# Expression of Interest

# Use of *RV Tangaroa*

Expressions of Interest (EOIs) are sought for the use of up to 80 days of *RV* *Tangaroa* time by eligible applicants for undertaking ocean research/surveying of national benefit.

## Funding Days Available

MBIE have provided funding for up to 80 days of voyage time per year on *RV Tangaroa*. This time is offered to support project activities funded by government stakeholders and government end-users. EOI are sought for the use of this time. All EOI’s will be assessed by a *Tangaroa* Reference Group (TR GROUP) based on the eligibility, scientific excellence and national benefit assessment criteria listed below.

## Eligibility

Eligibility of applicants will be assessed by TR GROUP against the assessment criteria set out below. Applicants must:

1. Be made by a New Zealand-based research organisation or a New Zealand-based legal entity representing a New Zealand-based research organisation;
2. Identify a clear national benefit and not be solely for the benefit of the research organisation or legal entity which represents the organisation;
3. be for research, science, technology and related activities, the majority of which are to be undertaken in New Zealand, unless TR GROUP considers that there are compelling reasons to consider the proposals, despite the amount of research, science or technology or related activities being proposed to be undertaken overseas; have sufficient track record/experience in leading voyages;
4. meet the timing, terms and requirements of this EOI; and
5. advise that the proposed funding recipient will, and TR GROUP is of the view that it can, adhere to the terms and conditions of funding set out in in this EOI.
6. Guarantee that the organisation has secured financial and personnel resources to compliment the requested ship-time to conduct the proposed Voyage Programme.

## EOI Information Required

A pre EOI application meeting should be held with NIWA to discuss voyage objectives. This will help applicants inform the EOI process and enable the applicant to obtain a better understanding of what may or may not be achievable both operationally and economically.

In preparing their EOI, applicants should note the following:

* The costs of the vessel crew and operations (food, fuel (not Dynamic Positioning fuel use), NZ pilotage etc) are included in the vessel time.
* Costs to be covered by the applicant include:
	+ All science/survey personnel, equipment (note that NIWA owned science equipment attached to *RV Tangaroa* may be available for hire, requirements to be discussed in the pre EOI meeting) and consumables for the voyage.
	+ Medical and at least basic marine survival training of the science/survey personnel participating on the voyage.
	+ Ships Doctor if required.
	+ Any additional vessel crew required (Dynamic Positioning operators if required, additional deck crew for labour intensive voyages).
	+ Extra fuel used if using Dynamic Positioning.
	+ Any additional port fees as a result of planned port visits other than RV *Tangaroa’s* home port (Wellington) during a voyage.
	+ Travel to and from the vessel for science/survey personnel and equipment.
	+ Ship to shore satellite phone communications by science/survey staff during the voyage.
	+ Insurance for equipment loss or damage during the voyage (NIWA will not cover liability for any third party equipment lost or damaged during the voyage).
	+ NIWA technical personnel required to run vessel sounders (e.g., EM302) if to be used.
	+ Production of Health and Safety Plans, JSEA’s and SOP’s for any update to procedures or new procedures.
	+ Any required HSE Audit or due diligence exercises that are required for the specific project or by the applicant or their collaborators.
* Details of whether the voyage is time dependant or not. If so the voyage dates required.
* The Voyage Leader responsibilities will need to be met, as specified by NIWA in *Instructions to Voyage Leaders* (provided in advance of a voyage). The applicant will need to provide evidence of prior experience in leading science voyages.
* Parties are required to adhere to NIWA’s Health & Safety requirements. This may require medicals or training by science/survey personnel in advance of the voyage.
* The requirement to read, understand and sign NIWA’S Acknowledgment of Risk and Safety DutiesAgreement (Provided with Marine Services Agreement).
* Obtaining all required consents, permits and permissions.
* Voyage planning will need to include time for all mobilization and demobilization of equipment and personnel on the vessel in port and possible weather and technical downtime at sea.
* Data management – The applicant must define the data streams from the voyage and notify TR GROUP of the intended ownership of the data if not the applicant.
* Voyages that require the use of NIWA equipment/personnel will need to contact NIWA directly (Rob Christie, rob.christie@niwa.co.nz) to discuss requirements and obtain cost estimates.

## EOI Assessment Principles

TR GROUP will use the following principles to assess the proposals received. The general TR GROUP objectives are to support research, science or technology or related activities that have high potential to positively transform New Zealand’s future economic performance, the sustainability and integrity of our environment, help strengthen our society, and give effect to the Vision Mātauranga policy. The assessment will focus on excellent research and the potential for impact in areas of future value, growth or critical need for New Zealand. Applicants are likely to be using science funding that has already been through the above robust excellence assessment criteria. Funding sources that have been pre-assessed for excellence for example Marsden/Endeavour/CRI Core funding will be taken to have met the excellence criteria. Where there is conflict for allocated time or scheduling the assessment panel may seek peer review.

* Projects need to meet government research, surveying (non-navigational) or monitoring priorities. This includes alignment with any existing Government strategies and policies (e.g., fisheries, biodiversity, Antarctica and Southern Ocean, climate change and hazard resilience, mineral and hydrocarbon exploration) and other science priorities (e.g., National Science Challenges). Evidence/rationale is required to support any claims of strategic alignment to government priorities.
* Project applicants will need to demonstrate that they will cover all project costs, other than the cost of the vessel (See Costs to be covered by the applicant in bullet point 2, EOI Information Required above). The sea days requested by the applicant will need to include at least a day each for mobilisation and demobilisation (a greater time may be required and will be dependent on the work programme). Applicants will need to demonstrate they can arrange and support all non-crew participants and provide all sea-going science or survey equipment. NIWA will provide cost estimates to applicants for use of NIWA equipment/personnel on a case-by-case basis.
* Projects that improve *RV* *Tangaroa* efficiency or identify synergies with existing operations (e.g., minimising mobilisation, demobilisation and transit days) will also be viewed favourably.
* Port calls during a voyage (e.g., to change staff and/or equipment) incur additional cost, and use up valuable vessel survey time through transits and in-port mobilisation and demobilisation. Applicants need to provide credible reasons (to be determined by TR GROUP) for additional port calls and lost vessel time, and will need to cover any additional port fees incurred.
* TR GROUP projects must complement existing or be new projects and not replace existing or scheduled *RV* *Tangaroa* work (e.g. fisheries voyages, hydrographic surveys, private sector).
* Proposals that leverage and secure additional co-funded sea days for *RV* *Tangaroa* will be viewed favourably (references from funding sources should be included).

## Conditions of EOI

TR GROUP funding for this equates at present to 80 days a year. This is approximately 30% of the annual running costs of the ship. To allow NIWA to operate and schedule the national asset in a cost effective, fair and overall expedient manner and maintain the viability of *RV Tangaroa* the following conditions (including voyage scheduling) of use are necessary.

1. When the funding is awarded, it is awarded on the basis the contract is accepted by the applicant. The standard or a voyage specific pre-negotiated NIWA Marine Services Agreement shall be used by successful parties as the charter agreement, and NIWA is not obliged to alter this contract. Any requests to alter the contract needs to be made to NIWA well in advance of a planned voyage, and should negotiations fail to be concluded at least one month prior to the voyage, the successful party agrees to use the unaltered contract. A copy of the NIWA Marine Services Agreement is available from Rob Christie (rob.christie@niwa.co.nz).
2. The applicant will be responsible for obtaining all consents, permits and permissions required in a timely manner. The failure to obtain consents, permits and permissions prior to the voyage or deployment of associated equipment may result in NIWA not being able to undertake the project objectives. This will be entirely at the risk of the applicant and any lost vessel time that cannot be recuperated will be charged to the TR GROUP Funding and recuperated from the applicant.
3. Access to all data and know-how arising as a result of the charter (“New Material”) and all intellectual property rights in or arising from that New Material (“New IP”) will be based on the New Zealand Government Open Access and Licensing Framework (NZGOAL). Ownership will be that of the applicant, if not delegated by the applicant. A Voyage Report and all metadata is to be provided to NIWA so it can be placed in an open access TR GROUP Voyage Data Base.
4. All parties are responsible for meeting their respective health and safety obligations at law and must as far as reasonably practicable consult, co-operate with and co-ordinate activities with each other and any subcontractors or other parties. The Parties shall comply with their worker engagement, participation and representation obligations.
5. A detailed voyage plan shall be submitted to NIWA at least one month (20 working days) before the voyage departs.
6. A Voyage Report, using the *Voyage Report* template or *Voyage Report Example* (provided by NIWA), shall be submitted to NIWA within four months of the last voyage demobilisation day.

## Conditions of Voyage Scheduling

Preferred voyage dates shall be outlined by the applicant in response to this EOI. The dates for time dependant voyages will be submitted with detailed reasons why these voyages are time dependant. Examples of time dependant voyages are fisheries spawning surveys, surveying time with fixed physical or biological occurrences, the hire of high cost critical equipment to the voyage such as AUV’s/ROV’s etc, retrieving deployed equipment with battery limitations etc. Seasonal weather variability, staffing limitations for science personnel, due to holidays, conferences and the like will not be considered as a good reason for time dependant voyages. The MFRG panel shall judge each applications as either time dependant or not time dependant when reviewing the applications.

Once the application for ship time has been officially confirmed by TR GROUP and tentatively scheduled by NIWA (NIWA will provide an estimated schedule slot for the voyage within the two weeks of TR GROUP Voyage Confirmation) the successful party will have two weeks to reconfirm or renegotiate in good faith, their requirement for the ship time, scheduling and acceptance of the stipulations contained in this section. Once accepted by the applicant they shall be obliged to use the ship time as scheduled by NIWA under the terms and agreements of the standard or voyage specific pre negotiated marine services agreement.

1. ‘Time dependant’ voyages shall be placed in the voyage schedule two weeks after TR GROUP approval, on or as near to the requested voyage dates as possible (as the existing schedule at the time of confirmation allows).
2. ‘Non Time’ dependant voyages will be allocated a schedule placeholder two weeks after TR GROUP approval and the successful applicant informed.
3. It should be noted that while NIWA will endeavour not to alter the scheduled voyage, voyages may be rescheduled by NIWA up to one month prior to the voyage departure should this be necessary to operate *RV* *Tangaroa* efficiently and cost-effectively. The applicant will then have the right to renegotiate (in good faith) an alternative timetable or cancel the voyage and any executed contract.

**APPLICATION TEMPLATE**

|  |  |
| --- | --- |
| Proposal Title |  |
| Organisation |  |
| Address |  |
| Phone |  |
| Email |  |
| Proposed Voyage ObjectivesDescribe the outputs/outcome to be achieved and why these are required/relevant to NZ | ***Please bullet point the following:**** ***Overall Science objective(s)***
* ***Voyage objectives(s)***
* ***Rationale***

***Elaborate on the rationale behind the science objective and provide information on how the objectives align with other work going on in New Zealand. State the national benefits of the work as well as your organisation.*** |
| Contingency Vessel Use Plans: Please detail what contingency science has been organised to utilise vessel. | ***E*xplain what science can be carried out in the event you finish early/you encounter essential equipment breakdowns/if weather ‘down’ days are not required (i.e., contingency to appropriately utilise all the allocated vessel time allocated). Is there an opportunity for others to utilise the ship time during the voyage?** |
| No. Vessel Days Required Note that the days required needs to include at least 1 day mobilization, 1 day demobilization and transit times | ***Please include adequate weather days and mob/demob days. RV Tangaroa has a busy schedule and it is likely that unplanned extensions to the voyage will not be granted.*** |
| Preferred Date (Identify any time preferences) |  |
| Is the timing of the voyage critical to the success/ outcomes? | ***Elaborate on reason the voyage is/is not considered time dependant. Clear substantiated reasons must be given if the voyage is required at a specific time, such as fish spawning season, studying seasonally driven occurrences etc.***  |
| Details of Pre EOI Meeting With NIWA | ***Date and details of meeting/ contractual agreements***  |
| Project Leader | ***Name and voyage experience.*** |
| Voyage Leader  | ***Voyage Leader name and evidence of experience in leading/running large vessel, ocean-going research voyages. If required NIWA can arrange a voyage lead or Client Representative. This should be discussed in the Pre EOI meeting.*** |
| Proposed Voyage MethodologyBriefly describe the Voyage Plan  |  |
| Consents, Permits and PermissionsIdentify all consents, permits and permissions required, time constraints and responsibility for obtaining these. | ***Marine scientific activities that interact with the seabed, subsoil or marine life living on or in the seabed in the EEZ, and extended continental shelf or that places equipment in the water column of the EEZ, may require notification to the EPA as a permitted activity, at least 40 working days prior to the activity commencing. It is important NIWA are consulted on any application that involved Tangaroa. Please contact:*** activitynotifications@niwa.co.nz ***and for biosecurity: biosecuritywellington@niwa.co.nz******See*** [**http://www.epa.govt.nz/EEZ/undertake\_activity/Marine-scientific-research/Pages/default.aspx**](http://www.epa.govt.nz/EEZ/undertake_activity/Marine-scientific-research/Pages/default.aspx)***Any samples that are obtained may need MPI clearance. See https://www.mpi.govt.nz/importing/border-clearance/vessels/arrival-process-steps/******Any items that are intended to be dumped in the EEZ or extended continental shelf as part of marine scientific research may require a marine dumping consent from the EPA. Applying for a marine dumping consent requires at least 60 working days’ notice be given to the EPA.*** [**http://www.epa.govt.nz/EEZ/undertake\_activity/dumping/Pages/default.aspx**](http://www.epa.govt.nz/EEZ/undertake_activity/dumping/Pages/default.aspx)***If the vessel is to leave the EEZ you will be responsible for organising Customs clearance. http://www.customs.govt.nz/news/resources/factsheets/Documents/Fact%20Sheet%2039.pdf*** |
| Strategic BenefitDescribe how the voyage science/survey objectives and outcomes align with government/industry strategy or needs  | ***Please describe the strategic or national benefit of the research for New Zealand and how the voyage will contribute towards or align with these strategic objectives. (e.g., National Science Challenge, link to Ocean Survey 20/20 programme, international collaboration, and economic development).******Please provide references/rationale to corroborate strategic benefit statements.*** ***Please provide a statement on how data collected on the voyage will be used and disseminated. Include outreach and communications plans*** |
| FundingProvide estimate of funds available to support the project. | ***Status of funding must be confirmed before final approval for a voyage can be granted.*** |
| Co-funding Identify the number of additional co-funded days of vessel time required, if secured | ***Please provide references or other evidence to corroborate proposed co funding.***  |
| Equipment/ Personnel | ***List key equipment and number of science/survey personnel required for the voyage. Please differentiate NIWA and non-NIWA equipment and personnel.*** |
| Stakeholder Consultation | ***List preliminary consultation with stakeholders and proposed consultation with stakeholders planned if awarded ship time.*** |
| Evidence of Science Review | ***If funding has not been provided by SSIF, Endeavour or Marsden please detail what review process the proposed voyage science has been through.***  |
| Evidence of support  | ***Senior management (contact name) from your organisation*** |

**Tentative Voyage Plans to be appended.**