

Industry Day Questions and Answers

1. Will the bidders be graded on Captain and Crew experience? The success of a mission is directly related to their experience.
 - a. This will be discussed. It may be added in moving forward. It will not form part of the RFSA process but may be added to some RFP processes.
2. Can we add in a requirement for shore side support and infrastructure. This is especially important for remote areas like work in the Canadian Arctic.
 - a. This will be discussed. It may be added in moving forward. It will not form part of the RFSA process but may be added to some RFP processes.
3. What will the evaluation look like? Will it be a weighted evaluation to allow people with little experience to have a chance at getting a contract.
 - a. Not in the RFSA process but it may be included in some of the RFP processes. The evaluation criteria will be outlined in the individual RFPs and could potentially include mandatory lowest cost to mandatory and weighted criteria.
4. Is there a 5 year (or multiyear) science plan in place for at sea missions?
 - a. At this point such a plan does not exist. Work is done on a project by project basis.
5. Is the funding for at sea missions fiscally based?
 - a. It is usually multiyear funding for monitoring cruises and there is a component of risk managed funding as well.
6. How will the inspection of the vessels work? There are times when vessels are working and, therefore, unavailable for inspection.
 - a. DFO is trying to get an early start of this to try and make it easily accommodated. Unfortunately this may factor in from time to time and DFO inspectors will need to go to where the vessel is at DFO expense.
7. Some vessels can be used for multiple types of missions. This will require space changes to suit a mission. Vessels won't do this reconfiguration prior to contract. How will this be handled?
 - a. DFO is looking into how this could be handled.
8. Can DFO add a category to mention the unique capabilities of the vessel? Some things are: Ability to change a lab space for a project, How flexible is the platform, Does the vessel have a shallow draft, Does the vessel have unique crew operations, can the company bring any unique aspects to the project.
 - a. DFO is looking into how this could be added and evaluated.
9. Will the new process include time for planning? Putting the request out last minute affects the ability to get the vessel ready and is hard on crew families. This is especially hard for Arctic missions which need to occur in the summer months.
 - a. This process is intended to make this issue less of a problem. DFO hopes to be able to award contracts early to allow for planning by operators.
10. Will the process allow for points to be offered for vessel innovation?
 - a. This is being discussed as DFO encourages vessel operator innovation.
11. What type of demand is in place to entice bidders to invest in updating their vessels?
 - a. This will be determined through the process.
 - b. DFO plans to add a column to the document that will allow the operator to show that they are 'willing to obtain' infrastructure for science.
12. Does DFO have an idea of the timeline for this new process?

- a. Yes, DFO would like to have the RFSA (Request for Supply Arrangement) posted to Buy and Sell Canada May/June 2019.
13. When will the vessel inspections happen?
- a. Vessel inspections will happen after the RFP evaluation process is complete. The vessel inspection will occur with the 1st ranked bidder, only moving to the 2nd ranked bidder if the 1st is deemed non-compliant and so on. DFO will endeavor to plan the vessel inspections around the vessels work.
14. What portion of the CCG (Canadian Coast Guard) vessels identified in the presentations as being for science are actually for science?
- a. All the vessels that were identified in the presentations are mandated science vessels.
15. What is the intent of closing the RFSA? Closing it puts a challenge on vessel operators who are working and need time to provide info.
- a. DFO will need to close it to allow the list of vessels on the RFSA to be used for the RFP processes. This also allows time for DFO to evaluate the responses and input vessel information into a database.
16. Why is the refresh window so short?
- a. The window is short as dedicated DFO staff would be required to do this work in order to allow vessels to be brought on at any time(i.e. Vessel inspectors, Technical Evaluators, etc.).
17. Why can't a vessel be brought on at any time?
- a. The window is short as dedicated DFO staff would be required to do this work in order to allow vessels to be brought on at any time (i.e. Vessel inspectors, Technical Evaluators, etc.).
18. Is there an option for multiyear work?
- a. Yes some RFP processes may offer multiyear or contain the ability for option years.
19. How can a vessel get added to the RFSA once it is closed?
- a. There will be an annual refresh that will open the RFSA to allow new bidders to enter the supply arrangement.
20. How will the vessels be classified?
- a. The plan at this time is to classify them based on ticketing.
21. Can Canadian Flag vessels be given first preference?
- a. DFO is looking into this. Any preferences would be outlined in the RFP.
22. What happens if a vessel is removed from the Supply Arrangement for not complying with the terms and conditions?
- a. Contractors will have the opportunity to re-apply during the next re-fresh.
23. What happens if TC certification are not valid when the RFSA is open?
- a. Bidder's are responsible to ensure certification(s) are up to date.
24. What happens if a vessel is on the list and it undergoes changes or does upgrades?
- a. DFO is looking into this.