



**RETURN RESPONSES TO:
RETOURNER LES RÉPONSES À :**

Bid Receiving/Réception des soumissions

Procurement Hub | Centre
d'approvisionnement
Fisheries and Oceans Canada | Pêches et
Océans Canada
301 Bishop Drive | 301 promenade Bishop
Fredericton, NB, E3C 2M6

Email / Courriel : [DFO.tenders-
soumissions.MPO@dfo-mpo.gc.ca](mailto:DFO.tenders-soumissions.MPO@dfo-mpo.gc.ca) and/et
Karen.Dolan@dfo-mpo.gc.ca

**REQUEST FOR INFROMATION /
DEMANDE DE RENSEIGNEMENTS**

Title / Titre RFI - Canadian Hydrographic Service – Arctic Multibeam Survey using Uncrewed Surface Vessel (USV)		Date January 25, 2023
RFI No. / N° de la DR 30005183		
Client Reference No. / No. de référence du client(e) 30005183		
RFI Closes / La DR prend fin At / à : 2:00 PM EST (Eastern Standard Time / HNE (Heure Normale de l'Est) On / le : February 19, 2024		
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 : Richard Soulliere, Senior Contracting Officer Email / Courriel: DFO.tenders-soumissions.MPO@dfo-mpo.gc.ca and/et Karen.Dolan@dfo-mpo.gc.ca		
Delivery Required / Livraison exigée See herein — Voir en ceci	Delivery Offered / Livraison proposée	
Respondent Name, Address and Representative / Nom du répondant, adresse et représentant du répondant		
Telephone No. / No. de téléphone		
Name and title of person authorized to sign on behalf of the Respondent (type or print) / Nom et titre de la personne autorisée à signer au nom du répondant (taper ou écrire en caractères d'imprimerie)		
Signature	Date	



REQUEST FOR INFORMATION

Canadian Hydrographic Service – Arctic Multibeam Survey using Uncrewed Surface Vessel (USV)

FOR THE DEPARTMENT OF FISHERIES & OCEANS CANADA



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1. BACKGROUND AND PURPOSE OF THIS REQUEST FOR INFORMATION

1.1. Introduction

This Request for Information (RFI) has been issued by the Department of Fisheries & Oceans/Canadian Hydrographic Service (DFO/CHS).

1.2. Nature of Request for Information

This is not a bid solicitation. This RFI will **not** result in the award of any contract. As a result, potential suppliers of any goods or services described in this RFI should not reserve stock or facilities, nor allocate resources, as a result of any information contained in this RFI. Nor will this RFI result in the creation of any source list. Therefore, whether or not any potential supplier responds to this RFI will not preclude that supplier from participating in any future procurement. Also, the procurement of any of the goods and services described in this RFI will not necessarily follow this RFI. This RFI is simply intended to solicit feedback from industry with respect to the matters described in this RFI.

1.3. Nature and Format of Responses Requested

Respondents are requested to provide their comments, concerns and, where applicable, alternative recommendations regarding how the requirements or objectives described in this RFI could be satisfied. Respondents are also invited to provide comments regarding the content, format and/or organization of any draft documents included in this RFI. Respondents should explain any assumptions they make in their responses.

1.4. Treatment of Responses

- a) Use of Responses: Responses will not be formally evaluated. However, the responses received may or may not be used by Canada to develop or modify procurement strategies or any draft documents contained in this RFI. Canada will review all responses received by the RFI closing date. Canada may, in its discretion, review responses received after the RFI closing date.
- b) Review Team: A review team composed of representatives of DFO/CHS will review the responses. Not all members of the review team will necessarily review all responses.
- c) Confidentiality: Respondents should mark any portions of their response that they consider proprietary or confidential. Canada will handle the responses in accordance with the Access to Information Act.
 - i. Suppliers are advised that any information submitted to Canada in response to this RFI may be used by Canada in the finalization of a competitive solicitation.
 - ii. All industry consultations will be documented, and this information is subject to the Access to Information Act. Suppliers should identify any submitted information that is to be considered as either company confidential or proprietary. Canada will not reveal any designated confidential or proprietary information to the public and/or third parties.
- d) There will be no shortlisting of suppliers for purposes of undertaking any future work as a result of the RFI. Also, participation in the RFI is not a condition or prerequisite for participation in a future RFP.

1.5. Inquiries

Because this is not a bid solicitation, Canada will not necessarily respond to enquiries in writing or by circulating answers to all potential suppliers. However, respondents with questions regarding this RFI may direct their enquiries to the RFI Authority.



1.6. Purpose of the RFI

The purpose of this RFI is:

1. To inform vendors of the scope of DFO/CHS requirement for multibeam surveys conducted using Uncrewed Surface Vessels (USV).
2. To seek feedback from the industry on capability to support the creation of an intended Request for Proposal (RFP). This includes the desire for a better understanding of:
 - a. Industry capability and constraints (e.g., USV characteristics, capacities, limitations)
 - b. Requested adjustments/changes to the requirements (Statement of Work, Basis of Payment, and Evaluation Criteria) if any, to seek a broad participation of bidders and to ensure services can be rendered in an acceptable manner.**
3. To assess potential bidders' ability to meet the technical requirements of the draft Statement of Work (SOW; see Annex A) and understanding of draft Basis of Payment (Annex B).
4. To understand the level of interest, capacity, and experience in the marketplace in delivering such a requirement;
5. To establish a formal communication channel with industry that will remain open until a formal RFP is released.

DFO/CHS may release a Request for Proposal (RFP) for such a requirement (or any subset thereof) depending on several factors, including availability and viability of solutions and funding approvals.

1.7. RFI Timeline

The planned process and timeline for this RFI process is as follows:

1. January 25, 2024: Issue RFI document through CanadaBuys;
2. February 19, 2024: is the closing date for responses to the RFI.

1.8. Format and Submission of the Responses

- a) Title Page: the signed and completed cover page to this RFI, which should contain:
 - i. the name and address, phone and email of the respondent
 - ii. the date
 - iii. the RFI number
- b) Numbering System: Respondents are requested to prepare their response using a numbering system corresponding to the one in this RFI. All references to descriptive material, technical manuals and brochures included as part of the response should be referenced accordingly.
- c) Number of Copies: Canada requests that respondents submit 1 soft copy of their responses (preferably in PDF file format) via email to the email address indicated on Page 1 of the RFI

Respondents are requested to provide their comments, concerns, and, where applicable, alternative recommendations regarding how the requirements or objectives described in this RFI could be satisfied.

Respondents should explain any assumptions they make in their responses. DFO/CHS is interested in receiving responses directly from vendors having the capacity to deliver the requested services.



1.9. RFI Authority

The DFO RFI Authority, responsible for the management of the procurement and RFI process, for this RFI is:

Name: Karen Dolan
Title: Acting Senior Contracting Officer
Organization: Fisheries and Oceans Canada
Tel: 782-377-7245
Email: DFO.tenders-soumissions.MPO@dfo-mpo.gc.ca

1.10. Official Languages

Responses may be in English or French, at the preference of the Respondent.

1.11. Response Confidentiality

Respondents are requested to clearly identify those portions of their response that are proprietary. The confidentiality of each Respondent's response will be maintained. Items that are 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 questions or may request that the respondent do so, so that the proprietary nature of the question is eliminated, and the enquiry can be answered with copies to all interested parties.

1.12. Methods of Communication

Communication between DFO and respondents as part of this RFI process will consist of:

1. Written exchanges via email; and,

Written responses to the RFI questions must be submitted by email to the RFI Authority. Potential respondents may pose clarifying questions in writing via email; all such questions may be published as part of the RFI record.

1.13. Response Costs

Canada will not reimburse any respondent for expenses incurred in responding to this RFI.

1.14. Contents of this RFI

1. Respondents should not assume that clauses or requirements included in the RFI will not be added or removed from any bid solicitation that is ultimately published by Canada.



ANNEX “A” DRAFT STATEMENT OF WORK

TITLE:

Canadian Hydrographic Service – Arctic Multibeam Survey using Uncrewed Surface Vessel (USV)

PROJECT WORK

Survey will take place August to November 2024. Mid-August to Mid-October is the preferred period for the survey to occur, but is subject to CHS Ship schedule. Exact dates to be provided should an RFP be awarded.

BACKGROUND

Fisheries and Oceans Canada (DFO), Canadian Hydrographic Service (CHS) has a requirement for a multibeam survey conducted using an uncrewed surface vessel (USV) fully equipped with a mid-water multibeam sonar system capable of mapping up to 700m water depth. The Contractor will be responsible for provision of the USV, the Launch and Recovery System (LARS) and full integration and calibration of the multibeam sonar system and sound velocity profiling system installed on the USV. The Contractor will be responsible for monitoring/operating the USV and the multibeam sonar system within Transport Canada and Canadian Hydrographic Service standards and procedures. While on mission at sea, the USV will be deployed/recovered from a CHS Ship and mission directed by CHS. While surveying, the USV will operate autonomously and/or be monitored/piloted remotely via broadband satellite link from the USV Contractor’s shoreside office location(s). The data collected will be downloaded locally by CHS when the USV returns to the CHS Ship for charging/refueling. All specifics of the USV physical characteristics, the USV operational characteristics and the USV sensor payload will be outlined in Annex “C” - MANDATORY TECHNICAL

LOCATION OF WORK

Eastern Canadian Arctic – priority areas will be within the Low Impact shipping Corridors (LISC) or other prioritized areas as identified by CHS. For the 2024 season the priority area is identified in *Figure 1*.

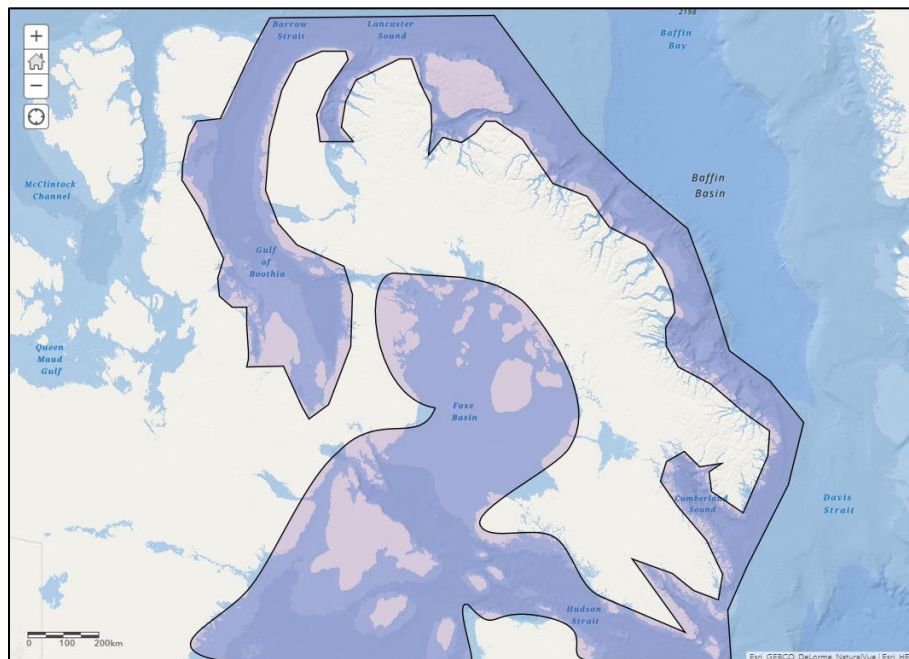


Figure 1 – General survey/operational area is based on CHS Arctic Charting Priorities

OBJECTIVE:

The objective of this project is to conduct hydrographic surveys in specific priority areas of the eastern



Canadian Arctic in direct support of the Canadian Hydrographic Service (CHS) Ontario, Prairie and Arctic Region Production Plan. It is necessary for CHS to collect high-resolution, full bottom coverage bathymetry, topographic data and tidal/current data via hydrographic surveys to produce new navigational products and datasets to create new or replace/augment existing navigational products in the target areas. This type of data collection is in direct support of the Arctic Pillar of the CHS ongoing commitment to 'deliver modern hydrography and charting in key areas' under Canada's Oceans Protection Plan (OPP2)

SCOPE OF WORK:

The Contractor's USV technicians will be required to attend to the a southern mobilization port to deliver and mobilize all USV equipment and Launch and Recovery System (LARS). All mobilization of USV equipment will be the responsibility of the Contractor with support from CHS/DFO. Days between the completion of the mobilization and the commencement of survey will be defined as offline days and should be included in the bidder's submission of TABLE D – Offline Day Rate in the Basis of Payment.

Once the CHS commences 24H operation in the arctic, it will involve the USV being deployed and recovered from the CHS's Ship nearby the target survey area(s). The exact cruise plan will be shared with the USV Contractor in advance of program commencement. Once at the survey site, the USV will transit to target areas and acquire bathymetric data by way of predetermined lines and the use of adaptive survey coverage lines within a geographical block. The USV team will remotely monitor to ensure full seafloor sonar coverage and appropriate overlap as per CHS survey standards/guidelines, appropriate sound velocity profiling and collision avoidance. The USV will be required to independently conduct sound velocity sampling necessary to calibrate the multibeam sonar system. The Contractor will provide a minimum of one (1) technician to be aboard the CHS Ship for the entire operational window without crew changing. DFO/CHS technician(s) will support as needed the USV deployment/retrieval using the Contractor provided Launch and Recovery System (LARS) using the CHS Ship's crane.

Upon the return of the CHS Ship to the southern mobilization port, the Contractor's USV technicians will attend to the vessel to demobilize all USV equipment. All demobilization of USV equipment will be the responsibility of the Contractor. Days between the completion of the survey and the demobilization will be defined as offline days and should be included in the bidder's submission of TABLE D – Offline Day Rate in the Basis of Payment.

SURVEY METHODOLOGY:

- a. Multi-beam bathymetric surveys must be conducted such that all data meets the International Hydrographic Organization (IHO) Standards for Hydrographic Surveys (S-44) Special Order (for depths $\leq 50\text{m}$), Order 1a (for depths $>50\text{m}$ but $\leq 100\text{m}$), and Order 1b (for depths $>100\text{m}$).
- b. The Contractor must execute the survey, in a manner to ensure the final deliverable surface resolutions are; 1m resolution for depths $<50\text{m}$, 2m resolution for depths $\geq 50\text{m}$ but $\leq 100\text{m}$ and 5m resolution for depths $>100\text{m}$.
- c. The Contractor must provide all raw pre-processed data collected for the project areas to the CHS. This includes, raw sonar, raw sound velocity records, and vessel survey and calibration records and other files required to permit full processing of data using CARIS HIPS 11.4X
- d. The Contractor must conduct, at minimum, two sound velocity casts per full day. Sound velocity casts must be taken throughout the survey area. The Contractor must monitor the results in real time to ensure refraction is minimized or eliminated. As such, more than two casts may be required per day.
- e. The survey acquisition/navigation system must be able to conduct adaptive line spacing based on water depth to maximize efficiency and ensure minimum 20% overlap on adjacent lines. Any critical shoals less than 30m depth shall be surveyed with 100% overlap. Critical shoals have, at minimum, a 10% change in depth compared to the surrounding area. It is expected that the decision to increase coverage on a suspected shoal will be decided upon collectively between the CHS Technical Authority and the Contractor during preliminary data reviews as part of the daily reporting. Data coverage must be reviewed and approved by the CHS Technical Authority prior to the Contractor leaving the immediate vicinity of the shoal



FUEL

Any fuel required for USV propulsion and power (primary and/or auxiliary) must be diesel. Diesel will be provided by CHS and be available from the CHS Ship as/when required. CHS will also provide electrical power from the ship to the USV while on deck.

CONTRACTOR OBLIGATION

The Contractor will :

- Mobilize/Demobilize USV on the CHS Ship in a port within southern Canada (south of 60°N).
- Calibrate multibeam system (patch test or similar methodology) and provide report to CHS.
- Coordinate with the CHS Project Authority for pre-survey preparation and daily planning via telephone (cell/satellite) and virtual meetings (Microsoft Teams or similar).
- Conduct 24H survey operations when weather and conditions up to and including Beaufort Force 4 until the survey is complete.
- Acquire survey data according to the required Standards and Survey Orders as defined in the IHO S44 Edn. 6.1.0

DEPARTMENTAL SUPPORT

DFO/CHS will:

- Project Authority will coordinate all activities with the Contractor's on-site USV technician(s) as well as the Contractor's USV Pilot, Online Surveyor for pre-survey preparation and daily planning.
- Provide planned routing and survey blocks (with associated latitude/longitude coordinates and target depth ranges), with reasonable lead time for consideration and discussion with the Contractor.
- Assist in the launch/recovery of the USV from the CHS Ship and any emergency recovery of the USV as required.
- Download the collected multibeam data from the USV as/when, process and finalization of multibeam data.

REPORTING REQUIREMENTS

1. **Prior to commencing data acquisition**, the contractor must provide a USV mobilization and multibeam equipment calibration report. The report must outline the mobilization of equipment onboard the USV and provide verifications and accuracies for all survey equipment to ensure systems have been calibrated and are functioning correctly. The report must include:
 - a. The full list and description of USV equipment, survey equipment, and software being used.
 - b. Mobilization summary including project description and system accuracies.
 - c. USV dimensions, offsets, and description of how the USV offset survey was conducted.
 - d. Description of the survey system configuration.
 - e. System verifications and calibrations including descriptions, tables and figures, and results. Examples must include but are not limited to: patch tests, GNSS health checks, IMU calibrations, gyro calibrations, etc.
 - f. Calibration certificates for all survey equipment.
2. **During data acquisition**, the Contractor must provide a daily progress report (DPR) to the CHS Technical Authority within 48 hours after acquiring the data. The report must contain the following information:
 - a. Daily stats: Survey time per area, Downtime weather, Downtime Equipment /Staff, Maintenance/Fuel, Transit time, Coverage (km²), and Distance (km)
 - b. Cumulative stats for item above
 - c. Progress against project schedule
 - d. Images of data coverage, preferably on the corresponding area of a chart
 - e. Cumulative survey costs from day one, including survey, downtime, onsite mobilization, etc.
 - f. Expected survey progress and location(s) of work for the following day.
 - g. Weather report / forecast
 - h. All relevant information impacting the survey operation, any variation from the work plan
 - i. List of staff on site, and assigned to the project, their position and responsibilities



- j. Project concerns or questions in which the assistance of CHS/DFO may be required.
 - k. Once per week, preliminary spatial data of the data must be submitted to CHS for interim review.
3. **Upon completion of the work**, The Contractor must deliver a Final Report containing the following information:
- a. Description of work;
 - b. Document any change made from start to end (patch tests, change in HVF file, change of any equipment such as pole, IMU, sonar head, GNSS antennas, etc.);
 - c. Sensor make/models: sonar, position/orientation system, sound velocity profilers/probes, GNSS equipment, etc.;
 - d. Sensor offset survey & vessel and sensor setup description;
 - e. Updated calibration report (patch test, reference surface);
 - f. Positioning technique (e.g.: SBAS system utilized);
 - g. Acquisition software – (manufacturer, version, parameters);
 - h. Horizontal & vertical coordinate system;

PROJECT MANAGEMENT CONTROL PROCEDURES

The individual identified in the proposal as the Project Authority shall: determine scheduling of mobilization/demobilisation dates, daily objectives to accomplish, all required USV deployments and associated data collection on time and within budget. Progress will be discussed with the Contractor and work plan adjusted as weather or circumstances require.

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.

LOCATION OF WORK, WORK SITE AND DELIVERY POINT

The work will be conducted onboard a CHS Ship throughout the offshore within the eastern Canadian arctic (east of 99°W and north of 60°N). The Contractor's USV technician must be willing to remain offshore and on station for the duration of the project (weather permitting). Note: If necessary to return to shore unplanned events, ports will be determined by operational requirements. The mobilization/demobilization port must be in southern Canada (south of 60°N).

LANGUAGE OF WORK

The language of work is English



ANNEX “B” DRAFT BASIS of PAYMENT – DO NOT COMPLETE

This is the DRAFT Basis of Payment. DFO is NOT requesting pricing submissions. DFO is seeking feedback from industry on the structure and terminology as it relates to the Statement of Work.

The bidder is required to submit prices in Tables A,B,C,D & E below for the contract year. The bidder must not alter the tables below. Any response that includes altered tables will be declared non-responsive and will be excluded.

It is mandatory for a bidder to submit mobilization costs. The mobilization cost shall include all costs associated with provisioning and getting the chartered vessel and all required assets to and from the survey site from the contractor’s home base . These one-time costs are considered firm.

It is mandatory that a bidder submit an offline cost per day. CHS will pay for offline time per day (24H). CHS has provided the budgeted offline time in the table below for bidding purposes.

It is mandatory that a bidder submit a downtime cost per hour. CHS will pay for downtime per hour. CHS has provided the budgeted downtime in the table below for bidding purposes.

If the weather is favorable for operations, but the Contractor can’t operate for any reason, CHS will not pay the Contractor. Deployment schedule is set by CHS in advance – any changes due to operational/weather/safety reasons are communicated to Contractor 24H in advance. Any unforeseen changes within 24H, CHS will pay downtime for up to 8H per occurrence.

TABLE A – Mobilization to/from Mobilization Port – (TBD). Mobilization is to include the following in the LOT cost: USV & LARS equipped with required and calibrated sensor package & transportation to/from the southern mobilization port. Mobilization does not include any Offline time. Column D total will form part of the price evaluation.

Bidder must complete Column D Lot Price

	Column A Description of Work	Column B Unit of Measurement	Column C Quantity	Column D Lot Price
1	Mobilization/Demobilization to/from (TBD)	LOT	1	\$ _____
Total Excluding Taxes (Table A)				\$ _____

TABLE B – Operational Survey Rate – Online time is defined USV is ready for deployment, conducting survey operations, being recovered, downloaded, or fueled and USV operator/support is online. Contractor will be paid based on actual number of USV Days of operation and up to 4 USV maintenance days may be included. Column D total will form part of the price evaluation.

Bidder must complete Column D and Column E Lot Price

	Column A Description of Work	Column B Unit of Measurement	Column C Estimated Quantity (Day)	Column D Price Per Unit	Column E Extended Price Column C * Column D
1	Operational Survey Rate	PER DAY (24H)	(TBD)	\$ _____	\$ _____



Total Excluding Taxes (Table E)	\$ _____
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TABLE C – Downtime – see description above for what is considered downtime, which includes weather days. USV is in a state of readiness and USV operator support is online. Column D total will form part of the price evaluation.

Bidder must complete Column D and Column E Lot Price

	Column A Description of Work	Column B Unit of Measurement	Column C Estimated Quantity (hour)	Column D Price Per Unit	Column E Extended Price Column C * Column D
1	Downtime Cost	PER HOUR	<i>(TBD)</i>	\$ _____	\$ _____
Total Excluding Taxes (Table E)					\$ _____

TABLE D – Offline Rate – Offline time is defined as CHS Ship transit time to/from survey area while USV is stowed aboard Ship and USV operator/support is offline. Column D total will form part of the price evaluation.

Bidder must complete Column D and Column E Lot Price

	Column A Description of Work	Column B Unit of Measurement	Column C Estimated Quantity (Day)	Column D Price Per Unit	Column E Extended Price Column C * Column D
1	Offline Rate	PER DAY (24H)	<i>(TBD)</i>	\$ _____	\$ _____
Total Excluding Taxes (Table E)					\$ _____

TABLE E – USV Extra Time Day Rate for 24H - Column D total will form part of the price evaluation.

Bidder must complete Column D and Column E Lot Price

	Column A Description of Work	Column B Unit of Measurement	Column C Estimated Quantity (Day)	Column D Price Per Unit	Column E Extended Price Column C * Column D
1	Operational Survey Rate	PER DAY (24H)	<i>(TBD)</i>	\$ _____	\$ _____
Total Excluding Taxes (Table E)					\$ _____

Evaluated Price = Total of Tables A + B + C + D + E = \$ _____



ANNEX "C" DRAFT EVALUATION CRITERIA

This is the DRAFT Evaluation Criteria. DFO is NOT requesting submissions. DFO is seeking feedback from industry on the structure and terminology as it relates to the technical evaluation criteria.

MANDATORY REQUIREMENTS:

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.

Fisheries and Oceans Canada reserves the right to inspect compliant bidders Uncrewed Surface Vessel (USV) prior to contract award to verify and confirm information from the bid proposal. If the USV fails the inspection we will contact the 2nd ranked bidder to confirm availability and set up an inspection and so on until a contract is awarded or we run out of qualified bidders.

THE BIDDER MUST PROVIDE PROOF WITH THEIR BID to demonstrate how they meet each criteria.

The proponent **MUST** include the following tables in their proposal (USV Credentials & Particulars, Mandatory Regulatory Criteria, Mandatory Physical Criteria, & Mandatory Sensor Payload Criteria) indicating that their proposal meets the rated criteria, and providing the proposal page number or section that contains information to verify that the criteria has been met. **Bidders must also provide proof such as copies of resume, certifications or licences or diagrams or schematics or technical specifications.** Simply stating you meet the criteria does not constitute proof.

USV CREDENTIALS & PARTICULARS	
USV Name:	
USV Official Number:	
USV Owner Name:	
USV Owner Phone:	
USV Owner Email:	
USV Overall Length (m)	
USV Breadth (m)	
USV Draft (m)	
USV Weight (kg)	
USV & LARS combined weight (including full payload including required fuel) (kg)	
USV Endurance (days)	
USV Cruising Speed (Knots)	
USV Max speed (Knots)	



	MANDATORY REGULATORY CRITERIA	Proposal Page No.
MR1	<p>Bidder must provide with bid submission proof that commercial USV holds, or can obtain, a Transport Canada permit for operation through the Marine Technical Review Board (MTRB). This can be in the form of a TC MTRB approved project obtained for the same/similar USV proposed within the past three years. As per the Transport Canada Tier 1 Policy on small maritime autonomous surface ships: https://tc.canada.ca/en/marine-transportation/marine-safety-management-system-tp-13585-e-tier-i-policies/tier-i-policy-oversight-small-maritime-autonomous-surface-ships-mass</p> <p>Proof should be provided in the form of a copy of the permit OR a copy of a previous permit for a similar USV.</p>	
MR2	<p>The USV must hold, or can obtain Transport Canada MTRB certification and capable of conducting multibeam data collection within the eastern Canadian arctic (east of 99°W and north of 60°N and south of 70°N), in conditions up to Beaufort Four. The area denoted in Figure 1 of the Statement of Work.</p> <p>Proof should be provided in the form of a copy of the permit OR a copy of a previous permit for a similar USV.</p>	
MR3	<p>During multibeam survey operations, the USV must be operated in such a manner to qualify as <i>Degree Three</i> or <i>Degree Four</i> as defined by the International Maritime Organization (IMO) Maritime Autonomous Surface Ship (MASS) criteria. High latitude satellite based communication must be the primary communication interface. https://www.imo.org/en/MediaCentre/MeetingSummaries/Pages/MSC-100th-session.aspx</p> <p>Proof should be provided by a copy of a certification or technical specification.</p>	

	MANDATORY PHYSICAL CRITERIA	Proposal Page No.															
MP1	<p>The USV must have the following physical size characteristics. Dimensions are inclusive of mandatory sensor payload and full fuel capacity, but exclusive of the launch and recovery (LARS) system.</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th style="text-align: center;">DIMENSION</th> <th style="text-align: center;">MIN</th> <th style="text-align: center;">MAX</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">LENGTH (m)</td> <td style="text-align: center;">2.5</td> <td style="text-align: center;">6.5</td> </tr> <tr> <td style="text-align: center;">WIDTH (m)</td> <td style="text-align: center;">1</td> <td style="text-align: center;">3.0</td> </tr> <tr> <td style="text-align: center;">HEIGHT (m)</td> <td style="text-align: center;">2</td> <td style="text-align: center;">3.5</td> </tr> <tr> <td style="text-align: center;">WEIGHT (kg)</td> <td style="text-align: center;">100</td> <td style="text-align: center;">2000</td> </tr> </tbody> </table> <p><i>Proof should be provided in form of technical specification document.</i></p>	DIMENSION	MIN	MAX	LENGTH (m)	2.5	6.5	WIDTH (m)	1	3.0	HEIGHT (m)	2	3.5	WEIGHT (kg)	100	2000	
DIMENSION	MIN	MAX															
LENGTH (m)	2.5	6.5															
WIDTH (m)	1	3.0															
HEIGHT (m)	2	3.5															
WEIGHT (kg)	100	2000															
MP2	<p>The USV must have a launch and recovery system (LARS) that must be within the following physical size characteristics.</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th style="text-align: center;">DIMENSION</th> <th style="text-align: center;">MAX</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">LENGTH (m)</td> <td style="text-align: center;">8</td> </tr> <tr> <td style="text-align: center;">WIDTH (m)</td> <td style="text-align: center;">6</td> </tr> <tr> <td style="text-align: center;">HEIGHT (m)</td> <td style="text-align: center;">6</td> </tr> <tr> <td style="text-align: center;">WEIGHT (kg)</td> <td style="text-align: center;">2000</td> </tr> </tbody> </table>	DIMENSION	MAX	LENGTH (m)	8	WIDTH (m)	6	HEIGHT (m)	6	WEIGHT (kg)	2000						
DIMENSION	MAX																
LENGTH (m)	8																
WIDTH (m)	6																
HEIGHT (m)	6																
WEIGHT (kg)	2000																



	Proof should be provided in form of technical specification document.	
MP3	The USV must have a minimum endurance of 120H from launch to recovery at survey operational speed of 3knots or greater while conducting all requirements of the multibeam survey instrument payload and communications to meet the Statement of Work. Proof should be provided in form of technical specification document.	
MP4	The USV must have power sources that are capable of sustaining it at survey operational level for the entire required endurance (see MP3). If the primary or secondary power source or propulsion source comes from an internal combustion engine – the USV must utilize diesel fuel only. Proof should be provided in form of technical specification document.	
MP5	The USV must be launched and recovered using a launch and recovery system (LARS) that must be capable of launch/recovery in up to Beaufort 3 conditions. The LARS system must not require any persons on the water side of a launch/recovery and all controls related to the LARS must happen from the CHS Ship or USV remote control location. Proof should be provided in form of technical specification document.	
MP6	The USV must be supported on-site aboard the CHS Ship by at least one, but not more than two, USV technicians who must remain aboard the CHS Ship uninterrupted for the duration of the mission. USV technicians must hold marine certifications. Certification should be provided as proof.	
MP7	All online survey operation of the USV must be controlled remotely via satellite from the Contractor’s office(s) and not contingent on communication links to the CHS Ship. Local control of the USV from the CHS Ship must be permitted during launch and recovery operations. Proof should be provided in form of technical specification document.	

	MANDATORY SENSOR PAYLOAD CRITERIA	Proposal Page No.
MS1	The USV must be equipped with a mid-water multibeam sonar system. For this requirement, mid-water is defined as a multibeam sonar capable of surveying water depths up to 700m or deeper at a frequency of 300kHz or lower. Proof should be provided in form of technical specification document.	
MS2	The USV must be capable of continuous sound velocity profiling using a sensor mounted nearby to the multibeam sonar. The USV must also be capable of profiling the sound speed through the water column to a depth of at least 100m using an onboard winch or similar arrangement that can be automated to deploy on a schedule, or on demand remotely by the USV operator. Proof should be provided in form of technical specification document.	
MS3	The mid-water multibeam sonar described in MS1 must be capable of collecting backscatter data concurrent with bathymetry. Tuning of the sonar system must favor bathymetric data collection. Proof should be provided in form of technical specification document.	



MS4	The multibeam sonar system must utilize a commercial real-time satellite based correction service capable of at minimum a real-time horizontal and vertical accuracy of 30cm or better. Proof should be provided in form of technical specification document.	
MS5	The mid-water multibeam sonar described in MS1 must be capable of logging sonar data, raw navigation/attitude data, and sound velocity profiles to enable full post-processing of the multibeam data. The data must be logged to a locally installed hard-drive on the USV of sufficient size and ruggedness to ensure complete full resolution data collection for at minimum the entire endurance period of the USV as defined in MP3 . Proof should be provided in form of technical specification document.	

POINT RATED CRITERIA :

USVs that meet all mandatory requirements will be evaluated further by the following rated requirements. For a bid to be assigned points made in respect of any Rated Technical Criteria, **THE BIDDER MUST PROVIDE PROOF WITH THEIR BID to demonstrate how they meet each criteria.**

The proponent **MUST** include the following tables in their proposal (USV Credentials & Particulars, Mandatory Regulatory Criteria, Mandatory Physical Criteria, & Mandatory Sensor Payload Criteria) indicating that their proposal meets the rated criteria, and providing the proposal page number or section that contains information to verify that the criteria has been met. **Bidders must also provide proof such as copies of resume, certifications or licences, previous project reports/summaries or diagrams or schematics or technical specifications.** Simply stating you meet the criteria does not constitute proof.

Criteria No.	Point Rated Criteria	Point Ratings	Available Points	Proposal Page No.
R1	The Bidder has at least 1 year/season of corporate experience utilizing the proposed USV in the Canadian Arctic defined for this project as (east of 99°W and north of 60°N).	0 year/season experience = 0 point 1 year/season experience = 10 points 2 years/seasons experience = 12 points 3 years/seasons experience = 14 points 4 years/seasons experience = 16 points 5 years/seasons experience = 18 points 6 years/seasons experience = 20 points	/20	
R2	The Bidder has a USV pilot who has a minimum of 1 year/season experience working in their position/level on a USV project in any northern waters defined for this project as north of 60°N.	0 year/season experience = 0 point 1 year/season experience and more = 10 points	/10	
R3	The Bidder demonstrates previous corporate experience serving in survey or science programs which utilized the proposed USV and LARS being launched/recovered	0 project experience = 0 point 1 project experience and more = 10 points	/10	



Criteria No.	Point Rated Criteria	Point Ratings	Available Points	Proposal Page No.
	from an offshore support ship/vessel.			
R4	The Bidder demonstrates previous corporate experience serving in ocean mapping or hydrographic surveys with the proposed USV.	0 survey completed = 0 point 1 survey completed = 5 points 2 surveys completed = 10 points 3 surveys completed = 15 points 4 surveys completed and more = 20 points	/20	
R5	The Bidder demonstrates the proposed USV can maintain required operational satellite communications with the shore control centre needed to meet Mandatory Technical Criteria MR3 in latitudes north of 65°N and/or 70°N	Can't maintain = 0 point Can maintain in Latitudes north of 65°N = 10 points Can maintain in Latitudes north of 70°N = 10 points	/20	
R6	The Bidder demonstrates that the proposed USV has a minimum endurance of 240H from launch to recovery at survey operational speed of 3knots or greater while conducting all requirements of the multibeam survey instrument payload and communications.	Don't have the endurance = 0 point Have the endurance = 10 points	/10	
R7	The Bidder demonstrates that the proposed USV operates under conditions that meet Mandatory Technical Criteria MR3 while operating primarily on batteries/inverter charged by solar power. Any diesel engine auxiliary power must be for backup charging only and not the primary propulsion.	Are not operating primarily on batteries/inverter charged by solar power = 0 point Are operating primarily on batteries/inverter charged by solar power = 10 points	/10	
TOTAL POINTS AVAILABLE			/100	
Bidder must achieve a minimum score of possible 40 points out of 100 of the Rated Criteria in order to be considered technically responsive. Bids failing to meet the minimum score required will be deemed non-compliant and given no further consideration.				



ANNEX "D" DRAFT INUIT BENEFITS PLAN (IBP)

DO NOT COMPLETE THIS SECTION – DFO IS SEEKING INPUT ON THE CONTENT

Evaluation and Assessment of IBP Commitment

For a bid to be assigned points for commitments made in respect of any IBP bid criteria, **THE BIDDER MUST PROVIDE DOCUMENTATION AND DETAILS WITH THEIR BID** to demonstrate how they will meet the objective of each criterion.

Documentation to support commitments made by Bidders should include, but is not limited to, the names of persons or companies contacted and the nature of the undertakings at the time of the submission as applicable. It is the Bidders' responsibility to provide sufficient information in its bid to enable the Evaluation Committee to complete its evaluation. **BIDDERS WILL ONLY BE ELIGIBLE TO RECEIVE POINTS FOR DEMONSTRATED COMMITMENTS.** Bidders must include all reference material to be considered. Only material and/or documents submitted as part of the bid proposal will be considered. URL links to website will not be considered.

Canada reserves the right to verify any information provided in the IBP and that untrue statements may result in the tender being declared non-responsive.

SUPPORTING DOCUMENTATION

Bidders must provide a written plan of engagements, measures and proposed procedures to be taken to deliver on the Inuit labour, and subcontracting/supplier commitments.

Bidders that do not provide sufficient documentation to demonstrate how they will meet their commitment may be given 2 calendar days to provide additional supporting information. Bidders that fail to provide the additional information within the allotted time period will receive a score of 0 regardless of the commitment made under the respective criterion. Conversely, one cannot change their commitments by providing additional information.

The following are examples of what a bidder may provide to demonstrate their commitments. Note this is not an exhaustive list and bidders are responsible for providing sufficient detail to support the plan outlined and commitments made.

Head Office

- Bidders to demonstrate the existence of head offices, staffed administrative offices or other staffed facilities in the Nunavut Settlement Area.
- Describe the nature of the firm's presence in the NSA and how it demonstrates progress towards, and maintenance of, commitments made in the NBC portion of the bidder's IBP.

Inuit Employment

- list of specific positions, categories, overall percentage of labour
- names of individuals or companies contacted and the nature of the undertakings;
- details on the work to be carried out for each position proposed to be filled by Inuit;
- strategies for recruitment of Inuit;
- strategies for retention of Inuit for long-term, multi-year projects; and
- strategies for staff management.

Inuit Training and Skills Development

- outline the activities that support Inuit training and skills development
- demonstrate how the development will build job specific skills
- strategies for recruitment of Inuit;
- strategies for retention of Inuit for long-term, multi-year projects



Inuit Ownership (of Prime and Sub-contractors / suppliers)

- names of companies contacted and the natures of the undertakings;
- list of specific Inuit businesses that will be Sub-contractors / suppliers;
- the type of work to be carried out by Inuit businesses; and
- how Inuit Firms will be managed from developing sources of supply to administration

Definitions

Eligible Inuit Employment

1. An individual who is working on-site performing services related to the project for a contractor, subcontractor or supplier who has a contract to do work related to the project; and
2. Must be a person whose name appears on the most current Inuit Enrolment List created in accordance with the requirements of Article 35.2.1. of the Agreement Between The Inuit of the Nunavut Settlement Area and Her Majesty the Queen in Right of Canada.

Inuit Firm Registry (IFR) Firm (prime contractor/subcontractor/supplier):

1. An IFR Firm shall be a firm, the name of which appears on the most current list of Inuit firms created in accordance with the requirements of Article 24.7.1 of the Agreement between the Inuit of the Nunavut Settlement area and His Majesty the King in Right of Canada.
<https://inuitfirm.tunngavik.com/>

Criteria No.	Point Rated Criteria	Point Ratings	Points Allocated	Proposal Page No.
NUNAVUT BENEFITS CRITERIA (NBC)				
IB1	<p>LOCATION OF BUSINESS IN THE NSA: Bidders are requested to demonstrate the existence of the vendor or sub-contractors performing work under the government contract have new or existing head offices, staffed administrative offices or other staffed facilities in the Nunavut Settlement Area.</p> <p>*This criterion is worth 5% of the bid evaluation points available.</p> <p>*** Holdback Conditions will apply to this criterion.</p>	<p>Head Office - 3 points Staffed Administrative Office - 4 points Other Staffed Facility - 3 points</p>	/10	
INUIT BENEFITS CRITERIA (IBC)				
	<p>INUIT EMPLOYMENT: Bidders are requested to demonstrate their commitment to use on-site Inuit from the Nunavut Settlement Area, in carrying out the work. The percentages identified below relate specifically to on-site labour hours regardless of whether they are Prime Contractor staff and/or sub-contractor staff.</p>	<p>0-100% of total labour hours = 0 - 30 points.</p> <p>Points will be assigned based on a percentage % of the total points available: ___% (Labour Commitment) x total points available</p>	/30	



Criteria No.	Point Rated Criteria	Point Ratings	Points Allocated	Proposal Page No.
<p>IB2</p>	<p>Percentages should be supported by a list of specific positions, categories, overall percentage of labour, labour hours and the total project hours that may or will be staffed by on-site Inuit. On-site Inuit employment will be confirmed during activities based on supporting documentation provided by the Contractor and Departmental Representative, if applicable.</p> <p>An individual who is performing services related to the project for a contractor, sub-contractor or supplier who has work related to the project; and An individual registered on the Nunavut Inuit Enrolment list</p> <p>NOTE: Bidder must demonstrate how they will meet their Labour %. Simply indicating a “%” commitment is not sufficient to achieve points. Your score will be adjusted in accordance with your backup documentation.</p> <p>*This criterion is worth 10% of the bid evaluation points available.</p> <p>*** Holdback Conditions will apply to this criterion.</p>	<p><i>Example:</i> <i>Bidder commitments 25% of labour hours will be Inuit = 25% of total points (30)</i> <i>25 % x 30 = 7.5 points</i></p>		
<p>IB3</p>	<p>INUIT TRAINING AND SKILLS DEVELOPMENT: Bidders are requested to demonstrate their commitment to support Inuit training and skills development in the carrying out of the required statement of work. This should include descriptions of how the development will build job specific skills. Bidders should describe strategies for recruitment of Inuit as well as strategies for retention of Inuit for long-term, multi-year projects.</p> <p>*This criterion is worth 10% of the bid evaluation points available.</p> <p>*** Holdback Conditions will apply to this criterion.</p>	<p>0-100% of total training and skills development hours = 0 - 30 points.</p> <p>Points will be assigned based on a percentage % of the total points available: ___% (Training & Skills Development Commitment) x total points available</p> <p><i>Example:</i> <i>Bidder commitments 25% of training and skills development hours will be allocated to Inuit = 25% of total points (30)</i> <i>25 % x 30 = 7.5 points</i></p>	<p>/30</p>	



Criteria No.	Point Rated Criteria	Point Ratings	Points Allocated	Proposal Page No.
IB4	<p>INUIT OWNERSHIP (OF PRIME AND SUB-CONTRACTORS): Bidders are requested to demonstrate the use of IFR contractor/sub-contractors/suppliers in carrying out the contract.</p> <p>Bidders will be evaluated on their firm commitment to use IFR sub-contractors for services or the procurement of supplies and equipment from IFR businesses.</p> <p>An IFR contractor/sub-contractors/suppliers must meet the following criteria: An IFR Firm shall be a firm, the name of which appears on the most current list of Inuit firms created in accordance with the requirements of Article 24.7.1 of the Agreement between the Inuit of the Nunavut Settlement area and Her Majesty the Queen in Right of Canada.</p> <p>*This criterion is worth 10% of the bid evaluation points available.</p> <p>*** Holdback Conditions will apply to this criterion.</p>	<p>Commitment to 0-4 IFR registered companies = 0 - 30 points.</p> <p><i>Example:</i> <i>2 Companies Registered with IFR</i> <i>50% x 30 = 15 assigned points</i></p>	/30	
TOTAL POINTS AVAILABLE			/100	



BIDDER COMMITMENT AND CERTIFICATION

1. At time of bid submission - The tables below may be used by bidders to submit their proposals and to supplement their response.
2. Canada reserves the right to verify any information provided in the IBP and that untrue statements may result in the tender being declared non-responsive.
3. For follow-up purposes, the communities may receive copies of the contractors Inuit Benefits plan and periodically receive performance monitoring results.

TABLE 1 – LOCATION OF BUSINESS IN THE NSA

Provide Current Business address		
<p>Bidders to demonstrate the existence of head offices, staffed administrative offices or other staffed facilities in the Nunavut Settlement Area.</p> <p>Nature of Presence: Describe the nature of the firm's presence in the NSA and how it demonstrates progress towards, and maintenance of, commitments made in the NBC portion of the bidder's IBP.</p>		
Vendor Name	Vendor Address in the NSA	Nature of Presence in the NSA 1. Head Office 2. Staffed Administrative Office 3. Other Staffed Facility



TABLE 2 – INUIT EMPLOYMENT

Total No. Of Inuit Employee Hours for This Contract = _____ %
Total Employee Hours for This Contract

Position of Inuit Employee NOTE: It is not necessary to identify non-Inuit employees by position.	Type of Employment	Total Hours Worked
Total Inuit <i>and</i> non-Inuit Employee Hours		

TABLE 3 – INUIT TRAINING AND SKILLS DEVELOPMENT

Total No. Of Inuit Employee Training/Development Hours for This Contract = _____ %
Total Employee Training/Development Hours for This Contract

Position of Inuit Employee NOTE: It is not necessary to identify non-Inuit employees by position.	Type of Training/Development	Total Hours
Total Inuit <i>and</i> non-Inuit Employee Hours		

TABLE 4 – INUIT OWNERSHIP (OF PRIME AND SUB-CONTRACTORS):

Total Number of IFR registered companies to be used for This Contract = _____ %
Commitment Target of **Four (4)** IFR registered companies



Company Name	Description of the Work	Inuit Firm ID	Inuit Firm Registry Company
			<input type="checkbox"/> Yes
			<input type="checkbox"/> Yes
			<input type="checkbox"/> Yes
			<input type="checkbox"/> Yes

NOTE: only contractors, sub-contractors and suppliers that can be confirmed as Inuit businesses on the Inuit Firm Registry (IFR) will be included in the calculations.

Reporting – Inuit Benefits and Nunavut Benefits

Return Reports to:
Project Authority Name:
EMAIL:

Contractor Certification

INUIT BENEFIT PLAN ACHIEVEMENT CERTIFICATION:

Print Name

Signature

Date

The Contractor certifies the information contained in the ACHIEVEMENT TABLES is accurate and complete.



Holdback – for the non-performance of IBP commitments

The Contractor agrees to the application of an Inuit Benefits Plan Holdback (IBP Holdback) when IBP obligations are not being achieved.

1. If Canada deems that IBP obligation(s) are not being delivered by the Contractor or not progressing in a way which will lead to the successful implementation of the IBP, Canada may apply an IBP Holdback.
2. An “IBP Holdback” is any amount retained or retainable, due to the failure to meet IBP obligations, from any payment(s) that would have otherwise been paid or payable to the Contractor.
3. In determining whether to apply an IBP Holdback, Canada may consider, among other things:
 - a. The delivery status of original IBP obligations, or those agreed to by Canada in a Corrective Action Plan;
 - b. evidence provided by the Contractor demonstrating that the failure to meet the IBP obligations was due to circumstances out of the Contractor’s control; and
 - c. the sufficiency of the evidence provided by the Contractor in demonstrating the circumstances out of the Contractor’s control.
4. In determining the value of an IBP Holdback, Canada may consider various elements, including:
 - a. the value of the Contractor’s IBP obligations;
 - b. the weight of the IBP in the bid evaluation; or
 - c. the past and ongoing performance of the Contractor in delivering IBP obligations.
5. The total value of the IBP Holdback shall not exceed (*choose “the total dollar value of the IBP” or “ ___% (insert percentage) of the total contract value”*).
6. Canada may release all or a portion of the IBP Holdback and proceed to payment(s) when Canada deems it appropriate. This includes when Canada is satisfied:
 - a. with new evidences submitted by the Contractor which demonstrate that the failure to meet the Contractor’s obligations in the IBP was due to circumstances out of the Contractor’s control;
 - b. that the Contractor has since delivered all or at least a portion of the IBP obligations;
7. Nothing in this section will be interpreted as limiting the rights or remedies which Canada may otherwise have under this contract.



INUIT BENEFITS ACHEIVEMENT HOLDBACK DEDUCTION CHECKLIST: FINAL IBP ASSESSMENT		
STEP#	CONTRACTOR: _____ Total Contract Value (no GST): _____	
1	LOCATION OF BUSINESS IN THE NSA The contractor must achieve a total score equal or equivalent to the score received during their initial bid evaluation, contractor receiving a score less than their initial score will be subject to a Holdback Deduction.	
	Points received during evaluation: 1. Head Offices: _____/3 2. Staffed Administrative Office: _____/4 3. Other Staffed Facilities: _____/3	
	Points assigned upon contract completion: 1. Head Offices: _____/3 2. Staffed Administrative Office: _____/4 3. Other Staffed Facilities: _____/3	
	Met: No applicable Holdback Deduction Not Met: Proceed to Table 1 to determine applicable Holdback Deduction	Met / Not Met
2	INUIT EMPLOYMENT	
	Percentage proposed	_____ %
	Percentage achieved including any applicable amendments	_____ %
	Met: No applicable Holdback Deduction Not Met: Proceed to Table 2 to determine applicable Holdback Deduction	Met / Not Met
3	INUIT TRAINING AND SKILLS DEVELOPMENT	
	Percentage proposed	_____ %
	Percentage achieved including any applicable amendments	_____ %
	Met: No applicable Holdback Deduction Not Met: Proceed to Table 3 to determine applicable Holdback Deduction	Met / Not Met
3	INUIT OWNERSHIP (OF PRIME AND SUB-CONTRACTORS):	
	Percentage proposed	_____ %
	Percentage achieved including any applicable amendments	_____ %
	Met: No applicable Holdback Deduction Not Met: Proceed to Table 4 to determine applicable Holdback Deduction	Met / Not Met

TABLE 1 - ASSESSMENT OF NUNAVUT BENEFITS CRITERIA HOLDBACK DEDUCTION



ITEM#	REQUIREMENT	Weight	SCORE
1	<p>The contractor failed to meet their commitment of a location in the Nunavut Settlement Area (NSA) (head offices, administrative offices or other facilities)</p> <p>Evaluated Score at contact completion: (a) Evaluated Score at contact award: (b) Percentage achieved %: (c)</p> <p>Score will be calculated as follows:</p> <p>(a) / (b) = (c) * 100</p> <p>Note: If (c) is ≤50%, Contractor will receive 0 points.</p>	100	
3	TOTAL ASSESSED SCORE	100	
4	<p>TOTAL CALCULATED HOLDBACK DEDUCTION:</p> <p>(100 - total assessed score)% x (Total contract value) x __%</p>	\$	
5	COMMENTS/JUSTIFICATIONS:		
<p>SIGNATURE OF EVALUATION PANEL:</p> <p>Departmental Representative: _____</p> <p>Departmental Representative: _____</p> <p>Project Authority: _____</p>			

