

# **Request for Proposals**

## **Electronic Monitoring in the North Pacific**



**Actual issue date: 26 June 2014**

**Schedule/Instruction/ Provision/Clauses**

**DEADLINE FOR PROPOSALS: 25 July 2014**

## Table of Contents

Section 1: PROPOSED SCHEDULE .....	1
Section 2: STATEMENT OF WORK .....	2
2.1 GENERAL.....	2
2.2. GOALS AND OBJECTIVES OF THE PROJECT .....	3
2.3. PROJECT DESCRIPTION.....	3
2.4. VESSEL OPERATIONS .....	4
2.5. CREW REQUIREMENTS .....	5
2.6. SCIENTIFIC CREW .....	6
2.7. PERMITS & PROCEDURES.....	6
2.8. OPERATING PROCEDURES .....	6
2.9. CONTRACTOR RESPONSIBILITIES .....	6
2.10. SAFETY .....	7
2.11. UNITED STATES COAST GUARD SAFETY DECAL .....	7
2.12. POST-AWARD AND POST-PROJECT MEETINGS .....	8
2.13. EXECUTION OF CONTRACT .....	8
Section 3: INSTRUCTIONS, CONDITIONS, AND NOTICES TO OFFEROR’S.....	9
3.1. DEFINITIONS.....	9
3.2. QUESTIONS .....	10
3.3. AMENDMENTS TO SOLICITATIONS .....	10
3.4. SUBMISSION, MODIFICATION, REVISION, AND WITHDRAWL OF PROPOSALS. 10	
3.5. OFFER EXPIRATION DATE .....	12
3.6. RESTRICTIONS ON DISCLOSURE AND USE OF INFORMATION .....	12
3.7. CONTRACT AWARD.....	12
3.8. PROPOSAL EVALUATION CRITERIA.....	13
3.9. PROPOSAL SELECTION PROCEDURE.....	14
Section 4: SUPPLIES OR SERVICES AND PRICE/COSTS .....	16
Section 5: ATTACHMENTS.....	17
5.1. BID PROPOSAL WORKSHEET: VESSEL CHARACTERISTICS .....	17
5.2. MONITORING EXPERIENCE .....	19

5.3. CAPTAIN/CREW MEMBERS FISHING HISTORY AND EXPERIENCE.....	20
5.4. CAPTAIN/CREW MEMBERS FISHERIES RESEARCH EXPERIENCE.....	21
5.5. SAFETY EQUIPMENT AND TRAINING .....	22
5.6. VESSEL AVAILABILITY .....	22

## **Section 1: PROPOSED SCHEDULE**

### **Electronic Monitoring in the North Pacific**

25 June 2014	Requests for Proposals (RFP) distributed
10 July 2014	Deadline for written questions on RFP Please email questions to: <a href="mailto:contracting@psmfc.org">contracting@psmfc.org</a>
22 July 2014	PSMFC answers to written questions posted on website: <a href="http://www.psmfc.org/procurements/blog">http://www.psmfc.org/procurements/blog</a>
25 July 2014	Deadline for proposals Please email proposals to: <a href="mailto:contracting@psmfc.org">contracting@psmfc.org</a>
30 July 2014	Select Contractor(s)

## **Section 2: STATEMENT OF WORK**

### **DESCRIPTION/SPECIFICATIONS/WORK STATEMENT**

The contractors shall furnish the necessary crew, material, equipment, services and facilities to perform the following Statement of Work/Specifications. For a description of the terms used within this Statement of Work, please consult the Definitions (Section 3.1).

#### **2.1 GENERAL**

Pacific States Marine Fisheries Commission (PSMFC) intends to charter approximately 14 fixed gear vessels (e.g. longline or trap/pot fishing vessels) engaged in the sablefish, halibut and Pacific groundfish fisheries in Alaska to participate in a fisheries research project for testing camera based electronic monitoring (EM) systems. The 14 vessels will be split into two groups for testing; 1) standard EM operating systems (Standard EM) will be installed on four vessels and 2) stereo camera operating systems (Stereo EM) will be installed on ten vessels. Both groups of vessels will be required to carry an at-sea biologist for all contracted trips while vessel crew responsibilities differ between Standard and Stereo EM (see Section 2.4 Vessel Operations below). Fixed gear vessels will be prioritized for selection. This project will be a collaborative study between the PSMFC, the National Marine Fisheries Service (NMFS), Alaska Fisheries Science Center (AFSC) and the North Pacific groundfish and halibut fishing industry. PSMFC and NMFS will be responsible for providing supplies and scientific equipment including installation and removal required for the EM study. This research charter will be conducted over approximately 80 chartered trips totaling around 320 days at sea. The actual days at sea are subject to change based upon weather, sampling logistics, costs and/or contingencies. Mobilization and demobilization will be conducted in Homer, Kodiak, Petersburg, or Sitka, AK. Once the vessel's participation has ended, it will be the responsibility of the vessel operator to return to one of these ports for demobilization.

A minimum of one day of mobilization time will be necessary for completing the following: (1) loading gear, (2) planning use of deck space, (3) setting up electronics, 4) training the crew to operate the equipment, and (5) orienting the at-sea biologist with the vessel and vessel operations. The demobilization time frame will include offloading and packing of scientific gear brought aboard the vessel for the project and should be completed in one day. The Contractor agrees to furnish a vessel, crew, fuel, fixed gear, crushed ice or a recirculation saltwater system, and all other fixed fishing gear necessary for targeting sablefish, halibut, and other groundfish such as Pacific cod. The Captain and crew for the selected vessel will support the study by following deck handling procedures for all catch. The PSMFC and NMFS will supply an at-sea biologist to monitor performance of the system and collect data required to evaluate the data collected by the EM system.

The vessel's crew, in cooperation with the at-sea biologist, will systematically set and retrieve the fishing gear and sample catch. The project will occur in the Gulf of Alaska or Bering Sea/Aleutian Islands. The number of sets conducted per day will be determined by the vessel Captain. However, the number of sets fished per day, fishing areas, fishing time and conditions is expected to be that normally fished by the vessel.

## **2.2. GOALS AND OBJECTIVES OF THE PROJECT**

2.2.1. The objective of this research is to test and evaluate the efficacy of an EM system to provide quantifiable image-based data from fisheries that can be used to support discard estimation in the small vessel fixed gear fleet operating in the North Pacific. Testing of multiple EM system designs will provide data needed to evaluate each system under commercial fishing conditions. This project will inform decisions on future investments in technology and which technology or combination of tools will best meet management objectives.

There are primary objectives of this study:

- 1) Collect hook-specific catch of fish species on the fishing gear using EM and at-sea sampling (project biologist).
  - a. Compare efficacy of species identification using camera-based monitoring with that of the at-sea biologist.
- 2) Estimate catch and bycatch using data from each of the three data collection methods.
  - a. Estimate bycatch and bycatch rates from video data collected using commercially available EM systems.
  - b. Estimate bycatch and bycatch rates from video data collected using stereo cameras.
  - c. Estimate bycatch and bycatch rates using study-specific observer sampling methods
- 3) Evaluate precision of estimates and estimated sample sizes required to achieve a specified precision for each species of interest.

## **2.3. PROJECT DESCRIPTION**

2.3.1. A total of 320 sample days (section 3.1. defines a sample day) are expected for this project. Per each sample day this project seeks to conduct 3 to 8 sets in areas anticipated to produce halibut, sablefish and groundfish catch. Catches from the fixed gear will be passed down a camera chute on the deck where fish species will be identified, enumerated, and measured before discarding or retaining for sale.

2.3.2. Although 320 sample days are anticipated for this project additional days will occur for mobilization, demobilization, offloading of fish, and/or if necessary for port calls days. Precise cruise dates will be somewhat flexible given weather, sampling logistics, and personal constraints. A minimum of one full day will be necessary for mobilization and demobilization (Section 4). Port calls will be used as needed to replenish supplies, make personnel changes to the at-sea biologist and/or vessel crew, avoid inclement weather conditions, and/or allow for any mechanical and electrical equipment repair (section 3.1 defines a port call day).

2.3.3. Offloading days will occur at the end of each trip (section 3.1 defines an offloading day).

2.3.4. This research cruise will terminate when, as determined jointly by the vessel captain and PSMFC and/or NMFS, either: (1) the scientific objectives of the cruise have been met, (2) available funds have been exhausted, (3) due to equipment failure, inclement weather, or other

cause it appears that the scientific objectives cannot be met within a reasonable time frame, or (4) the limit of compensable sampling days has been reached.

2.3.5. If the project is terminated before the limit of compensable sampling days has been reached, an additional cruise may be scheduled at the discretion of PSMFC, at a time determined jointly by PSMFC and the contractor.

2.3.6. For terms of this agreement, only days meeting the definition of “sample days” as defined in Section 3.1, are compensable as sample days. If, during a cruise, inclement weather, vessel equipment failure, or other development makes it impossible or unwise to continue sampling operations, the contractor and PSMFC may elect to terminate the cruise and return to port. Alternatively, PSMFC and the contractor may jointly elect to suspend sampling operations and wait for conditions to improve. Time lost due to vessel equipment breakdown or time spent at the dock, such as waiting for the tide, or waiting to unload product on any days other than days spent conducting research is not compensable. If offload is delayed for whatever reason beyond the day fishing operations were conducted, they are not compensable. Waiting to unload product, supplies or crew, is not compensable under agreement (except as mobilization and demobilization days). If, during the course of a cruise, sampling gear becomes damaged or otherwise inoperative, the at-sea biologist may elect to continue the cruise and modify the sampling plan by prioritizing other aspects of the research.

## **2.4. VESSEL OPERATIONS**

2.4.1. The vessel must be an active groundfish fixed gear (longline or pot) vessel and have available Individual Fishing Quota (IFQ) to target sablefish, halibut or other groundfish such as Pacific cod. All halibut and sablefish caught during this project will come off of the Contractors IFQ.

2.4.2. The vessel must provide all fishing gear necessary for targeting sablefish, halibut or other groundfish such as Pacific cod.

2.4.3. The vessel must have adequate deck space to accommodate a space for a biologist to conduct sampling.

2.4.4 Vessels submitting offers for the Stereo EM will be required to integrate a camera chute that measures 5 feet long, 3feet high and 3 feet wide for processing fish in real time on the deck. Placement will be determined by the at-sea biologist and the vessel operator to minimize disruption of fish processing and discard. All catch will be brought on-board with the exception of undersized halibut (illegal) and species too large to be brought safely on board. Vessel crew will be responsible for passing all catch through an on-board camera chute that will capture images of all catch. Vessel crew will determine if a fish is to be retained or discarded and catch being discarded will be immediately release after being passed through the chute.

2.4.5. Fish sales: The Contractor will retain 100% of all fish sales and should consider potential fish sale revenue values when generating their daily charter rate.

2.4.6. The Contractor shall provide ice for the hold or a recirculation saltwater system, and vessel fuel.

2.4.7. In addition to necessary crew for conducting fishing operations, the Contractor is required to carry a biologist on board during this project. The vessel must have clean and sanitary living conditions and adequate bunk space for one biologist.

2.4.8. The vessel must have work spaces and berthing spaces that are adequately ventilated and free from excess engine noise and hydrocarbon fumes. Smoking of tobacco inside the vessel is prohibited while on contract.

2.4.9. The vessel must have adequate deck lighting to support early-morning or nighttime work operations to fix and/or modify the camera system. Lighting from several angles to reduce shadows is desired.

2.4.10. The Contractor hereby assumes full responsibility for the operation, repair, and maintenance of the boat and other equipment furnished by him/her. Contractor agrees to provide labor to repair the vessel as needed.

2.4.13. The vessel must have available 110-volt power.

## **2.5. CREW REQUIREMENTS**

2.5.1. The Captain must have a minimum of five years of fixed gear fishing experience as master of a comparable-sized vessel in ocean waters and at least 10 years total fishing experience. The Captain must also have experience fishing for groundfish in the Gulf of Alaska or the Bering Sea.

2.5.2. The Captain shall be competent in the use of modern navigational and fish-detecting equipment.

2.5.3. The vessel crew will assist the at-sea biologist with repairs and maintenance that may need to be made to the EM system and crew will be responsible for passing catch through a camera chute system for vessels electing to take Stereo EM.

2.5.4. The crew shall consist of a Captain and at least two deckhands. In addition to the normal duties reserved for the deckhands, one or more of the deckhands or the Captain will also accomplish the responsibilities of engineer and cook. If desired, the crew may include an additional deckhand capable of operating the vessel to provide additional flexibility for the crew and to ensure all crew members receive adequate rest.

2.5.5. The deckhand undertaking the responsibilities of engineer shall have a minimum of five years of experience.



2.5.6. Captain/crew members with previous research experience and/or knowledge of EM systems are highly desired.

## **2.6. SCIENTIFIC CREW**

2.6.1. The at-sea biologist will be the scientific crew aboard the vessel.

## **2.7. PERMITS & PROCEDURES**

2.7.1. The vessel is responsible for all state and federal permits necessary for conducting the research and selling fish. Note that an Experimental Fishing Permit (EFP) will not be required and that fishing will be conducted while the federally managed fishery is open. If the vessel is selected for observer coverage the on-board scientific crew will collect required information such that the vessel will not be required to carry an additional observer while under contract.

## **2.8. OPERATING PROCEDURES**

2.8.1. Vessel fishing and catch handling will be at the direction of the vessel Captain. For vessels electing to carry Stereo EM, that all fish catch will be brought on-board and passed through the camera chute system with the exception of species too large to be brought on-board and undersized halibut (as defined by International Pacific Halibut Commission). The at-sea biologist will be responsible to ensure camera systems are operating properly and that fish handling procedures describe here are being followed. Vessels electing to carry Standard EM will follow normal operating procedures for handling catch.

2.8.2. The Captain must use an electronic logbook provided by NMFS to record data on all sets conducted during the research project. At conclusion of the project a copy of the elogbook data must be provided to the at-sea biologist.

2.8.3. The Captain will provide trip level information to evaluate EM functionality and identify any problems.

## **2.9. CONTRACTOR RESPONSIBILITIES**

2.9.1. The Contractor will be responsible for all vessel-related gear needs (other than that supplied by PSMFC or AFSC), including supplies normally needed for routine maintenance, and for any vessel-related gear lost or damaged during the course of the charter.

2.9.2. Contractor shall be responsible for the sale of all fish.

2.9.3. The Captain and crew shall exercise due caution and follow safety procedures to help prevent damage or loss of scientific gear and equipment. The PSMFC or AFSC may present specific safety procedures in writing to the Captain. If loss of or damage to scientific equipment is the result of negligent disregard of such instructions and procedures, repair or replacement costs may be deducted from charter payments.

## **2.10. SAFETY**

2.10.1. The vessel Captain is responsible for all matters related to the safety of all crew, the vessel, and equipment operation. The Captain will adhere at all times to Navigational Rules of the Road whether sampling, running, drifting, or at anchor. The Captain shall review safety procedures and equipment with the scientific crew at the beginning of each cruise leg.

2.10.2. At all times while at sea, the Captain shall post a wheel/anchor watch (as required by the USCG Navigational Rules of the Road). The Captain shall post a wheel/anchor watch at night while the vessel runs to the next station, drifts, lies at anchor, or runs to the first station early in the morning to ensure that the vessel and all crew are secure. Failure to be awake while conducting a wheel/anchor watch (as required by the United States Coast Guard [USCG] Navigational Rules of the Road) could result in a breach of contract and termination of charter work.

2.10.3. The Contractor shall provide USCG approved survival suits for all vessel crew members. The scientific crew member will provide their own suit. Adequate dry storage for all survival suits shall be provided.

2.10.4 The Contractor shall provide USCG approved life jackets for all vessel crew members. The scientific crew member will provide their own life vest.

2.10.5. The vessel must be equipped with a USCG approved self-inflating covered life raft with capacity sufficient to accommodate all vessel crew and a scientific crew member.

2.10.6. A Category I EPIRB (Emergency Position Indicating Radio Beacon) must be affixed to the exterior of the vessel in a manner approved by the USCG.

2.10.7. Before leaving the dock to commence sampling operations or when any crew change occurs, the Contractor will conduct a safety drill detailing locations of all safety equipment, description of vessel station bill, and instructions on operating appropriate safety and communications equipment. Station bills must be posted in prominent places. NOAA vessels normally post station bills on cabin doors. For contracted vessels, the scientific crew will consult with the Captain to determine the location of the station bill.

2.10.8. No Sex, alcohol, or drugs – This rule will be stated as part of the PSMFC or AFSC orientation before the deployment.

## **2.11. UNITED STATES COAST GUARD SAFETY DECAL**

2.11.1. The vessel must have a valid USCG Safety Decal. The decal must remain valid during the entire contract period and all requirements of the decal must remain valid for the entire contract period. This includes EPIRB batteries and life raft repacking. For example, if a vessel has a valid sticker, but the EPIRB battery is expired the vessel will need to have the battery

replaced before the project can begin. In such situations the vessel will go off charter and will remain off charter until the problem has been resolved.

## **2.12. POST-AWARD AND POST-PROJECT MEETINGS**

2.12.1. Upon award of contract and prior to the start of the charter, a post-award meeting or conference call will be held to discuss issues relating to the charter and project. All vessel personnel participating in the charter work are encouraged to participate in the meeting. PSMFC, upon award of the contract, will schedule the date and time for the meeting.

2.12.2. After completion of the project, a post-project debriefing will be held at an agreed upon location. The purpose of the debriefing is to provide the Contractor an evaluation of the performance of the vessel and crew during the charter and for the crew to voice any suggestions or concerns they may have. All vessel personnel participating in the charter work are required to attend the meeting. PSMFC, upon completion of the project will schedule the date and time for the meeting.

## **2.13. EXECUTION OF CONTRACT**

2.13.1. The Contractor hereby agrees to execute the project design as described, or a modification of said plan or design based upon mutual agreement between the Contractor and PSMFC.

## **Section 3: INSTRUCTIONS, CONDITIONS, AND NOTICES TO OFFEROR'S**

### **3.1. DEFINITIONS**

As used in this provision –

- 3.1.1. “Contractor” is defined as the owner of a vessel selected to take part of the project
- 3.1.2. “Captain” is defined as the master or primary vessel operator who will have final say on all matters on the behalf of the vessel crew.
- 3.1.3. “Chief Scientist” is defined as the member of the scientific team who is in charge of the research operations on board the vessel.
- 3.1.4. “Sample day” is defined as a day when the vessel completes one or more tows.
- 3.1.5. “Port call day” is defined as a day spent in port due to inclement weather conditions prohibiting effective, scientifically valid sampling operations or days spent in port due to repair of scientific equipment. Port call days are only payable if the vessel is restricted in use because scientific gear is aboard the vessel. Port call days do **NOT** apply to Offloading Days (refer to 3.1.11.).
- 3.1.6. “Mobilization day” is defined as a day preceding scientific operations required for loading or installing of scientific equipment, etc.
- 3.1.7. “Demobilization day” is defined as a day succeeding scientific operations required for unloading or removal of scientific equipment, etc.
- 3.1.8. “Project Design” is defined as the statistical and procedural methodologies employed to determine the sampling gear, sampling stations, deck protocols, and data analyses.
- 3.1.9. “Cruise Plan” is defined as the logistical methodologies employed to implement the project design.
- 3.1.10. “Offloading Day” is defined as the end of a trip when all fish are off-loaded off the vessel. A sampling day is defined when sampling on-board the vessel occurred between the hours of 12:00 AM to 11:59 PM of that day. It is expected that the vessel will continue to fish under normal fishing operations and the number of sets and hauls will be similar to past fishing records. Any digression from normal fishing behavior and operations may led to cancellation of contract. Mobilization and demobilization days are defined as a 24 hour period between the hours of 12:00 AM to 11:59 PM of that day when gear is being installed or removed from the vessel.

## **3.2. QUESTIONS**

3.2.1. Questions shall be submitted in writing no later than 10 July 2014 to [contracting@psmfc.org](mailto:contracting@psmfc.org).

## **3.3. AMENDMENTS TO SOLICITATIONS**

3.3.1. If this solicitation is amended, all terms and conditions that are not amended remain unchanged. Offeror's shall acknowledge receipt of any amendment to this solicitation on offeror's proposal.

## **3.4. SUBMISSION, MODIFICATION, REVISION, AND WITHDRAWAL OF PROPOSALS**

3.4.1. Deadline for proposals is 25 July 2014.

3.4.2. Proposals must be submitted via email to [contracting@psmfc.org](mailto:contracting@psmfc.org).

3.4.3. Proposals and modifications to proposals must be submitted in paper media, facsimile, or email.

3.4.4. Proposals must include the completed forms found in Sections 4 and 5 of this RFP.

3.4.5. In addition to requested information (Section 4 and 5), the proposal must show:

The name of the solicitation;

The name, address, and telephone and facsimile numbers of the offeror (and email address if available);

Name, title, and signature of person authorized to sign the proposal. Proposals signed by the agent shall be accompanied by evidence of that agent's authority, unless that evidence has been previously furnished to the issuing office;

3.4.6. The PSMFC reserves the right to consult with and to consider information from its own sources, including information from state and federal agencies regarding the offeror's prior performance or the status of outstanding investigations or warrants involving the offeror.

3.4.7. Offeror's are responsible for submitting proposals, and any modification or revisions, so as to reach PSMFC by 4:00 p.m., local time, on 25 July 2014.

3.4.8. Late proposals

3.4.8.1. Any proposal, modification, or revision received at the PSMFC office designated in the solicitation after the exact time specified for receipt to offers is "late" and will not be considered unless it is received before award is

made, the Program Manager determines that accepting the late offer would not unduly delay the acquisition; and

- 3.4.8.2. There is acceptable evidence to establish that it was received at the PSMFC installation designation for receipt of offers and was under the PSMFC's control prior to the time set for receipt to offers; or
- 3.4.8.3. It is the only proposal received.
- 3.4.8.4. However, a late modification of an otherwise successful proposal that makes its terms more favorable to the PSMFC will be considered at any time it is received and may be accepted.
- 3.4.8.5. Acceptable evidence to establish time of receipt at the PSMFC installation includes the time/date stamp of that installation on the proposal wrapper, other documentary evidence of receipt maintained by the installation, or oral testimony or statements of PSMFC personnel.
- 3.4.8.6. If an emergency or unanticipated event interrupts normal PSMFC processes so that proposals cannot be received at the office designated for receipt of proposals by the exact time specified in the solicitation, and urgent PSMFC requirements preclude amendment of the solicitation, the time specified for receipt of proposals will be deemed to be extended to the same time of day specified in the solicitation on the first work day on which normal PSMFC processes resume.
- 3.4.8.7. Proposals may be withdrawn by written notice received at any time before award. Proposals may be withdrawn via facsimile received at any time before the award, subject to the conditions specified in the provisions in Federal Acquisition Regulation (FAR) 52.215-5, Facsimile Proposals. Proposals may be withdrawn in person by an offer or an authorized representative, if the identity of the person requesting withdrawal is established and the person signs a receipt for the proposal before award.
- 3.4.8.8. Offeror's shall submit proposals in response to this solicitation in English and in U.S. dollars.
- 3.4.8.9. Offeror's may submit modifications to their proposals at any time before the solicitation closing date and time, and may submit modifications in response to an amendment, or to correct a mistake at any time before award.
- 3.4.8.10. Offeror's may submit revised proposals only if requested or allowed by the Program Manager.

### **3.5. OFFER EXPIRATION DATE**

- 3.5.1. Proposals in response to this solicitation will be valid for 30 days following the time specified for solicitation of offers (unless a different period is proposed by the offeror).

### **3.6. RESTRICTIONS ON DISCLOSURE AND USE OF INFORMATION**

- 3.6.1. Offeror's that include in their proposals data that they do not want disclosed to the public for any purposes, or used by the PSMFC except for evaluation purposes, shall: Mark the title page with the following legend: "This proposal includes data that shall not be disclosed outside the PSMFC and shall not be duplicated, used, or disclosed—in whole or in part—for any purpose other than to evaluate this proposal. If, however, a contract is awarded to this offeror as a result of – or in connection with – the submission of this data, the PSMFC shall have the right to duplicate, use, or disclose the data to the extent provided in the resulting contract. This restriction does not limit the PSMFC's right to use information contained in this data if it is obtained from another source without restriction. The data subject to this restriction are contained in sheets [insert numbers or other identification of sheets]"; and Mark each sheet of data it wishes to restrict with the following legend: "Use of disclosure of data contained on this sheet is subject to the restriction on the title page of this proposal".

### **3.7. CONTRACT AWARD**

- 3.7.1. The PSMFC intends to award a contract or contracts resulting from this solicitation to the responsible offeror(s) whose proposal(s) represent the best value after evaluating in accordance with the factors and subfactors in the solicitation.
- 3.7.2. The PSMFC may reject any or all of the proposals if such action is in the PSMFC's interest.
- 3.7.3. The PSMFC may waive informalities and minor irregularities in proposals received.
- 3.7.4. The PSMFC intends to evaluate proposals and award a contract without discussions with offeror's (except clarifications as described in FAR 15.306(a)). Therefore, the offeror's initial proposal should contain the offeror's best terms from a cost or price and technical standpoint. The PSMFC reserves the right to conduct discussions if the Program Manager later determines them to be necessary. If the Program Manager determines that the number of proposals that would otherwise be in the competitive range exceeds the number at which an efficient competition can be conducted, the Program Manager may limit the number of proposals in the competitive range to the greatest number that will permit an efficient competition among the most highly rated proposals.

- 3.7.5. The PSMFC reserves the right to make an award on any item for a quantity less than a quantity offered, at the unit cost or price offered, unless the offer specifies otherwise in the proposal.
- 3.7.6. The PSMFC reserves the right to make multiple awards if, after considering the additional administrative cost, it is in the PSMFC's best interest to do so.
- 3.7.7. Exchanges with offeror's after receipt of a proposal do not constitute a rejection or counteroffer by the PSMFC.
- 3.7.8. The PSMFC may determine that a proposal is unacceptable if the prices proposed are materially unbalanced between line items or subline items. Unbalanced prices exists when, despite an acceptable total evaluated price, the price of one or more contract line items is significantly overstated or understated as indicated by the application of cost or price analysis techniques. A proposal may be rejected if the Program Manager determines that the lack of balances poses an unacceptable risk to the PSMFC.
- 3.7.9. If a cost realism analysis is performed, cost realism may be considered by the source selection authority in evaluating performance or schedule risk.
- 3.7.10. A written award or acceptance of proposal mailed or otherwise furnished to the successful offeror within the time specified in the proposal shall result in a binding contract without further action by either party.
- 3.7.11. The PSMFC may disclose the following information in post award debriefings to other offeror's:
- 3.7.11.1. The overall evaluated cost of price and technical rating of the successful offeror;
  - 3.7.11.2. The overall ranking of all offeror's, when any ranking was developed by the agency during source selection; and
  - 3.7.11.3. A summary of the rationale for award.

### **3.8. PROPOSAL EVALUATION CRITERIA**

- 3.8.1. The following criteria and evaluation weighting will be used for evaluating both solicited and unsolicited proposals.
- Vessel characteristics (20 Points)
    - Vessel size, horsepower, cruise speed, endurance, etc.
    - Number of chartered hauls



- Wheelhouse electronics, space and layout
- Available deck space, lighting, and configuration
- Communication equipment
  
- Captain/crew members fishing experience (20 Points)
  
- Charter rate/costs (35 Points)
  
- Captain/crew members experience with fisheries research work (15 Points)
  
- Other desirable characteristics (10 Points)
  - Safety equipment
  - Crewmember with formal survival and firefighting training
  - Crewmember with certified first aid and EMT

### **3.9. PROPOSAL SELECTION PROCEDURE**

3.9.1. All proposals will be evaluated and scored individually in accordance with the above evaluation criteria. There will be between two and four reviewers depending on the number of proposals received. Each reviewer will independently score each proposal. Reviewers will then meet and score each criterion as a group. The proposal with the best overall combined score from the above evaluation criteria section (3.8.1.) will be awarded the contract.

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**Section 4: SUPPLIES OR SERVICES AND PRICE/COSTS**

Vessel Description, contact and BID: Provide vessel, captain, and crew, for a charter to conduct and Electronic Monitoring project in the Gulf of Alaska and Bering Sea, in accordance with all terms and conditions of this solicitation and/or subsequent contract. The project will run from approximately August 16, 2014 through June 30, 2015, depending on weather, transit and other constraints. Further details including description of a sampling day are contained in the Statement of Work. The prices below will be per-sampling day and shall include all costs of charter, i.e., vessel, crew, and fishing gear, bait, fuel and ice, except electronic monitoring equipment and installation, or those being provided by the scientists. **The contract will terminate when, as determined jointly by the captain and Chief Scientist, either: (1) the scientific objectives of the cruise have been met; (2) available funds have been exhausted; (3) due to equipment failure, inclement weather, or other cause it appears that the scientific objectives cannot be met within a reasonable time frame; or, (4) when the limit of compensable sampling days has been reached.**

	Cost/Price
Cost of Sampling Days to Carry Stereo EM Equipment (Enter 0 if not interested)	\$ _____
Cost of Sampling Days to Carry Standard EM Equipment (Enter 0 if not interested)	\$ _____
Expected # of trips Aug.-Dec. 2014, target species, catch weight	_____
Expected # of trips Jan.-Feb. 2015, target species, catch weight	_____
Expected # of trips Mar.-June 2015, target species, catch weight	_____
Port for Mobilization and Demobilization: _____	
Name of Vessel: _____	
Authorized signature: _____	
Printed Name: _____	

**Section 5: ATTACHMENTS**

**5.1. BID PROPOSAL WORKSHEET: VESSEL CHARACTERISTICS**

**1. GENERAL VESSEL CHARACTERISTICS**

Owner Name\_\_\_\_\_

Registration  
No.\_\_\_\_\_

Vessel Name\_\_\_\_\_

Phone  
(\_\_\_\_)\_\_\_\_\_

Address\_\_\_\_\_  
\_\_\_\_\_

Primary (Home) Port of Vessel\_\_\_\_\_

Hull Type\_\_\_\_\_

Registered Vessel Length (LOA)\_\_\_\_\_

Vessel Back Deck Width \_\_\_\_\_

Gear Type \_\_\_\_\_

**Main Engines:**

Number\_\_\_\_\_ Mfg.\_\_\_\_\_ Model\_\_\_\_\_ Total HP\_\_\_\_\_

**Auxiliary Engines:**

Mfg.\_\_\_\_\_ Model\_\_\_\_\_ HP\_\_\_\_\_ KVA\_\_\_\_\_

Mfg.\_\_\_\_\_ Model\_\_\_\_\_ HP\_\_\_\_\_ KVA\_\_\_\_\_

**Wheelhouse Electronics, Space, and Layout**

Is there available electrical power supply (110 V.A.C.) in the wheelhouse or galley? Yes / No

Is there available space in the wheelhouse (or any other area) for the scientific crew to store and use their laptop computers and view trawl video footage? Yes / No

Please note any other available wheelhouse electronics other than communication and navigational electronic equipment.

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**Available Deck Space and lighting**

Appropriate clear deck area available for working catches \_\_\_\_\_ square feet.

Comments: \_\_\_\_\_.

Is there electrical power supply (110 V.A.C.) available on the Deck? Yes / No

Amount of dry deck storage available for storing of scientific supplies and equipment \_\_\_\_\_(ft<sup>3</sup>).

Is lighting available from several angles on the deck? Yes / No

Comments: \_\_\_\_\_

**Communication and Navigational Electronic Equipment**

Cellular Telephone (if present on vessel)

Mfg. \_\_\_\_\_ Model \_\_\_\_\_

Cellular Telephone No. (\_\_\_\_\_) \_\_\_\_\_

Satellite Telephone available: Yes / No

Plotter: GPS / LORAN

Mfg. \_\_\_\_\_ Model \_\_\_\_\_

Please note any other available communication and navigational electronic equipment.

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## 5.2. MONITORING EXPERIENCE

Have you carried an observer before? If so how many trips? \_\_\_\_\_

Have you conducted previous EM Research? If so how many trips? \_\_\_\_\_

How many years of experience does the vessel operator have? \_\_\_\_\_







**5.5. SAFETY EQUIPMENT AND TRAINING**

Life Raft Capacity\_\_\_\_\_

EPIRB: No.\_\_\_\_\_ Class\_\_\_\_\_

EPIRB Battery Expiration\_\_\_\_\_

USCG Certification of Inspection Expiration Date\_\_\_\_\_

Have all crew members had formal survival and firefighting training? Yes / No

Comments:\_\_\_\_\_

Have all crew members had a certified first aid and Emergency Medical Training (EMT) course?

Yes / No

Comments:\_\_\_\_\_

**5.6. VESSEL AVAILABILITY**

The timeline to complete this research project is 16 August 2014 to 30 June 2015. Do you have any prior engagements during this time frame that would potentially conflict with conducting this research (i.e. other charter work commitments, commercial fishing activities, boat yard work, vacations, etc.)?

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