CALL FOR PROPOSALS RELATED TO:

THE CCGS *AMUNDSEN* ICEBREAKER AND OFFSHORE VESSELS FROM THE FRENCH OCEANOGRAPHIC FLEET (FOF) RESEARCH INFRASTRUCTURE

PURSUANT TO THE AGREEMENT BETWEEN UNIVERSITÉ LAVAL AND IFREMER, STARTING IN 2023 FOR OCEANOGRAPHI CRUISES FROM 2025 ONWARDS

Reminder

You can fill out campaign-related proposals online in the Campaign Management System (*Système de gestion des Campagnes*) at the following address, by using an Ifremer extranet account:

https://sgc.flotteoceanographique.fr/

For non-Ifremer persons (i.e. Canadians) this extranet account can be created on request at:
sgc@flotteoceanographique.fr

Information needed to apply can be found on the French Oceanographic Fleet's website at the following address:

https://www.flotteoceanographique.fr/

Last updated: 11 July 2023

Content

1. INTRODUCTION

Ifremer, the operator of the French Oceanographic Fleet Research Infrastructure (FOF RI), and Amundsen Science Canada are collaborating to increase French and Canadian scientific teams' access to naval resources. The goal is to equitably share naval resources related to oceanographic research, without generating financial compensation offsets between countries, although Canadian users must disburse a user fee.

FOF RI possesses several ships used in scientific campaigns in the North Atlantic. Amundsen Science, through Université Laval, is responsible for overseeing scientific research operations during approximately 152 days per year on the CCGS *Amundsen*, a research icebreaker.

The objective of this initiative is to **provide Canadian scientific teams with access to French Oceanographic Fleet ships operating in the Atlantic Ocean (or elsewhere if requested), and to provide French scientific teams access to the CGGS *Amundsen* in the Arctic**. The first call for proposals was launched in 2021 and the first campaign is planned for 2024. The current call for proposals (open until September 27th 2023) is the second iteration of the program and targets ship-time in 2025.

The partnership also seeks to facilitate **the development of joint campaigns** either on a French ship, or on the CCGS *Amundsen*. A joint campaign is defined as a campaign led by a scientific leader of one party on a ship of the other party and whose on-board personnel are made up of at least 20% and at most 50% of this latter party. Below 20% of the other party's staff, the campaign is deemed to be carried by only one party and above 50%, the campaign is deemed ineligible under this agreement.

It should also be noted that since the first call for projects resulted in a positive evaluation of a French campaign to be carried out on the CCGS AMUNDSEN in 2024, and in order to respect the equity of the Agreement, this current call for proposals is open only to Canadian scientists applying for a campaign on a vessel of the French Oceanographic Fleet.

2. FRANCO-CANADIAN SHIP-TIME APPLICATION CALENDAR 2023

The following timeline to obtain ship-time for campaigns from 2025 onwards is the following (a similar timeline will reoccur annually over the next 2 years to request ship-time in 2026 and 2027):

- **September 27, 2023**: Deadline for submission of "Application for a campaign at sea" documents via the Campaign Management System (CMS) (*Système de Gestion des Campagnes)* interface.
- **November 28-30, 2023**: Evaluation and classification by the joint *ad hoc* committee (France-Canada) of proposals in plenary session.
- **December 2023 to early December 2024:** Examination of requests by Ifremer and Amundsen Science, followed by the development and validation of the 2025 activity calendar by the authorities of the two Parties.

Note: Canadian applicants should also use the Content Management System (CMS) to develop a customized campaign application; however, some fields are not necessary for Canadians. APPENDIX II thus includes information needed to help complete certain fields and discard others. A customized CMS for Canadians should be implemented by summer 2023. Please contact Amundsen Science as needed (info@as.ulaval.ca).

Evaluating and scheduling proposals for Canadian campaigns on French ships.

All Canadian applicants should first contact Amundsen Science (info@as.ulaval.ca) to inform the organization about their wish to submit an application and obtain a quote for their program (i.e., to determine the user fees). The Canadian applicant will then submit a campaign application via the Campaign Management System (CMS) by September 27th, 2023.

Evaluation of the application by the joint *ad hoc* committee will take place at the end of November 2023. This committee formulates evaluations concerning the campaign requests filed under the Agreement. The proposals are rated based on their scientific attributes in three categories: "Priority 1 Campaigns," "Priority 2 Campaigns," and "Non-schedulable Campaigns". Any previous scientific review of the program will be taken into account during this process.

When the *ad hoc* committee evaluates Priority 1 or Priority 2 campaigns, the files are forwarded to the French Oceanographic Fleet for insertion in the schedule based on the FOF's scheduling criteria. Campaigns classified as Priority 1 under this call for proposals are those which can be carried out in 2025, 2026 or 2027, depending on ship-time availability. Priority 2 classified programs are only valid for the 2025 season, depending on ship time availability. If a Priority 2 campaign is not scheduled, the applicant may re-submit an updated application file the next year.

A commitment from the user program will need to be obtained through a written agreement within the 6 months following the confirmation that the program is proceeding to implementation. Fees will have to be paid to Amundsen Science when the program will be implemented (typically 18-24 months later than the application deadline). Different financial arrangements could be discussed and agreed upon.

The scheduling decision can only be formalized if the French Oceanographic Fleet's steering committee and Ifremer's board have endorsed it by the end of the year, preceding the calendar year during which the mission is scheduled. The applicant is then officially informed of the scheduling of the mission.

3. PREPARATION FOR MISSIONS AT SEA

Preparation of at-sea missions by Canadian teams on French ships.

No later than eight (8) months before the beginning of each mission, the scientific leader must submit requests for permission to work in the waters of applicable foreign countries. These include requests related to French waters, which are addressed to the French Ministry for Europe and Foreign Affairs (MEAE), with a copy sent to Ifremer. The MEAE regards the scientific leader as responsible for this application, and not the operator of the support vessel. However, note that Amundsen Science will accompany any Canadian teams boarding a French vessel in obtaining all the proper permissions.

No later than eight (8) months before the start of the mission, the leader of the mission returns a signed letter of commitment to French Oceanographic Fleet authorities.

No later than four (4) months before the start of each mission, a mission preparation file is sent to Ifremer by the mission's scientific leader. This file details the mission's timetable, objectives, equipment to be deployed, operating standards related to the equipment, associated logistics, composition of the workforce, and the nationality of the people to be embarked.

The leader of the scientific mission is required to submit a report detailing the benefits and results of the campaign within four years after the mission, for evaluation by the ad hoc committee.

4. USEFUL CONTACTS

Within the French Oceanographic Fleet Research Infrastructure

Within the French Oceanographic Direction, the Scientific Director is more specifically in charge of relations with the scientific communities. The scientific director is the main contact with the scientific committees and teams on all scientific aspects of calls for projects and campaign dossiers.

Within the French Oceanographic Direction, the Naval Operations Pole manages scheduling and optimizes the naval operations of the French Oceanographic Fleet. It schedules the fleet's vessels, prepares associated calls for proposals and coordinates operations with user teams or with Fleet operators: Genavir and LDAS. **As such, the** Naval Operations Pole **is the primary point of contact with the commissions and scientific teams for operations-related matters.**

Fleet scientific direction: **Christine DAVID-BEAUSIRE**	Christine.david.beausire@ifremer.fr
Head of Naval Operations Pole: Goulwen PELTIER	Goulwen.Peltier@ifremer.fr
L'ATALANTE : Aurélie FELD	Aurelie.Feld@ifremer.fr
POURQUOI PAS ? : Martin DENNIEL	Martin.Denniel@ifremer.fr
THALASSA : François PERROUD	Francois.Perroud@ifremer.fr

For technical or operational matters concerning your campaign request, you can contact the Naval Operations Department at:

DFO_campagnes@flotteoceanographique.fr

Within Amundsen Science

Amundsen Science is the non-profit organization responsible for the CCGS *Amundsen* research icebreaker's scientific mandate. Amundsen Science, which is funded in large part by the Canadian Foundation for Innovation grants to Université Laval, manages and maintains the ship's scientific equipment, coordinates scientific expeditions in collaboration with the Canadian Coast Guard and provides technical support to users of the scientific program when the vessel is at sea.

Executive Director: Alexandre Forest	alexandre.forest@as.ulaval.ca
Marine research coordinator: Anissa Merzouk	anissa.merzouk@as.ulaval.ca
Scientific equipment manager: Luc Michaud	luc.michaud@as.ulaval.ca

For more information about the Amundsen Science team, please visit:

https://amundsenscience.com/about-us/

APPENDIX I

KEY CONSIDERATIONS WHEN COMPLETING PROPOSALS TO CONDUCT SCIENTIFIC MISSIONS

I-1 Vessels targeted by the partnership

Pourquoi pas? : A multi-purpose vessel capable of deploying all the French Oceanographic Fleet's key equipment and systems. This ship operates mainly in the Atlantic and Mediterranean Sea.

L'Atalante: has just completed a modernisation program that will see it fitted with a new, more efficient electricity generation system, a new coring system to be validated at the end of 2023 and a deepwater winch. The vessel's potential has thus been extended by around fifteen years.

Thalassa: is equipped with new marine geosciences equipment and legacy fisheries and physical oceanography capabilities. The vessel will be available in European waters, in the Atlantic and in the Mediterranean.

Exhaustive information regarding naval resources of the French Oceanic Fleet is available on its website:

https://www.flotteoceanographique.fr/en/Facilities

I-2 Equipment specific to the scientific team

For the **equipment (container, scientific instruments, etc.) belonging to the applicant team or to third parties**, please specify in the application whether the equipment exists or must be acquired. This equipment must be on boarded in working order.

Please refer to the dedicated page of the Fleet site for the reference texts related to **chemicals and the** use of **radioelements**. Declaration of the nature and quantity of these products must be completed well in advance of the missions in order to facilitate customs and security transport procedures. Some customs services require **six months'** notice related to the importation of chemicals.

Please contact the Ifremer safety representative regarding any questions on this subject (with copy to Amundsen Science: info@as.ulaval.ca):

Madame Marie-Laure CHAO (Tel: 02 40 37 40 83, email: Marie.Laure.Chao@ifremer.fr).

I-3 Rights and obligations related to Canadian-led campaigns using French Oceanographic Fleet resources

Ifremer's **Oceanographic Fleet Direction** supervises the conduct of campaigns using FOF resources, particularly in areas related to rights and obligations regarding safety, health, and data.

A mission's scientific leader should therefore consult applicable texts on the French Oceanographic Fleet's web site prior to submitting an application: Campaign instructions

Special attention should be paid in areas related to the dissemination of data, to ensure compliance with the

United Nations Convention on the Law of the Sea (UNCLOS)[1]. Any prior agreement between foreign research facilities is subject to the rights of the governments that authorized the work.

The scientific leader for a schedulable campaign will receive **a letter of engagement from the Oceanographic Fleet Direction**s evaluation committee specifying all of the pre-embarkation commitments made by that person and the organization they represent on behalf of the scientific team. Please read it carefully prior to submitting an application (commitment letter link). **This commitment letter should be signed by the mission's scientific leader and by a representative of the organization that this person is attached to and should be returned to the French Oceanographic Fleet as soon as possible.**

I-4 Global geopolitical situation (regarding the ships of the French Oceanographic Fleet)

In recent years, we have noticed a significant increase in the complexity of international diplomatic relations which sometimes makes it difficult to obtain the necessary work permits, many of which are not issued until the last moment. Increasing numbers of countries are refusing access to their EEZs and territorial waters. Other countries unilaterally claim certain maritime areas.

Here below is an assessment of the French Ministry of Foreign Affairs.

Access to these areas is not prohibited. However, the processing of work authorization requests requires special attention. This can be particularly time-consuming, without our being able to speed up the process. Applicants should thus send requests as early as possible, and partner/collaborate with Amundsen Science, local stakeholders, who might help facilitate diplomatic relations.

Northeast Atlantic and North Sea

Northeast Atlantic. The majority of areas in the northeast Atlantic have been delineated. However, there are still areas that overlap in the Bay of Biscay which concern France. The situation is quite complex regarding Morocco, notably in areas between Morocco and the Canary Islands. Spain does not recognize the right of the Portuguese Selvagem Islands to exercise jurisdiction. Finally, the waters off Western Sahara cannot be considered as being under the sovereignty or jurisdiction of Morocco (CJEU judgment of February 2018, Western Sahara Campaign case).

The extended continental shelf of the North-East Atlantic is characterized by many crossed claims, notably on the Hatton-Rockall plateau which is claimed by the United Kingdom, Ireland, Denmark and Iceland. The Commission on the Limits of the Continental Shelf (CLCS) has not yet ruled on these various claims. The CLCS, on the other hand, made a recommendation for the extended continental shelf jointly claimed by Spain, France, Ireland and the United Kingdom but these four countries have not yet proceeded to the delimitation of their respective parts. In the Western Channel, France and the United Kingdom both claim a small area of EEZ.

Portugal and Spain have made significant demands to extend the continental shelf of their archipelagos (Azores, Madeira, Canary Islands) upon which the CLCS has not yet ruled.

North Sea. All the maritime areas of the North Sea have been delimited. There remains a small uncertainty in the estuary of the Ems between the Country the Netherlands and Germany for which the two countries have set up a common management system.

[1] Application for the authorization of work, sending preliminary campaign reports (PCR), financial reports, etc.

South West Atlantic

Argentina does not recognize the sovereignty of Great Britain over the Falklands, South Georgia and the South Sandwiches and over the waters under jurisdiction created around these islands.

South East Atlantic

The majority of States of the Gulf of Guinea (from the Guinea-Conakry to Angola) have not completed the delimitation of their maritime zone. It is important to verify the feasibility of research operations in these areas. An arbitration has nevertheless fixed the delimitation of the maritime spaces between Ivory Coast and Ghana (TIDM 2017).

Gabon and Equatorial Guinea have a dispute related to the sovereignty of the island of Mbanie and on the waters of the Bay of Corisco that is currently being examined at the International Court of Justice. Cameroon does not recognize the right of Island countries in the region to have an EEZ. Namibia and South Africa have not delimited their borders on the Orange River, in particular on the estuary, which has repercussions on the delimitation of their maritime areas.

Caribbean Sea

Many maritime areas remain in dispute. These include:

- Belize and Honduras; Belize and Guatemala.
- Nicaragua and Columbia; with the arbitration of November 19, 2012 not having been recognized by Colombia. The Court International of Justice is also expected to comment on the case of Nicaragua's extended continental shelf that overlaps Columbia's Exclusive Economic Zone.
- Venezuela and Colombia: the dispute concerns the Gulf of Venezuela and waters located to the north of this area.
- Venezuela and Guyana; Caracas claims the territory located to the west of the Essequibo River and related maritime spaces.

Several boundaries also remain to be concluded between the Greater and Lessor Antilles, notably:

- The United States and the Bahamas
- Haiti and the Dominican Republic
- The Dominican Republic and the United States (Puerto Rico)
- Cuba and the United Kingdom (Cayman Islands)
- Jamaica and Haiti
- Jamaica and Nicaragua (uncertain consequences resulting from the November 19, 2012 arbitration).
- Haiti, Cuba, and Jamaica, on the one hand, and the United States through Navassa Island.

Certain delimitations remain unresolved in the Lesser Antilles. These include issues related to Grenada, Saint Vincent and the Grenadines, and Saint Lucia etc…

Baltic Sea

Most of the maritime areas have been defined. These are still some areas in dispute such as waters located between Poland and Denmark (island of Bornholm). Although delimited, some areas remain very sensitive such as the waters of the Gulf of Finland and those of Kaliningrad Oblast.

I-5 Safety in certain navigation areas

Notwithstanding diplomatic difficulties, some maritime regions are also the subject of tensions and constraints to navigation that are linked to reports of illicit acts conducted against fixed platforms and shipping. These range from acts of piracy to robberies in ports or maritime extensions of armed land conflicts.

Here below is a link to access the last yearly safety evaluation available. You may be refused access to certain areas based on criteria ranging from vessel characteristics (transit speed, height of the freeboard, embarkation of a defense and maritime interdiction team (EDIM)) to the profile of the scientific mission. Do not hesitate to consult the Oceanographic Fleet Direction and Amundsen Science on these points.

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I-6 Impact of scientific missions at sea on the environment (regarding ships of the French Oceanographic Fleet)

Many countries have ratified and signed international and regional agreements aimed at ensuring the conservation and protection of marine mammals. Others have also defined specific regulations to reduce the potential risks of acoustic activities on the environment and marine mammals.

These regulatory provisions may be cited by a foreign country in response to a work authorization request, sometimes shortly before the start of the campaign. They can also be enforced by personnel managing the vessel as a precaution if the regulatory situation is not clearly defined. Access to specific areas or to the scheduling windows needed to complete a mission may thus be rejected or changed due to local regulations or the presence by marine mammals.

The oceanographic equipment covered by these regulations consists mainly of seismic sources and to lesser extent sounders.

When filing an application for a mission that may generate acoustic related impacts, a mission's scientific lead who wants access to French Oceanographic Fleet resources should also complete a *Management of Acoustic Impacts* form, which is available at *link FGIA*.

The information on this form will enable the Oceanographic Fleet Direction to implement processes related to acoustic equipment. Potential noise risks will be analyzed by the Oceanographic Fleet Direction based on available scientific knowledge. The seismic emissions will be modeled based on projected sound exposure levels as a function of the distance from the source. The results can then be compared with admissible threshold values in order to define safety distances around the source. This analysis of potential noise risks is part of the application process related to obtaining authorization to work in foreign waters.

The application of mitigation measures can then be implemented based on the analysis of sound related risks. These include observing the area prior to the start of firing; gradual increases in emission levels; and halts in emissions if marine mammals are identified within predefined risk zones.

Implementation of these measures can be monitored by specialized observers (Marine Mammal Observers, MMO) carrying out visual (and possibly acoustic) surveillance, upon the request of the local authorities. For example, the implementation of seismic sources known as SMT (Seismic Multi-Trace) necessarily requires the presence on board of three MMOs. PAM (Passive Acoustic Monitoring) operators may also be required.

Those observers, as required, must be deducted from the places available for the scientific team. The campaign applicant must take this into account when drafting the proposal and may contact the Oceanographic Fleet Direction/NSE/ASTI team for more details.

The protocol does not specify specific mitigation measures for other types of seismic occurrences. However, for work in especially sensitive areas (sanctuaries etc.) local authorities may mandate mitigation measures.

The conduct of seismic activity may require a support vessel (chase boat) depending on estimated traffic in the area. This will be funded by the Oceanographic Fleet Direction.

I-7 Access and Benefit-Sharing (ABS) (regarding French Oceanographic Fleet vessels)

A new regulation concerning Access and Benefit-Sharing (ABS) arising from the use of genetic resources and associated traditional knowledge was implemented in France following the publication of decree 2017-848 on May 9, 2017, and of the bylaw of November 8, 2017. The ABS regulation relates to the ratification and integration of Nagoya Protocol provisions (adopted in October 2010 and entered into force on October 12, 2014) by France into French law in August 2016 through Law 2016-1087 related to nature and landscape biodiversity. ABS regulations aim to fight bio-piracy by ensuring fair and equitable sharing of the benefits arising from biodiversity based on the principle that countries are sovereign over their genetic resources. As each country is free to regulate such access, this framework subjects access to genetic resources to prior authorization of the host country and to the sharing of benefits arising from their use, if access is authorized.

The ABS regulations currently in place in France include three major components:

- **Access** to genetic resources for use in research and development (R&D). Access will be possible based on declaration or authorization procedures, depending on the applicable national ABS regulations.
- **Sharing** of benefits that will be implemented based on intended use (commercial or non-commercial, for example in the French ABS framework).
- **Compliance.** Under this pillar, it is up to the users of genetic resources to prove compliance with existing national ABS regulations, during their research and development activities on EU territory (Declaration "*Due diligence*").

The ABS regulations apply to all genetic resources (GR); these are defined as any material of plant, animal, microbial or other origin that contains functional units of heredity. Biochemicals and their derivatives are also regarded as genetic resources.

Currently resources taken in high seas, human genetic resources, and intangible genetic resources (i.e. from digital sequences) are not subject to the Access and Benefit Sharing provisions.

Before accessing any genetic resources (in the broad sense of biological resources, ranging from species to DNA and products of metabolism) researchers wishing to work on the genetic or biochemical composition of these resources must verify whether prior informed consent (PIC) is required and, if so, whether fair and equitable sharing of benefits arising from the use of genetic resources is required. This will be established between the supplier country and the resource user, based on mutually agreed terms (MAT/*Conditions convenues d'un commun accord*/CCCA).

<u>In France</u>, two regulatory frameworks govern obtaining a right to access genetic resources:

- Declaration framework for R&D projects without a direct commercial development objective (CERFA form n°15786*01).
- Authorization framework for projects with a direct commercial development objective (CERFA form n°15785*01).

The applicable French CERFA (*Centre d'enregistrement et de révision des formulaires administratifs*) forms

are available at the following address:

link CERFA forms

To obtain the right to access the resources of a third-party country (other than France) applicants can verify the focal point designated by that country and the applicable regulatory Access and Benefit Sharing framework by visiting the ABSCH (Access and Benefit-Sharing Clearing-House (ABS Clearing-House, ABSCH) https://absch.cbd.int/) and taking the necessary steps.

All research projects conducted on genetic resources submitted, which are subject to Access and Benefit Sharing provisions on EU territory will be subject to a DDD (*Déclaration de Diligence*/Declaration of Diligence) filed with the MESR (*Ministère de l'Enseignement Supérieur et de la Recherche* (French Ministry for higher research and innovation) on the planned portal to this effect which is located at the following address:

https://esr-projets.adc.education.fr/apaeu/

APPENDIX II

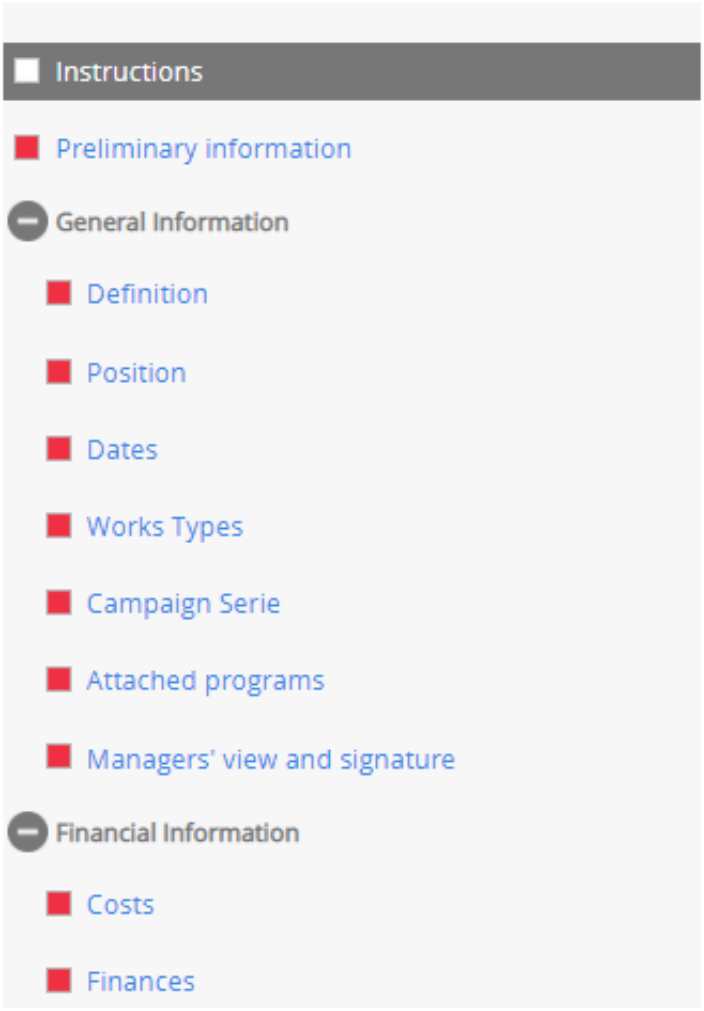
NB: The information below is only intended for Canadian applicants requesting the resources of the French Oceanographic Fleet Research Infrastructure. French applicants must comply with all of the required fields, as in the case of the annual national call for proposals.

When you access the Campaign Management System and select the "*Call for proposals in the case of the agreement between the University of Laval and Ifremer*" button, you will be asked for the following information.

On the following pages, you will find additional information that enables you to bypass certain fields reserved for processing French requests.

We also remind you at the top of each page concerned (in a blue banner) whether you can ignore the fields or, in the case of mandatory validation, how to bypass the step by uploading a dummy document.

In any case, do not hesitate to contact the Campaign Management System team (sgc@flotteoceanographique.fr) which can help you during the process.



Preliminary information. See below.

Campaign series: ignore page

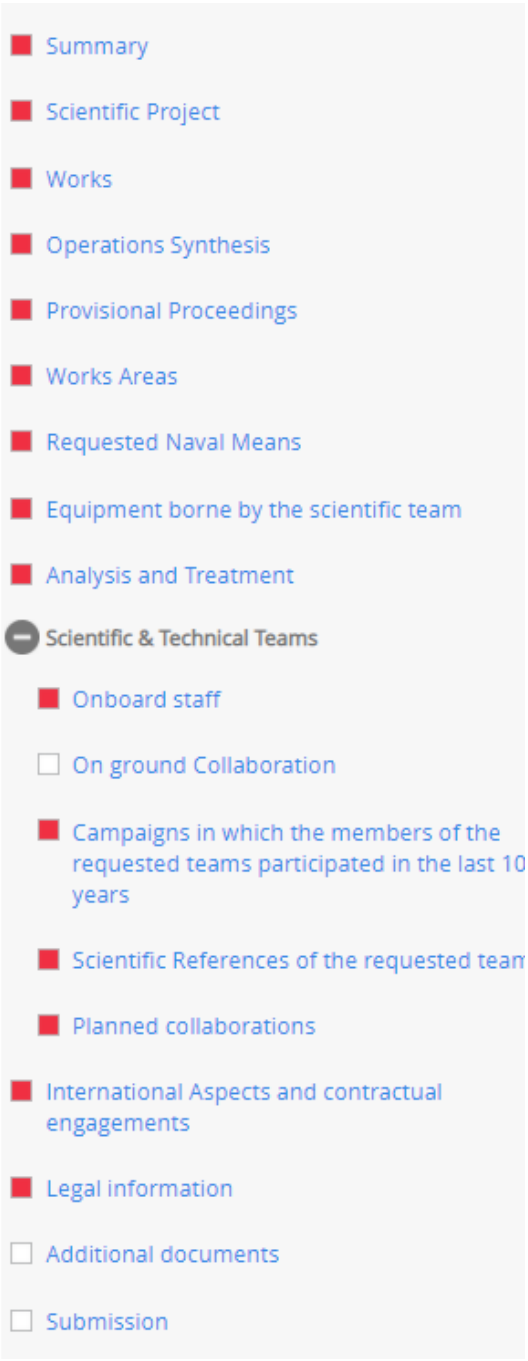
Attached programs: ignore

Manager's view and signature: ignore

Financial information: ignore both

(Costs and finances)

In Preliminary Information you can ignore the "Expert proposals" and the "Conflict of interest" fields.



Analysis and treatment: ignore

On ground collaboration: ignore

Campaigns in which…: ignore

Scientific references … : ignore **Planned collaborations**: ignore

International Aspects… : ignore