimum of two access points: Chief Scientist's cabin and another location. (20 points)</p> | R1 | |
| <p>The Vessel can provide an acoustic/sonar system SIMRAD EK60 with 3 frequencies (30, 120 and 200kHz) to assess the abundance of zooplankton (sonar will be calibrated by DFO staff). (25 points)</p> | R2 | |
| <p>The Vessel can provide sufficient dry space for the storage of DFO equipment and sample boxes (minimum required is 10 x [4' x 4' x 4']). (10 points)</p> | R3 | |
| <p>The Vessel has a zodiac or fast rescue craft (and certified operator) that can carry 1-2 Science personnel to support science operations (20 points)</p> | R4 | |
| <p>Bidder to provide details on their recent experience (up to 5 years) with conducting CTD-Rosette and plankton net operations (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 | R5 | |



| RATED CRITERIA | Criteria # | BIDDER RESPONSE (bidder must substantiate response as much as possible) |
|--|-------------------|--|
| 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). <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 | R6 | |
| Total maximum possible points | 145 | |



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:

Basis of Selection - Highest Combined Rating Technical Merit (70%) and Price (30%)

Best Value Determination(example)

| | Bidder 1 | Bidder 2 | Bidder 3 |
|--------------------------------|------------------------------|-----------------------------|----------------------------|
| Overall Technical Score | 115/135 | 89/135 | 92/135 |
| Bid Evaluated Price | \$55,000.00 | \$50,000.00 | \$45,000.00 |
| Calculations | Technical Merit Score | $115/135 \times 70 = 59.63$ | $89/135 \times 70 = 46.15$ |
| | Pricing Score | $45/55 \times 30 = 24.55$ | $45/50 \times 30 = 27.00$ |
| Combined Rating | 84.18 | 73.15 | 77.70 |
| Overall Rating | 1st | 3rd | 2nd |

Le gagnant est le soumissionnaire qui marque le plus grand nombre total de points établis en ajoutant les points de prix techniques et évalués.

Sur la base du calcul ci-dessus, un contrat sera attribué au soumissionnaire 1.