Call definition of Regional 1 Call, Super Integration and Embarked Equipment

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Contents

1. EUROFLEETS2 calls for proposals

The EUROFLEETS2 work package 5 is devoted to the practical management of the calls for proposals requesting the use of Research Vessels and Marine Equipment within EUROFLEETS2. The management includes call preparation, call dissemination, the proposal evaluation handling, the selection procedures and post-cruise workshop organisation.

These calls consist of 5 regional calls where Global/Ocean and Regional Research Vessels are opened together in several calls for certain regions (Polar and Sub Polar Seas, Mediterranean & Black Sea, North Sea, Baltic Sea, North Atlantic etc.). Additionally, two other calls are contemplated:

- Super-Integration Call, in which one single flagship project will be selected for the 4 years period giving access to several research vessels or to research vessels in combination with other infrastructures.

- Embarked Equipment Call: for funding the installation and usage of unique equipment not usually deployed on a Research Vessel not funded within the EUROFLEETS2 project.

Calls opened in 2013:

In months 1 and 4 we opened we opened 3 calls for proposals and 1 expression of interest:

1. Polar and Subpolar Call (first regional call):

- Call opened: 26th of March 2013
- Call deadline: 24th of May 2013

2. "Expression of Interest" for the Super Integration Call

- From: 26th of March till the 15th of May

3. Super Integration Call

- Call opened: Friday 14th of June 2013
- Call deadline: Monday 16th of September 2013

4. Embarked Equipment Call

- Call opened: Friday 14th of June 2013
- Call deadline: Monday 16th of September 2013

2. Definition of the calls and application procedure

The central documents of the calls such as the “Guidelines for Applicants”, describing the terms and conditions of funding for ship-time, the application procedure, the evaluation process as well as the evaluation criteria and the actual “Ship-time application” were based on the EUROFLEETS Regional 2 calls, with some modifications to adjust the documents to each of the calls. The structure and content of those documents and the modifications to adapt the new calls were agreed within the WP members following email discussions. A final version of all the documents was circulated prior to the call opening.

As in EUROFLEETS, the submission of proposals is through the Pt-Outline system , operated by the Deutsches Zentrum für Luft- und Raumfahrt e.V. (**DLR**). The application system continues to be in two parts, a form requesting basic project and contact information to be filled out online by the applicant and the upload of the actual proposal as a pdf file.

Scientific and Logistic Review Panels

From the original Scientific Review Panel team of 10 members, 2 members rejected to renew their membership due to over commitment. New members where thus recruited following suggestions of the Scientific Advisory Panel, an independent panel of marine experts.

The **Scientific Review Panel** was enlarged to a total of 13 members, reinforcing the fields of biological and chemical/biogeochemical sciences.

The **Logistic Review Panel** is formed with the fleet and equipment operators offering their vessels or equipment at each of the calls.

Contact Point:

The email address eurofleets2@awi.de was established to serve as a contact point for scientists requesting information related to the calls and evaluation procedure.

Evaluation Criteria:

Due to the fact that EUROFLEETS2 aims for a stronger impact on education, the Evaluation Criteria were modified with respect to the published for EUROFLEETS to give more weight to the section **Training of young scientists/public outreach** (from 10% to 15%) in detriment of the **technical capability to carry out the research cruise and data exploitation** (from 15% to 10%).

The documents describing in detail the call, eligibility criteria and application process, the “Guidelines for Applicants”, along with the evaluation criteria and the actual “Ship-time application” specifying the application structure can be found in **Appendix 1, 2 and 3** of this document.

Call publication /advertisements

The call information were released the day of the call opening using an extensive mailing list comprising contact details of national research bodies in the marine field serving as

disseminators as well as individual scientists. In addition, the information was placed on a number of websites, including the EUROFLEETS website, SAON website, ARCUS, Arctic Portal, Polar Portal, NWO, Marine Board, EurOcean, the Research Council of Norway, among others, and distributed through mailing lists as ESF Marine Board, ESF Polar Board, arctinfo, cryolist, and apecs.

2.1. Polar and Subpolar Call for Proposals

The Polar and Subpolar Call was launched on the 24th of March 2013. It was launched so early due to the tight schedule of polar vessels, specially the ocean going RVs like Polarstern, Hespérides or Marion Dufresne, which need to schedule the cruises at least 18 months in advance. Six RVs were offered in this call for proposals:

- *G.O Sars* (IMR)
- *Hespérides (CSIC)*
- *Magnus Heinason (Havstovan)*
- *Marion Dufresne* (IPEV)
- *Polastern (AWI)*
- *Sanna* (GINR)

2.2. Super-Integration "Expression of Interest" and Call for Proposals

2.2.1. Expression of Interest „Super Integration"

It was agreed within WP5 to launch an "Expression of interest" (EOI) prior to the launch of the "Super-Integration Call" itself. The idea behind was to pre-evaluate proposals in terms of logistic arrangement, and assist the potential candidates with the "special requirements" that this Super Integration call implies, such as a multi-year / multiplatform experiment, and multidisciplinary.

The Super-Integration Call seeks to identify a **truly cross cutting proposal**, willing to develop a multi-annual programme focused on one location or develop a proposal which requires the deployment of several vessels and platforms with their associated equipment to a number of locations with a common theme. The proposal should be able to prove its scientific excellence, for example mobilising private and public funding structures on top of EUROFLEETS EC funding. **One single flagship project will be selected for the 4 years period** giving access to several research vessels or to research vessels in combination with other infrastructures.

The "Expression of Interest" was set up as **not binding but desirable**. Logistically accepted pre-proposals were invited to submit a full proposal to the Super Integration call.

Only a limited number of 3 EOIs were received, one of which was suggested to resubmit to one of the regional calls.

The two truly super-integrating proposals were one in the fields of physical, biogeochemical, chemical and biological oceanography, and a second one in the fields of seismology, volcanology and geophysics, both proposals in the Mediterranean Sea.

2.2.2. *Super-Integration Call for Proposals*

The Super Integration Call was launched on the 14th of June 2013. The call opened access for the totality of RVs and Marine Equipment (22 RVs and 5 pieces of marine equipment)

European Research vessels:

RV Aegeo (HCMR)
RV Akademik (IO-BAS)
RV Angeles Alvarino (IEO)
RV Belgica (RBINS-MUMM)
RV Bios-DVA (IOF)
RV Celtic Explorer (MI)
RV Celtic Voyager (MI)
RV G.O Sars (IMR)
RV Hespérides (CSIC)
RV Magnus Heinason (Havstovan)
RV Mare Nigrum (GeoEcoMar)
RV Marion Dufresne (IPEV)
RV Marmara (Tubitak)
RV OGS-Explora (OGS)
RV Polastern (AWI)
RV Pourquoi pas? (Ifremer)
RV Ramon Margalef (IEO)
RV Salme (TUT)
RV Sanna (GINR)
RV Sarmiento de Gamboa (CSIC)
RV Simon Stevin (VLIZ)
RV Urania (CNR)

European marine equipment:

- *3D HDTV CAMERA (IFREMER)*
- *Marum-MeBo (Marum)*
- *ROV LIROPUS (IEO)*
- *3D HDTV CAMERA (Marum)*
- *ROV MAX ROVER (HCMR)*

The call structure was modified to adapt to the nature of the call. Since this call implies the use of several research vessels in combination or not with marine equipment, we created a template to be filled in by the applicants with the logistical details. This table provides a synthesis of the logistical requirements as a separate document, facilitating both the scientific and the logistic reviews. The table should be uploaded in combination with the proposal, as a single pdf document.

2.3. Embarked-Equipment Call for Proposals

The Embarked Equipment Call was launched on the 14th of June 2013. The call opened access for the totality of Marine Equipment (5 pieces of marine equipment) to be deployed from RVs or from underwater vehicles funded by other sources than EUROFLEETS2.

The equipment offered in this call is:

- *3D HDTV CAMERA (IFREMER)*
- *Marum-MeBo (Marum)*
- *ROV LIROPUS (IEO)*
- *3D HDTV CAMERA (Marum)*
- *ROV MAX ROVER (HCMR)*

The call structure was simplified since this call does not imply the deployment of a RV but only of a piece of marine equipment on an already scheduled cruise.

EUROFLEETS2

Guidelines for applicants

"Polar and Subpolar" Call 2013

Project website:

www.eurofleets.eu

Version 23.01.2013

Introduction

On the first of March 2013 the European project EUROFLEETS2 *"New operational steps towards an alliance of European research fleets"* was launched. The EUROFLEETS2 project is the enhancement of EUROFLEETS, an EU project that successfully funded 18 research cruises on board 5 Global/Ocean class and 10 Regional class European Research Vessels on the sole basis of their scientific excellence. EUROFLEETS2 will furthermore undertake specific actions to consolidate research fleets' organization, methodology and tools through operational initiatives leading to more interoperable and cost effective coordination within European research fleets. The EUROFLEETS2 Consortium consists of 31 partners, from 20 European countries (15 member states, 4 associated countries and 1 OCT- Overseas Countries and Territories) whose main objective is to develop a new pan-European distributed infrastructure with common strategic vision and coordinated access to Regional Research Vessels (RVs) and marine equipment.

EUROFLEETS2 central aim is to provide access to research vessels and marine equipment for all European scientists and their international and industrial partners, in particular for scientists from nations with limited, or no, access to research vessels and other marine infrastructure. Access will be granted based on scientific excellence covering all fields of marine science from environmental and biodiversity protection to coastal zone management, geodynamics and climate change research. To pursue this aim, fully funded ship-time on a range of European research vessels and marine equipment will be made available between 2014 and 2017 to support outstanding research projects.

Applications are now being invited for funding for ship-time on Polar and Subpolar regions with any of the following research vessels to carry out ship-based research activities within any field of marine science.

Polar/Subpolar research vessels:

- *G.O Sars* (IMR)
- *Hespérides (CSIC)*
- *Magnus Heinason (Havstovan)*
- *Marion Dufresne* (IPEV)
- *Polastern (AWI)*
- *Sanna* (GINR)

The deadline for applicants to submit proposals is **Friday 24th of May 23:59 hours** Central European Time (CET).

Eligibility criteria

Proposals for access to any of the offered infrastructures will be accepted if they meet the following criteria:

- The Principal Investigator (PI) and the majority of the users must work at a university or public research institution in a member state of the European Union or state associated to Framework Programme 7 (Switzerland, Israel, Norway, Iceland, Liechtenstein, Turkey, Croatia, the former Yugoslav Republic of Macedonia, Serbia, Albania and Montenegro, Faroe Islands as stated on the CORDIS website).
- The PI of a project must work in a country other than the country the infrastructure is based. They cannot apply for ship-time on a research vessel from their own country, e.g. a Spanish PI is entitled to apply for ship-time on all of the listed vessels, except RV *Hespérides*.
- Proposals must involve at least two partners from two different countries. We encourage a larger partnership for the embarked scientific party and as well the remote participation of partners for data treatment and exploitation.
- Only user groups that are entitled to and willing to disseminate the knowledge they will generate under the project are eligible to benefit from access free of charge to the infrastructures under the EUROFLEETS flag. User groups must agree to comply with the EUROFLEETS data policy (see corresponding chapter below).

Collaborative applications from teams and institutions with limited or no access to marine infrastructure are strongly encouraged. International and/or industrial partners are welcome.

Proposals must include an advanced training or educational programme.

The PI or a designated cruise leader of a proposal must have the appropriate scientific/technical expertise to conduct on-board research surveys.

Terms and Conditions

Funding

- Funding is provided for ship-time on the research vessels and associated equipment (including underwater vehicles where applicable) opened by the EUROFLEETS2 beneficiaries. For the total number of days available on each ship please refer to the respective vessel profile under "**Availability for EUROFLEETS2**". Ship-time may be awarded in lots of single or multiple days, depending on the recommendations of the EUROFLEETS2 Scientific Review Panel and Logistics Review Panel and subject to the formal approval of the EUROFLEETS2 Executive Committee (ExComm).
- European funding will cover use of the vessels (with some berth limitation in some cases), full crew, fuel (at economical service speed, for details contact vessel operator), victuals and other standard operating costs. Travelling for the embarked team and transport of equipment will be covered up to a maximum amount designated to each research vessel (for details please refer to the vessel profiles).
- Grantees will not invoice the EUROFLEETS2 Consortium or respective vessel operator for any additional or third-party costs, such as salary costs, equipment manufacture, repair and rental of equipment, consumables, sub-contracting and assistance, publication costs and overheads.
- The available ship-time funded by EUROFLEETS2 might be extended providing sufficient complementary funding by the applicant for additional ship-time. The leveraging of funds from other sources for a portion of the total amount of ship-time applied for is encouraged and should be clearly stated in the application. **However, please be aware, that cross funding from other EU projects is not permitted.** A cruise or work funded already by another EU project cannot be proposed to EUROFLEETS2 funding.
- Allocated ship-time includes mobilisation in the port of departure and demobilisation at the end of the cruise. No direct funding for more transit days can be covered by the EUROFLEETS2 Consortium due to European Commission rules. However, EUROFLEETS2 funded ship-time may form part of longer cruises with different working groups embarked. Applicants should incorporate this possibility as required in their proposals when applying for ship-time**.**
- If the number of funded days is reduced by the EUROFLEETS2 Consortium for any reason or if the vessels are prevented from working (e.g. by poor weather or technical difficulties) no form of compensation shall be payable in respect of any time lost. Please note that cruise schedules could change during the year.
- Vessel users should note that installation and operation of any equipment that they bring onboard the vessels is done so at their own risk. Users must indemnify the respective vessel operator against loss or damage to user-owned equipment whilst it is carried onboard or deployed from the vessel. Further details will be provided during the negotiation phase.
- A contract will be signed between the PIs institution, the EUROFLEETS2 Consortium and the beneficiary giving access to its infrastructure detailing laying out terms and conditions of access detailing the support granted, reporting, liability, applicable safety/security regulations and modalities of payment of travel and subsistence costs of the scientific party.

Reporting

- Following completion of a funded cruise the PI must submit a Cruise Report (in English) to the EUROFLEETS2 Scientific Review Panel. This report must be submitted, digitally to the EUROFLEETS2 Evaluation Office at eurofleets2@awi.de, within two months after completion of the cruise and is designed to report on the science carried out during the cruise. It must explicitly refer to and comment on the fulfilment of the points of the work plan outlined in the proposal. A cruise report template will be provided prior to cruise commencement. The EUROFLEETS2 Scientific Review Panel may request further information/clarifications (or re-submission of the report) within a reasonable time-frame.

- The Cruise Summary Report (CSR = former ROSCOP) is the usual means for reporting metadata arising from the cruise, including details of completed cruises and summary information of scientific measurements made and samples taken. Within two weeks after the cruise, the PI of a EUROFLEETS2 funded project is obliged to submit a Cruise Summary Report (CSR) either a) to his/her National Oceanographic Data Centre (NODC) (please consult the list of operational NODCs), or b) in the case where no such NODC exists is requested to furnish a CSR directly via the online CSR Content Management System (CMS). In order to do this, please follow the SeaDataNet online submission guidelines.

  An example and a blank CSR form as word files are available for download to be used onboard. In any case, CSR's must be made available online after the cruise.

  Further information on CSR's and an interface to query existing CSR's can be found at the SeaDataNet website at: http://www.seadatanet.org/metadata/csr

  All CSR's submitted for EUROFLEETS2 will become available via the SeaDataNet CSR user interface and also via a dedicated EUROFLEETS2 CSR user interface.

Data policy

- Data management in EUROFLEETS2 is coordinated with the SeaDataNet FP6 European project and adopts the SeaDataNet standards. The SeaDataNet infrastructure can be visited at: http://www.seadatanet.org

- All data generated under EUROFLEETS2 funding is accessible to the user group which collected the data. A copy of any data sets generated should be deposited together with sufficient metadata to their respective National Oceanographic Data Centre (NODC) directly after the cruise. The NODC will then make sure that the data sets are quality controlled and archived in the NODCs linked to the metadata of the respective cruise. Access to the data sets and samples is restricted to the scientific party and its designated partners for the first 2 years after the cruise. Requests of external users for data access during this time will be forwarded to the data originators for their decision.

- A copy of every publication generated with EUROFLEETS benefits has to be sent to the EUROFLEETS2 Evaluation Office for the project records.

Acknowledgements

- All results/publications/presentations/publicity arising from a EUROFLEETS2 funded cruise should carry an acknowledgment of the funding source as well as to the research vessel utilized, referring to support given by the European Communities 7th Framework Programme under EUROFLEETS2 grant agreement no. 312762. Logos for presentations can be found on the Project Website.

- A copy of every publication arising from EUROFLEETS2 should be sent to the Scientific Evaluation Office for the project records.

Proposal Evaluation

The EUROFLEETS2 Scientific Review Panel established by the EUROFLEETS2 Consortium consisting of international experts covering all fields of marine science, will judge eligible proposals based on the evaluation of each proposal by at least three independent reviewers. All reasonable measures will be taken to ensure ***Objectivity, Transparency, Equality of Treatment, Impartiality, Quality and Confidentiality.***

The membership of the EUROFLEETS2 Scientific Review Panel is personal and public. For more details concerning the Panel's mandate and members please consult the EUROFLEETS2 Scientific Review Panel document.

Evaluation Procedure

The evaluation of proposals is managed by the EUROFLEETS2 Evaluation Office. The process aims to be fair and transparent and will provide constructive feedback to applicants.

Evaluation is conducted in three steps, as follows:

Step	Undertaken by
1. Eligibility Check	EUROFLEETS2 Evaluation Office
2. Individual Evaluations	Individual Evaluators, overseen by the EUROFLEETS2 Evaluation Office
3. Consensus Evaluation	EUROFLEETS2 Scientific Review Panel

1. Eligibility Check

Proposals for funding received by the notified submission date are checked for compliance with the general **Eligibility Criteria**. These criteria include:

- Was a complete application including the statement by the lead institution, with appropriate signatures received on time?
- Is the proposal from an eligible institution?
- Are the PI and the majority of the user group from a member state or an associated state to FP7, and from another country than the research vessel he/she is applying for ship-time?
- Are at least two partners from different countries involved?

- Are all sections of the application form completed correctly and the requested proposal structure in Part B (scientific project description) followed?

Proposals considered to be ineligible will be returned to the applicant with a note explaining why they were considered to be not eligible. At the end of the online proposal submission process (see below) a unique project identifier will be assigned to each proposal. The unique project identifier should be used in any subsequent correspondence or enquiry with the EUROFLEETS2 Evaluation Office. A **Proposal Summary Sheet** will be issued to the PI during the finalisation of the submission process and **has to be downloaded**.

2. Individual Expert Evaluation

The EUROFLEETS2 Evaluation Office maintains a list of expert evaluators to assist in the evaluation of all proposals for funding. The names of the experts assigned to individual proposals are not made public. However, the EUROFLEETS2 Consortium makes available a list of all the experts participating in proposal evaluation, either as a reviewer or EUROFLEETS2 Scientific Review Panel member at regular intervals. Evaluators are required to read and sign a Declaration of Confidentiality and Conflict of Interest Form.

Proposals meeting the eligibility criteria are evaluated based on their individual merit by as a general rule three individual evaluators. Evaluators are chosen in mutual agreement by the Scientific Review Panel and the Evaluation Office. The experts examine the proposal(s) assigned to them and score and comment on each proposal under each of the **Evaluation Criteria** (see below) using an individual **Proposal Assessment Form**.

3. Consensus Evaluation

Once the individual experts to whom proposals have been assigned have completed their individual evaluations, a **Consensus Meeting** is convened to enable joint consideration of proposals by the EUROFLEETS2 Scientific Review Panel. In preparation of the Consensus Meeting one member of the EUROFLEETS2 Scientific Review Panel will be assigned to each proposal to act as a presenter and commentator of that proposal during the Consensus Meeting.

During the Consensus Meeting the panel members will consider each proposal and agree on a final mark for each of the evaluation criteria and an overall mark (score) for the proposal. Thresholds will then be set for the following categories:

- A - Recommended for scheduling
- B - Additional proposals
- C - Not recommended

Proposals recommended for scheduling will then be ranked by ship according to their overall score.

Evaluators justify their marks with constructive and informative comments. The EUROFLEETS2 Scientific Review Panel will agree on an overall **Consensus Evaluation Report**. All applicants, whether successful or unsuccessful, will be given feedback on the outcome of the evaluation.

After the final recommendation of the Scientific Review Panel, high ranked proposals will be examined by the EUROFLEETS2 Logistics Review Panel to determine the logistical feasibility regarding research vessel, equipment, area of operation and timing of cruises. The EUROFLEETS2 Logistics Review Panel will aim at optimising the use of ship time, large equipment and cruise associated costs.

The Scientific and Logistic Review Panels could recommend grouping some of the proposals or launching additional calls to complement a successful scientific party.

Successful applicants may be asked to make changes to their proposals during the funding negotiation phase to accommodate the comments of the evaluators and/or the comments of the EUROFLEETS2 Scientific and Logistics Review Panel on cruise planning and possible integration with other projects/cruises.

Results of the evaluation process are expected to be published in October 2013. Information will be available on the Project Website and all applicants whether successful or not will be directly contacted. No information on the evaluation process/outcome will be made available prior to this date. Successful applicants will be invited to enter into negotiation to conclude a contract as indicated in the chapter "Terms and Conditions".

Evaluation criteria

Eligible proposals will be evaluated using the following criteria. Criteria of lesser importance are marked *.

Criteria	***Weighting***
1) Scientific and technical quality of the ship-time proposal a) General scientific background • Is the current state of knowledge in the research area well described? • Are cited references relevant and reflect the state-of-the-art? b) Specific aims of the expedition • Is the proposed topic of high scientific quality and does it provide innovative aspects? • Are the research objectives and expected deliverables/outputs of the proposal clearly stated? Are they achievable? • To which extent do the expected results lead to a progress beyond the current state-of-the-art?	30%
2) Quality of the work programme • Is the work plan adequate? Is it clearly described and well defined? Is the research area, the number of planned stations and transects well justified? Can the proposed work plan be realized in the set time? • Are the scheduled tasks and methods adequate to the set objectives? Is it clearly stated which methods and equipment will be employed? • Does the proposed project maximise the use of the research vessel and associated infrastructure? Has the proposal assessed any likely risks and are provisions for downtime/bad weather included?	25%

Criteria	*Weighting*
3) Scientific qualification/track record of the proposing PI and user group • Background/track record of the PI • Background/track record of the scientific team • Are the roles and responsibilities of the scientific team clearly stated? Is the combined expertise suitable to achieve the research objectives of the cruise?	10%
4) Technical capability to carry out the research cruise and data exploitation • Is all necessary equipment available to carry out the proposed project? • Is a clear concept presented how the gathered data will be shared with shore based scientists, analyzed and published? • Is additional funding available to support the research cruise and analysis of gathered data and samples? • *Will data be fed into international/national data banks or models?	10%
5) Collaboration with international/national partners/industry • To what extent are new European user groups with limited access to marine infrastructure integrated? • *To what extent is the proposed project embedded into larger research programmes on a national, EU or international level? • *What is the potential for a long term integration/collaboration on an international level? • *Are collaborations with industry envisaged? • *Are there "remote participants" for data treatment and exploitation?	15%
6) Training of young scientists/public outreach • How many young scientists and students at PhD level and below will be involved? • *Are dissemination activities addressing the general public planned? • *Are spare berths devoted to (international) young researchers/scientists in a training role?	10%

Applicants have to ensure that sufficient information is provided in the proposal to enable a thorough evaluation of all criteria.

Technical information on research

vessels and equipment

In preparation of their respective proposal, applicants are advised to consult the EUROFLEETS2 research vessel info website on the technical capabilities, availability of scientific equipment and large equipment of the research vessel they intend to apply for. If more detailed information is required, applicants should contact the respective vessel operator directly (for contact details please follow the EurOcean European Research Vessels InfoBase link under "Technical Specifications" of the respective research vessel profile).

Application procedure

Proposal submission involves three steps, as outlined below. Proposals have to be submitted online via the online proposal submission website:

- **Step 1**: Register on the proposal submission website and retrieve a password for further access. Please note, that your password will only be displayed once and you should carefully remember it.
- **Step 2**: Prepare and submit your proposal, including all relevant information. This step consists of two main parts:
    - **Part A:** General information about the proposal, applicants (PI and user group) and technical information regarding the intended research cruise. This section has to be completed online.
    - **Part B:** Scientific description of the project. This part needs to be uploaded at the end of the online application process. **Please note, that you are only permitted to upload one document.** This document must:
        - be an unprotected pdf file
        - not exceed 4MB in size
        - Not exceed a total of **14 pages** — excluding CVs (it is mandatory to use the dedicated CV template), but including all other appendices. A font size of Times New Roman 12pt must be used with 14 pt spacing.
- **Step 3**: On the finalization of the proposal submission the system will automatically generate a **Proposal Summary Sheet** of the proposal submitted as a confirmation of a successful submission. Applicants should download a copy of this document. Proponents are able to preview the Proposal Summary Sheet whilst preparing their application following the Proposal Summary Sheet Preview link in the "Finalization" menu of the submission website. A copy of the summary sheet **must be printed out, signed and stamped** by the PI and the appropriate authorized person (e.g. head of department, research office) in the PIs institute. It must then be sent (by post) to the EUROFLEETS Evaluation Office. See the deadline

information below.

In preparation of **Part B** applicants should follow the proposal structure as indicated in the EUROFLEETS2 Ship-time application Polar and Subpolar Call 2013. The evaluation of proposals will be based upon the information provided in the completed application form, which should be correct, sufficient and adequate for this purpose, taking into consideration the evaluation criteria outlined above.

Deadline

Proposals must be received online via the online proposal submission website by

Friday 24th of May 23:59 hours (CET)

The proposal submission website will not be accessible after this date. Please allow enough time to upload your proposal to avoid the call closure rush.

One signed (PI and an appropriate authorised person (e.g. head of department, research office) and stamped copy of the Proposal Summary Sheet must be posted to the EUROFLEETS2 Evaluation Office, to **arrive not later** than the **7th of June**, at the following address:

Dr. Verónica Willmott-Puig
EUROFLEETS2 Evaluation Office

Am Handelshafen 12
27570 BREMERHAVEN

GERMANY

Freedom of Information & Data protection

Personal information supplied to the EUROFLEETS2 Consortium will be stored by electronic means (e.g. database) for use only in connection with the handling of proposals. All personal data supplied to the EUROFLEETS2 Consortium shall be processed in accordance with the Belgium Data Protection Act of 1992, as modified by the law of December 11, 1998 implementing Directive 95/46/EC entering into force in 2001, on the protection of individuals with regard to the processing of personal data and on the free movement of such data. You have the right to access and update the personal information about you and to ask for such information to be deleted.

All applicants who wish to query the outcome of their application and seek for clarification may contact the EUROFLEETS2 Evaluation Office.

Contact Details

EUROFLEETS2 Coordinator:

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EUROFLEETS2
Ship-Time Application
"Polar and Subpolar" Call
2013

Project website:

www.eurofleets.eu

Version 22.01.2013

Proposals must be submitted exclusively in electronic form via the online proposal submission website. In order to be able to login you have to register to the system. Once registered you are able to proceed with the submission of your proposal, which consists of two main parts.

Part A – General project information & applicant details

This part consists of the following three menus, containing forms that have to be filled in online:

- General and logistical project information
- Principal Investigator (PI)

  In this menu the Principal Investigator has to agree to the following declaration:

  > I declare that I will observe and carry out any investigation in accordance with the general principles of the „Code of Conduct for Responsible Marine Research in the Deep Seas and High Seas of the OSPAR Maritime Area" (Appendix I), regardless of the area of operation.
  >
  > I declare that the information provided is accurate and correct. I agree that the EUROFLEETS2 Consortium may make any enquiries it considers necessary to verify the information provided herein. I have read, understand and agree, if successful, to be bound by the Terms and Conditions for funding under the EUROFLEETS2 project as outlined in the Guidelines for Applicants.

- Project partners

For further details on how to proceed, please refer to the Proposal Submission Guidelines.

PART B – Scientific project description

This part needs to be uploaded at the end of the online application process following the link "Scientific project description" on the online proposal submission website.

With respect to the work load of the evaluators the proposal should be as concise as possible. The information provided in this part should not exceed 14 **pages** including appendices, tables and maps, but excluding CVs of the PI and co-proponents for which a dedicated template has to be used. The most important parts are the Scientific Objectives and the Work Programme which should comprise approximately four pages each. A font size of Times New Roman 12pt should be used with 14 pt spacing.

When writing your proposal, please keep in mind that the evaluation of the proposal will be based, in large part, on the information provided in this section. The proposal should provide a comprehensive and robust justification for the provision of funding, without referring to cited or additional literature. When writing your proposal you should bear in mind the evaluation criteria.

The proposal should cover the following sections in the order indicated:

1. **Scientific objectives of the proposed work**

Including a) General scientific background

Please provide information on the current state of scientific knowledge in the field of research directly linked to the proposed work, including relevant citations. Please describe your own preliminary work in the field.

and b) Specific aims of the project

Please provide a clear description of the scientific objectives to be achieved with the proposed project highlighting its innovative aspects. What is the expected added value to the present state of knowledge? Provide clear evidence of expected outputs and deliverables from the proposed work and outline clearly the specific benefits and impacts of the research cruise.

Do not exceed **4 pages** for this section.

2. Work programme

Please provide a comprehensive description of the work to be carried out on-board the research vessel. This should include a detailed **map of the investigation area**, a **list of stations** (including position and water depths) **and transects**. Outline a realistic timetable and a description of activities in relation to the ship-time requested. This timetable should equally contain distances to be covered and a calculation of time needed to accomplish them at a give cruise speed as well as station time. Please bear in mind that the quality of the work program is central to the evaluation of your proposal and you will therefore need to provide a plausible and conclusive case.

Example:

Activity	**Position**		**Depth / Distance**	**Est. time**	**Operations**
	Latitude (N)	**Longitude (W)**	**(m)/(nm)**	**(h)**	
Transit preferred Port of Departure – Station 1	Horta Start: 38.537 End: 37.930	Start: -28.626 End: -15.820	605nm	60	Underway measurements SST, nutrients
Station 1/Task 1	37.930	-15.820	4283m	2.5	CTD cast
Station 1/Task 2	37.930	-15.820	4283m	3	Multicorer cast
Transect 1	*Start*: 37.930 *End*: 35.770	*Start*: -15.820 *End*: -13.180	188nm	30.4	Multichannel seismics line
Etc.					

Total working hours:
Total transit hours:

Please do not exceed four pages for this section.

3. Principal investigator and user group

Provide information on the number of people joining the on-board team and their assigned tasks. Please provide details of the expertise/track record of the PI and other partners and participants directly joining the embarked team (including details of ship-based experience). Match the expertise of your team in relation to the objectives and work to be carried out. Provide information on the "remote participants" participating on data or sample treatment.

Example:

No.	Name	Gender	Affiliation	On-board tasks
1	Fred Feuerstein	M	NIOZ, NL	CTD work, Nutrient analysis
2	NN, Student	M	FMI, FI	Seismics watch
	Etc.			

Attach brief CVs of the PI and co-proponents using the dedicated template. Only the five most recent/important publications should be stated.

4. Technical capability to carry out the research cruise and data exploitation

Please provide information on the technical equipment necessary to carry out the proposed work and its availability. If applicable, who will benefit from real time data sharing? Give a detailed outline and timeline of how and when gathered data and samples will be analysed, taking into account additional funding sources, since no funding is available within the EUROFLEETS2 project to analyse gathered data and samples. Please describe how the knowledge gained through a EUROFLEETS2 funded project will be disseminated and where gained data will be stored.

5. National, International and industrial collaboration

If applicable, please provide information on how your proposed project is embedded into other larger research projects or programs on a national or international level. If applicable, please describe how new European user groups with limited access to marine infrastructure will be integrated.

6. Training of young scientists/public outreach

Please provide information on how you will support the training of young scientists in the frame of your project, if you could devote spare berths to (international) young researchers/scientists in a training role and which activities will be undertaken to inform the general public about your research cruise.

7. Travelling and shipment costs

Please provide a detailed and realistic budget of expenses incurred in relation to travelling of cruise participants and possible shipment of equipment to the preferred port of mobilisation and back from the port of demobilisation.

APPLICATION CHECKLIST

HAVE YOU:

- Checked if you satisfy all eligibility criteria?
- Completed every part of the application form?
  - General and logistical information
  - Principal Investigator
  - Project partners
  - Project description
- Finally submitted your proposal?
- Signed and stamped a copy of the Proposal Summary Sheet and sent to the EUROFLEETS2 Evaluation Office?

CLOSING DATE

Proposals must be received online via the online proposal submission website by

Friday 24th of May 23:59 HOURS (CET)

The proposal submission website will no longer be accessible after this date. Please allow enough time to upload your proposal to avoid the call closure rush.

One signed (PI and an appropriate authorised person (e.g. head of department, research office)) and stamped copy of the proposal summary sheet must be posted to the EUROFLEETS2 Evaluation Office, to arrive no later than the **7th of June**, at the following address:

Dr. Verónica Willmott-Puig
EUROFLEETS2 Evaluation Office

Am Handelshafen 12
27570 BREMERHAVEN

GERMANY

Appendix I

OSPAR Code of Conduct for Responsible Marine Research in the Deep Seas and High Seas of the OSPAR Maritime Area

Version: 7-Mar-2008

Background

1. This code of conduct is based on the InterRidge Statement of Commitment to Responsible Research Practices at Deep-Sea Hydrothermal Vents, and an unofficial translation of the German Senatskommission für Ozeanographie / German Marine Consortium KDM, Commitment to Responsible Marine Research. It has been developed within the work programme of the OSDPAR Biodiversity Committee by an intersessional correspondence group on marine protected areas working in consultation with a number of deep sea scientists and experts. It is currently being circulated to European scientific bodies for further comment.

The OSPAR Maritime Area includes large areas of deep and high sea.[1] These are recognised as containing ecosystems that may have a lower resilience than shallower nearshore areas, including several species and habitats that can be vulnerable to human disturbances.

The OSPAR Commission has adopted, and keeps under review, an Initial OSPAR List of Threatened and/or Declining Species and Habitats (OSPAR agreement 2004/6) to guide the setting priorities for its further work on the conservation and protection of marine biodiversity. The species and habitats on this list, especially those occurring in high / deep sea areas, are vulnerable to different actual or potential human activities, including marine scientific research.

OSPAR acknowledges the provisions and entitlements of United Nations Convention on the Law of the Sea (UNCLOS) and highlights that the General Principles for the Conduct of Marine Scientific Research set out therein require, *inter alia*, that marine scientific research shall be conducted in compliance with all relevant regulations adopted in conformity with UNCLOS including those for the protection and preservation of the marine environment.

OSPAR recognises that marine research scientists appreciate the uniqueness and complexity of the marine environment, and are therefore particularly interested in preserving this scientifically, aesthetically, ecologically, and potentially economically valuable environment. Because of the specialized nature of the equipment required to work in the deep-sea, such as manned and unmanned research submersibles, scientists are the primary group of people who have had the opportunity to visit and value these extraordinary habitats. OSPAR also recognises that scientists have already worked to develop codes of conduct for some deep-sea features, such as hydrothermal vents and cold water corals, and this OSPAR code of conduct has been written to fit harmoniously with those. (Specific provisions concerning the conduct of scientific research in certain deep / high seas habitats will be attached as annexes to this statement as they are developed.)

The potential impact of many scientific activities on the marine environment is low in comparison to the potential for disturbance by natural processes (e.g. volcanic/tectonic events, slumps, climate

[1] For the purposes of this document, *deep sea* shall follow the FAO definition and mean areas of the sea deeper than 200 metres, and *high seas* shall mean the water column and / or the seabed in areas beyond national jurisdiction, within the OSPAR Maritime Area.

variation, etc.) or other human activities (e.g. mining, fisheries, and shipping). Indeed many areas, especially seamounts and cold coral reefs, have been widely impacted by human activities, like fisheries, long before being scientifically studied. Nonetheless, there remains the possibility that some scientific activities could have unwanted negative side-effects on particular regions or animals if research activities are not carefully planned and executed. In addition, because only a limited number of sites are currently known and scientists from a wide variety of disciplines frequently work at these single locations, there is the potential for conflicting effects among studies, and multiple impacts, particularly at sites where scientific activity is intense.

OSPAR recognises that protection and sustainable use of the oceans is best served by a fundamental understanding of its complex marine ecosystems, and that can only be achieved through marine research. OSPAR further recognises that the role of scientists is also of primary importance concerning the implementation of the OSPAR network of Marine Protected Areas, and this should be preceded with the best available science.

Thus, marine research is a prerequisite and an integral component of an ecosystem based management of marine resources and the effective conservation of biodiversity of the deep and high seas. Most forms of observation and investigation of natural systems involve some disturbance of the systems being studied. In the interest of environmental stewardship, it must be the goal of research scientists to minimize disturbances as much as possible, while still gathering the information necessary both to understand the systems and to form a basis for sustainable use strategies. Therefore, marine scientists should always evaluate their research plans from a conservative standpoint, and choose the most environmentally friendly research approach.

When awarding research grants or research cruise time, the research plans should be assessed against conformity with the following principles.

Conduct of responsible marine science

OSPAR requests all scientists working in the deep seas and high seas of the OSPAR maritime area to adhere to the following principles when conducting their work:

Species: avoid, in the course of scientific research, activities which could lead to long-lasting changes in regional populations or substantially reduce the number of individuals present.

Habitats: avoid, in the course of scientific research, activities which could lead to substantial physical, chemical, biological or geological changes or damage to marine habitats.

Threatened and/or declining features: When working in areas of particular ecological vulnerability, including, *inter alia*, the features listed in the OSPAR "List of Threatened and/or Declining Species and Habitats" utmost care should be taken not to disturb or damage the features as far as possible.

Management areas / marine protected areas: When working in areas of particular ecological importance and/or sensitivity, including, *inter alia*, OSPAR marine protected areas, care has to be taken not to disturb or damage the protected features, and that activities are in compliance with regulations for the area. Further, scientists are requested to respect the importance of management areas like marine protected areas and are asked to assist in their implementation through the use of the best scientific knowledge.

Notification and research planning: Avoid activities which could disturb the experiments and observations of other scientists. This requires that scientists: a) make themselves familiar with the status of current and planned research in an area; and b) that they ensure that their own research activities and plans are known to the rest of the international research community via appropriate public domain data bases and web sites.

Methods: Use the most environmentally-friendly and appropriate study methods which are reasonably available.

Transport of biota: Ensure that transport of biota between different marine regions, which could lead to changes in the environment or the composition of marine communities, does not occur.

Collections: Avoid collections that are not essential to the conduct of the scientific research, and reduce the number of samples to the necessary minimum.

Collaboration and cooperation: Ensure the fullest possible use of all biological, chemical and geological samples through collaborations and cooperation within the global community of scientists. Samples which can be archived should be placed in accessible repositories for future use.

Data-sharing: Practise international sharing of data, samples and results in order to minimize the amount of unnecessary sampling and to further a global understanding of the marine environment.

OSPAR supports the individual points of this commitment unreservedly and requests all scientists to adhere to them when planning and carrying out their research.

Their application should be a prerequisite for the granting of research funds and ship-time.

EUROFLEETS2

Guidelines for Applicants

"Super-Integration" Call 2013

Project website:

www.eurofleets.eu

Version 10.07.2013

Introduction

On the first of March 2013 the European Union project EUROFLEETS2 *"New operational steps towards an alliance of European research fleets"* was launched. The EUROFLEETS2 project is the enhancement of EUROFLEETS, an EU project that successfully funded 18 research cruises on board 5 5 Global/Ocean class and 13 Regional class European Research Vessels on the sole basis of their scientific excellence. EUROFLEETS2 will furthermore undertake specific actions to consolidate research fleets' organization, methodology and tools through operational initiatives leading to more interoperable and cost effective European coordination within European research fleets. The Consortium of EUROFLEETS2 consists of 31 partners, from 20 European countries (15 member states, 4 associated countries and 1 OCT- Overseas Countries and Territories) whose main objective is to develop a new pan-European distributed infrastructure with common strategic vision and coordinated access to Research Vessels (RVs) and marine equipment.

The central aim of EUROFLEETS2 is to provide access to research vessels and marine equipment for all European scientists and their partners, in particular for scientists from nations with limited, or no, access to research vessels and other marine infrastructure. Access will be granted based on scientific excellence covering all fields of marine science from environmental and biodiversity protection to coastal zone management, geodynamics and climate change research. To pursue this aim, fully funded ship-time on a range of European research vessels and European marine equipment will be available between 2013 and 2017 to support outstanding research projects.

Applications are now being invited for funding for ship-time within the Super-Integration Call with any of the following research vessels and research equipment to carry out ship-based research activities within any field of marine science.

This Call seeks to identify a **truly cross cutting proposal**, seeking to develop a multi-annual programme focused on one location or develop a proposal which requires the deployment of several vessels and platforms with their associated equipment to a number of locations with a common theme. This proposal should be able to prove its scientific excellence, for example mobilising private and public funding structures on top of EUROFLEETS EC funding. For example, a scientific project which needs to mobilise a combination of EUROFLEETS TNA vessels, nationally funded RVs, together with other appropriate scientific tools such as research aircraft, seabed or shore infrastructures proposed with their own EC or national funding. One single flagship project will be selected for the 4 years period giving access to several research vessels or to research vessels in combination with other infrastructures.

European Research vessels:

RV Aegeo (HCMR)
RV Akademik (IO-BAS)
RV Angeles Alvarino (IEO)
RV Belgica (RBINS-MUMM)
RV Bios-DVA (IOF)
RV Celtic Explorer (MI)
RV Celtic Voyager (MI)
RV G.O Sars (IMR)
RV Hespérides (CSIC)
RV Magnus Heinason (Havstovan)
RV Mare Nigrum (GeoEcoMar)
RV Marion Dufresne (IPEV)
RV Marmara (Tubitak)
RV OGS-Explora (OGS)
RV Polastern (AWI)
RV Pourquoi pas? (Ifremer)
RV Ramon Margalef (IEO)
RV Salme (TUT)
RV Sanna (GINR)
RV Sarmiento de Gamboa (CSIC)
RV Simon Stevin (VLIZ)
RV Urania (CNR)

European marine equipment:

- *3D HDTV CAMERA (IFREMER)*
- *Marum-MeBo (Marum)*
- *ROV LIROPUS (IEO)*
- *3D HDTV CAMERA (Marum)*
- *ROV MAX ROVER (HCMR)*

The deadline for applicants to submit proposals is **Monday 16th of September 18:00 hours** Central European Time (CET).

Eligibility criteria

Proposals for access to any of the offered infrastructures will be accepted if they meet the following criteria:

- The Principal Investigator (PI) and the majority of the users must work in a institution established in a member state of the European Union or state associated to Framework Programme 7 (Switzerland, Israel, Norway, Iceland, Liechtenstein, Turkey, Croatia, the former Yugoslav Republic of Macedonia, Serbia, Albania and Montenegro, Faroe Islands as stated on the CORDIS website).
- The PI of a project and the majority of the users must work in a country other than the country the infrastructure is based. They cannot apply for ship-time on a research vessel from their own country, e.g. an Italian PI is entitled to apply for ship-time on all of the listed vessels, except RV *OGS-Explora*. In case of applying for multiple RVs, the Chief Scientist for each of cruise should have a nationality other than the infrastructure is based.
- Proposals must involve at least two partners from two different countries. A larger partnership will be highly appreciated, for the embarked scientific party as for data treatment and exploitation.
- Proposals must comply with the Super-Integration nature of the call: the work programme should integrate different disciplines, multiyear or multiplatform.
- Proposals must include an advanced training or educational programme.
- Only user groups that are entitled to and willing to disseminate the knowledge they will generate under the project are eligible to benefit from access free of charge to the infrastructures under the EUROFLEETS flag. User groups must agree to comply with the EUROFLEETS data policy (see corresponding chapter below).

Collaborative applications from teams and institutions with limited or no access to marine infrastructure are strongly encouraged.

The PI or a designated cruise leader of a proposal must have the appropriate scientific/technical expertise to conduct on-board research surveys.

Terms and Conditions

Funding

- Funding is provided for ship-time on the research vessels and associated equipment (including underwater vehicles where applicable) opened by the EUROFLEETS2 beneficiaries. For the total number of days available on each ship or equipment please refer to the respective vessel and equipment profile under "**Accessible RV and Equipment Information**". Ship-time may be awarded in lots of single or multiple days, depending on the recommendations of the EUROFLEETS2 Scientific Review Panel and Logistics Review Panel and subject to the formal approval of the EUROFLEETS2 Executive Committee (ExCom).
- European funding will cover use of the vessels (with some berth limitation in some cases), full crew, fuel (at economical service speed, for details contact vessel operator), victuals and other standard operating costs. Travelling for the embarked team and transport of equipment will be covered up to a maximum amount designated to each research vessel (for details please refer to the vessel profiles).
- The reimbursement of any travelling or shipment costs to the preferred port of mobilisation and back from the port of demobilisation will only commence after the Cruise Report and Cruise Summary Report (see next section "Reporting") have been submitted and accepted by the EUROFLEETS2 Scientific Review Panel.
- Grantees will not invoice the EUROFLEETS2 Consortium or respective vessel operator for any additional or third-party costs, such as salary costs, equipment manufacture, repair and rental of equipment, consumables, sub-contracting and assistance, publication costs and overheads.
- The available ship-time funded by EUROFLEETS2 might be extended providing sufficient complementary funding by the applicant for additional ship-time. The leveraging of funds from other sources for a portion of the total amount of ship-time applied for is encouraged and should be clearly stated in the application. **However, please be aware, that cross funding from other EU projects is not permitted.** A cruise or work funded already by another EU project cannot be proposed to EUROFLEETS2 funding.
- Allocated ship-time includes mobilisation in the port of departure and demobilisation at the end of the cruise. No direct funding for transit days can be covered by the EUROFLEETS2 Consortium due to European Commission rules. However, EUROFLEETS2 funded ship-time may form part of longer cruises with different working groups embarked. Applicants should incorporate this possibility as required in their proposals when applying for ship-time**.**
- If the number of funded days is reduced by the EUROFLEETS2 Consortium for any reason or if the vessels are prevented from working (e.g. by poor weather or technical difficulties) no form of compensation shall be payable in respect of any time lost. Please note that cruise schedules can change during the year.
- Vessel users should note that installation and operation of any equipment that they bring onboard the vessels is done so at their own risk. Users must indemnify the respective vessel operator against loss or damage to user-owned equipment whilst it is carried onboard or deployed from the vessel. Further details will be provided during the negotiation phase.
- A contract will be signed between the PIs institution, the EUROFLEETS2 Consortium and the beneficiary giving access to its infrastructure detailing laying out terms and conditions of access detailing the support granted, reporting, liability and applicable safety/security regulations.

Reporting

- Following completion of funded cruises the PI must submit a Cruise Report (in English) to the EUROFLEETS2 Scientific Review Panel. This report must be submitted, digitally to the EUROFLEETS2 Evaluation Office at eurofleets2@awi.de, within two months after completion of the cruise and is designed to report on the science carried out during the cruise. It must explicitly refer to and comment on the fulfilment of the points of the work plan outlined in the proposal. A cruise report template will be provided prior to cruise commencement. The EUROFLEETS2 Scientific Review Panel may request further information/clarifications (or re-submission of the report) within a reasonable time-frame.

- The Cruise Summary Report (CSR = former ROSCOP) is the usual means for reporting metadata arising from the cruise, including details of completed cruises and summary information of scientific measurements made and samples taken. Within two weeks after the cruise, the PI of a EUROFLEETS2 funded project is obliged to submit a Cruise Summary Report (CSR) either a) to his/her National Oceanographic Data Centre (NODC) (please consult the list of operational NODCs), or b) in the case where no such NODC exists is requested to furnish a CSR directly via the online CSR Content Management System (CMS). In order to do this, please follow the SeaDataNet online submission guidelines.

  An example and a blank CSR form as word files are available for download to be used onboard. In any case, CSR's must be made available online after the cruise.

  Further information on CSR's and an interface to query existing CSR's can be found at the SeaDataNet website at: http://www.seadatanet.org/metadata/csr

  All CSR's submitted for EUROFLEETS2 will become available via the SeaDataNet CSR user interface and also via a dedicated EUROFLEETS2 CSR user interface.

Data policy

- Data management in EUROFLEETS2 is coordinated with the SeaDataNet FP6 European project and adopts the SeaDataNet standards. The SeaDataNet infrastructure can be visited at: http://www.seadatanet.org

- All data generated under EUROFLEETS2 funding is originally proprietary to the user group which collected the data. A copy of any data sets generated should be deposited together with sufficient metadata to their respective National Oceanographic Data Centre (NODC) directly after the cruise. The NODC will then make sure that the data sets are quality controlled and archived in the NODCs linked to the metadata of the respective cruise. Access to the data sets and samples is restricted for the first 2 years after the cruise. Requests of external users for data access during this time will be forwarded to the data originators for their decision.

Acknowledgements

- All results/publications/presentations/publicity arising from a EUROFLEETS2 funded cruise should carry an acknowledgment of the funding source as well as to the research vessel utilized, referring to support given by the European Communities 7th Framework Programme under EUROFLEETS2 grant agreement no. 312762. Logos for presentations can be found on the Project Website.

Proposal Evaluation

The EUROFLEETS2 Scientific Review Panel established by the EUROFLEETS2 Consortium consisting of international experts covering all fields of marine science, will judge eligible proposals based on the evaluation of each proposal by at least three independent reviewers. All reasonable measures will be taken to ensure ***Objectivity, Transparency, Equality of Treatment, Impartiality, Quality and Confidentiality.***

The membership of the EUROFLEETS2 Scientific Review Panel is personal and public. For more details concerning the Panel's mandate and members please consult the EUROFLEETS2 Scientific Review Panel document.

Evaluation Procedure

The evaluation of proposals is managed by the EUROFLEETS2 Evaluation Office. The process aims to be fair and transparent and will provide constructive feedback to applicants.

Evaluation is conducted in three steps, as follows:

Step	Undertaken by
1. Eligibility Check	EUROFLEETS2 Evaluation Office
2. Individual Evaluations	Individual Evaluators, overseen by the EUROFLEETS2 Evaluation Office
3. Consensus Evaluation	EUROFLEETS2 Scientific Review Panel

1. Eligibility Check

Proposals for funding received by the notified submission date are checked for compliance with the general **Eligibility Criteria**. These criteria include:

- Was a complete application including the statement by the lead institution, with appropriate signatures received on time?
- Is the proposal from an eligible institution?
- Is the work programme of truly Super-Integration nature? Multidisciplinary, multiyear or multiplatform?
- Are the PI and the majority of the user group from a member state or an associated state to FP7, and from another country than the research vessel he/she is applying for ship-time?
- Are at least two partners from different countries involved?
- Are all sections of the application form completed correctly and the requested proposal structure in Part B (scientific project description) followed?

Proposals considered to be ineligible will be returned to the applicant with a note explaining why they were considered to be not eligible. At the end of the online proposal submission process (see below) a

unique project identifier will be assigned to each proposal. The unique project identifier should be used in any subsequent correspondence or enquiry with the EUROFLEETS2 Evaluation Office. A **Proposal Summary Sheet** will be issued to the PI during the finalisation of the submission process and **has to be downloaded**.

2. Individual Expert Evaluation

The EUROFLEETS2 Evaluation Office maintains a list of expert evaluators to assist in the evaluation of all proposals for funding. The names of the experts assigned to individual proposals are not made public. However, the EUROFLEETS2 Consortium makes available a list of all the experts participating in proposal evaluation, either as a reviewer or EUROFLEETS2 Scientific Review Panel member at regular intervals. Evaluators are required to read and sign a Declaration of Confidentiality and Conflict of Interest Form.

Proposals meeting the eligibility criteria are evaluated based on their individual merit by as a general rule three individual evaluators. Evaluators are chosen in mutual agreement by the Scientific Review Panel and the Evaluation Office. The experts examine the proposal(s) assigned to them and score and comment on each proposal under each of the **Evaluation Criteria** (see below) using an individual **Proposal Assessment Form**.

3. Consensus Evaluation

Once the individual experts to whom proposals have been assigned have completed their individual evaluations, a **Consensus Meeting** is convened to enable joint consideration of proposals by the EUROFLEETS2 Scientific Review Panel. In preparation of the Consensus Meeting one member of the EUROFLEETS2 Scientific Review Panel will be assigned to each proposal to act as a presenter and commentator of that proposal during the Consensus Meeting.

During the Consensus Meeting the panel members will consider each proposal and agree on a final mark for each of the evaluation criteria and an overall mark (score) for the proposal. Thresholds will then be set for the following categories:

- A - Recommended for scheduling
- B - Additional proposals
- C - Not recommended

Proposals recommended for scheduling will then be ranked by ship according to their overall score.

Evaluators justify their marks with constructive and informative comments. The EUROFLEETS2 Scientific Review Panel will agree on an overall **Consensus Evaluation Report**. All applicants, whether successful or unsuccessful, will be given feedback on the outcome of the evaluation.

After the final recommendation of the Scientific Review Panel, high ranked proposals will be examined by the EUROFLEETS2 Logistics Review Panel to determine the logistical feasibility regarding research vessel, equipment, area of operation and timing of cruises. The EUROFLEETS2 Logistics Review Panel will aim at optimising the use of ship time, large equipment and cruise associated costs.

Successful applicants may be asked to make changes to their proposals during the funding negotiation phase to accommodate the comments of the evaluators and/or the comments of the EUROFLEETS2 Scientific and Logistics Review Panel on cruise planning and possible integration with other projects/cruises.

Results of the evaluation process are expected to be published in January 2014. Information will be available on the Project Website and all applicants whether successful or not will be directly

contacted. No information on the evaluation process/outcome will be made available prior to this date. Successful applicants will be invited to enter into negotiation to conclude a contract as indicated in the chapter “Terms and Conditions”.

Evaluation criteria

Eligible proposals will be evaluated using the following criteria. Criteria of lesser importance are marked *.

Criteria	***Weighting***
1) Scientific and technical quality of the ship-time proposal General scientific background • Is the current state of knowledge in the research area well described? • Are cited references relevant and reflect the state-of-the-art? Specific aims of the expedition • Is the proposed topic of high scientific quality and does it provide innovative aspects? • Are the research objectives and expected deliverables/outputs of the proposal clearly stated? Are they achievable? • To which extent do the expected results lead to a progress beyond the current state-of-the-art?	30%
2) Quality of the work programme • Is the work programme integrating different disciplines, multiyear or multiplatform? • Is the work plan adequate? Is it clearly described and well defined? Is the research area, the number cruises, of planned stations and transects well justified? Can the proposed work plan be realized in the set time? • Are the scheduled tasks and methods adequate to the set objectives? Is it clearly stated which methods and equipment will be employed? • Does the proposed project maximise the use of the research vessel(s) and associated infrastructure? Has the proposal assessed any likely risks and are provisions for downtime/bad weather included?	25%
3) Scientific qualification/track record of the proposing PI and user group • Background/track record of the PI • Background/track record of the scientific team • Are the roles and responsibilities of the scientific team clearly stated? Is the	10%

Criteria	*Weighting*
combined expertise suitable to achieve the research objectives of the cruise?	
4) Technical capability to carry out the research cruise and data exploitation • Is all necessary equipment available to carry out the proposed project? • Is a clear concept presented how the gathered data will be shared with shore based scientists, analyzed and published? • Is additional funding available to support the research cruise and analysis of gathered data and samples? • *Will data be fed into international/national data banks or models?	10%
5) Collaboration with international/national partners/industry • To what extent are new European user groups with limited access to marine infrastructure integrated? • *To what extent is the proposed project embedded into larger research programmes on a national, EU or international level? • *What is the potential for a long term integration/collaboration on an international level? • *Are collaborations with industry envisaged?	15%
6) Training of young scientists/public outreach • How many young scientists and students at PhD level and below will be involved? • *Are dissemination activities addressing the general public planned? • *Are spare berths devoted to (international) young researchers/scientists in a training role?	10%

Applicants have to ensure that sufficient information is provided in the proposal to enable a thorough evaluation of all criteria.

Technical information on research vessels and equipment

In preparation of their respective proposal, applicants are advised to consult the EUROFLEETS2 research vessel info website on the technical capabilities, availability of scientific equipment and large equipment of the research vessel they intend to apply for. If more detailed information is required, applicants should contact the respective vessel operator directly (for contact details please follow the EurOcean European Research Vessels InfoBase link under “Technical Specifications” of the respective research vessel profile).

Application procedure

Proposal submission involves three steps, as outlined below. Proposals have to be submitted online via the online proposal submission website:

- **Step 1**: Register on the proposal submission website and retrieve a password for further access. Please note, that your password will only be displayed once and you should carefully remember it.
- **Step 2**: Prepare and submit your proposal, including all relevant information. This step consists of two main parts:
    - **Part A:** General information about the proposal, applicants (PI and user group) and technical information regarding the intended research cruise. This section has to be completed online.
    - **Part B:** Scientific and logistic description of the project. This part needs to be uploaded at the end of the online application process. **Please note, that you are only permitted to upload one document.** This document must contain:
        - Scientific description of the project (should not exceed **16 pages**)
        - CVs
        - Logistic description of the project

      The document must:
        - be an unprotected pdf file
        - not exceed 4MB in size
        - the scientific description should not exceed a total of **16 pages** — excluding CVs (it is mandatory to use the dedicated CV template), and excluding the logistic detailed information (using the Logistic Information template), but including all other appendices. A font size of Times New Roman 12pt must be used with 14 pt spacing.
- **Step 3**: On the finalization of the proposal submission the system will automatically generate a **Proposal Summary Sheet** of the proposal submitted as a confirmation of a successful submission. Applicants should download a copy of this document. Proponents are able to preview the Proposal Summary Sheet whilst preparing their application following the Proposal Summary Sheet Preview link in the "Finalization" menu of the submission website. A copy of the summary sheet **must be printed out, signed and stamped** by the PI and the appropriate authorized person (e.g. head of department, research office) in the PIs institute. It must then be sent (by post) to the EUROFLEETS Evaluation Office. See the deadline information below.

In preparation of **Part B** applicants should follow the proposal structure as indicated in the EUROFLEETS2 Ship-time application 2013. The evaluation of proposals will be based upon the

information provided in the completed application form, which should be correct, sufficient and adequate for this purpose, taking into consideration the evaluation criteria outlined above.

Deadline

Proposals must be received online via the online proposal submission website by

Monday 16th of September 18:00 hours (CET)

The proposal submission website will not be accessible after this date. Please allow enough time to upload your proposal to avoid the call closure rush.

One signed (PI and an appropriate authorised person (e.g. head of department, research office) and stamped copy of the Proposal Summary Sheet must be posted to the EUROFLEETS2 Evaluation Office, to **arrive no later** than the **1st of October 2013**, at the following address:

Dr. Verónica Willmott-Puig
EUROFLEETS Evaluation Office

Am Handelshafen 12
27570 BREMERHAVEN

GERMANY

Freedom of Information & Data protection

Personal information supplied to the EUROFLEETS2 Consortium will be stored by electronic means (e.g. database) for use only in connection with the handling of proposals. All personal data supplied to the EUROFLEETS2 Consortium shall be processed in accordance with the Belgium Data Protection Act of 1992, as modified by the law of December 11, 1998 implementing Directive 95/46/EC entering into force in 2001, on the protection of individuals with regard to the processing of personal data and on the free movement of such data. You have the right to access and update the personal information about you and to ask for such information to be deleted.

All applicants who wish to query the outcome of their application and seek for clarification may contact the EUROFLEETS2 Evaluation Office.

Contact Details

EUROFLEETS2 Coordinator:

Jacques Binot, Nav. Arch.

Ifremer - French Research Institute for the Exploitation of the Sea
France
Phone: +33 2 40374106
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EUROFLEETS2 Evaluation Office:

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Mail: eurofleets2@awi.de

EUROFLEETS2

"Super-Integration" Call

Application

2013

Project website:

www.eurofleets.eu

Version 18.06.2013

Proposals must be submitted exclusively in electronic form via the online proposal submission website. In order to be able to login you have to register to the system. Once registered you are able to proceed with the submission of your proposal, which consists of two main parts.

Part A – General project information & applicant details

This part consists of the following three menus, containing forms that have to be filled in online:

- General and logistical project information

  Please fill in the Logistical Information form provided in this section and attach it to the proposal.

- Principal Investigator (PI)

In this menu the Principal Investigator has to agree to the following declaration:

> I declare that I will observe and carry out any investigation in accordance with the general principles of the „Code of Conduct for Responsible Marine Research in the Deep Seas and High Seas of the OSPAR Maritime Area" (Appendix I), regardless of the area of operation.
>
> I declare that the information provided is accurate and correct. I agree that the EUROFLEETS2 Consortium may make any enquiries it considers necessary to verify the information provided herein. I have read, understand and agree, if successful, to be bound by the Terms and Conditions for funding under the EUROFLEETS2 project as outlined in the Guidelines for Applicants.

- Project partners

For further details on how to proceed, please refer to the Proposal Submission Guidelines.

PART B – Scientific project description

This part needs to be uploaded at the end of the online application process following the link "Scientific and Logistic project description" on the online proposal submission website.

With respect to the work load of the evaluators the proposal should be as concise as possible. The information provided in this part should not exceed **16 pages** including appendices, tables and maps, but excluding CVs of the PI and co-proponents for which a dedicated template has to be used, and excluding the Logistical Information for which another dedicated template has to be used. The most important parts are the Scientific Objectives and the Work Programme which should comprise approximately six and four pages each. A font size of Times New Roman 12pt should be used with 14 pt spacing.

When writing your proposal, please keep in mind that the evaluation of the proposal will be based, in large part, on the information provided in this section. The proposal should provide a comprehensive and robust justification for the provision of funding, without referring to cited or additional literature. When writing your proposal you should bear in mind the evaluation criteria.

The proposal should cover the following sections in the order indicated:

1. **Scientific objectives of the proposed work**

Including a) General scientific background

Please provide information on the current state of scientific knowledge in the field of research directly linked to the proposed work, including relevant citations. Please describe your own preliminary work in the field.

and b) Specific aims of the project

Please provide a clear description of the scientific objectives to be achieved with the proposed project highlighting its innovative aspects. What is the expected added value to the present state of knowledge? Provide clear evidence of expected outputs and deliverables from the proposed work and outline clearly the specific benefits and impacts of the research cruise(s).

Do not exceed **4 pages** for this section.

2. Work programme

Please provide a comprehensive description of the work to be carried out on each of the cruises. This should include a detailed **map of the investigation area(s)**, with transects and stations. A more detailed list of stations should be provided using the Logistical Information template. Please bear in mind that the quality of the work program is central to the evaluation of your proposal and you will therefore need to provide a plausible and conclusive case for the request of multiple cruises, embarked equipment and number of berths.

Please do not exceed **5 pages** for this section.

3. Principal investigator and user group

Provide information on the number of people joining the on-board team(s) and their assigned tasks. Please provide details of the expertise/track record of the PI and other partners and participants directly joining the embarked team (including details of ship-based experience). Match the expertise of your team in relation to the objectives and work to be carried out.

Example:

Cruise 1:

No.	Name	Gender	Affiliation	On-board tasks
1	Fred Feuerstein	M	AWI	CTD work, Nutrient analysis
2	NN, Student	M	OGS	Seismics watch
	Etc.			

Cruise 2:

No.	Name	Gender	Affiliation	On-board tasks
1	Fred Feuerstein	M	AWI	CTD work, Nutrient analysis
2	NN, Student	M	OGS	Seismics watch
	Etc.			

Attach brief CVs of the PI and co-proponents using the dedicated template. Only the five most recent/important publications should be stated.

4. **Technical capability to carry out the research cruise and data exploitation**

Please provide information on the technical equipment necessary to carry out the proposed work and its availability. If applicable, who will benefit from real time data sharing? Give a detailed outline and timeline of how and when gathered data and samples will be analysed, taking into account additional funding sources, since no funding is available within the EUROFLEETS2 project to analyse gathered data and samples. Please describe if applicable if there is "own equipment" or complementary funding available to support the research cruise. Please describe how the knowledge gained through a EUROFLEETS2 funded project will be disseminated and where gained data will be stored.

5. **National and International collaboration**

If applicable, please provide information on how your proposed project is embedded into other larger research projects or programs on a national or international level. If applicable, please describe how new European user groups with limited access to marine infrastructure will be integrated.

6. **Training of young scientists/public outreach**

Please provide information on how you will support the training of young scientists in the frame of your project, if you could devote spare berths to (international) young researchers/scientists in a training role and which activities will be undertaken to inform the general public about your research cruise.

7. **Travelling and shipment costs**

Please provide a detailed and realistic budget of expenses incurred in relation to travelling of cruise participants and possible shipment of equipment to the preferred port of mobilisation and back from the port of demobilisation.

APPLICATION CHECKLIST

HAVE YOU:

- Checked if you satisfy all eligibility criteria?
- Completed every part of the online application form?
  - General and logistical information
  - Principal Investigator
  - Project partners
- Compiled the Scientific and Logistic Project description? Proposal should include 3 parts:
  - **Application** (must not exceed **16 pages**)
  - **CVs from PIs and partners** using the provided **template**?
  - **Logistic Information** for all the requested cruises using the provided **template**?
- Finally submitted your proposal as a single pdf document?
- Signed and stamped a copy of the Proposal Summary Sheet and sent to the EUROFLEETS2 Evaluation Office?

CLOSING DATE

Proposals must be received online via the online proposal submission website by

Monday 16th of September 2013, 18:00 HOURS (CET)

The proposal submission website will no longer be accessible after this date. Please allow enough time to upload your proposal to avoid the call closure rush.

One signed (PI and an appropriate authorised person (e.g. head of department, research office)) and stamped copy of the proposal summary sheet must be posted to the EUROFLEETS2 Evaluation Office, to arrive no later than the **1st of October 2013**, at the following address:

Dr. Verónica Willmott-Puig
EUROFLEETS2 Evaluation Office

Am Handelshafen 12
27570 BREMERHAVEN

GERMANY

Appendix I

OSPAR Code of Conduct for Responsible Marine Research in the Deep Seas and High Seas of the OSPAR Maritime Area

Version: 7-Mar-2008

Background

2. This code of conduct is based on the InterRidge Statement of Commitment to Responsible Research Practices at Deep-Sea Hydrothermal Vents, and an unofficial translation of the German Senatskommission für Ozeanographie / German Marine Consortium KDM, Commitment to Responsible Marine Research. It has been developed within the work programme of the OSDPAR Biodiversity Committee by an intersessional correspondence group on marine protected areas working in consultation with a number of deep sea scientists and experts. It is currently being circulated to European scientific bodies for further comment.

The OSPAR Maritime Area includes large areas of deep and high sea.[2] These are recognised as containing ecosystems that may have a lower resilience than shallower nearshore areas, including several species and habitats that can be vulnerable to human disturbances.

The OSPAR Commission has adopted, and keeps under review, an Initial OSPAR List of Threatened and/or Declining Species and Habitats (OSPAR agreement 2004/6) to guide the setting priorities for its further work on the conservation and protection of marine biodiversity. The species and habitats on this list, especially those occurring in high / deep sea areas, are vulnerable to different actual or potential human activities, including marine scientific research.

OSPAR acknowledges the provisions and entitlements of United Nations Convention on the Law of the Sea (UNCLOS) and highlights that the General Principles for the Conduct of Marine Scientific Research set out therein require, *inter alia*, that marine scientific research shall be conducted in compliance with all relevant regulations adopted in conformity with UNCLOS including those for the protection and preservation of the marine environment.

OSPAR recognises that marine research scientists appreciate the uniqueness and complexity of the marine environment, and are therefore particularly interested in preserving this scientifically, aesthetically, ecologically, and potentially economically valuable environment. Because of the specialized nature of the equipment required to work in the deep-sea, such as manned and unmanned research submersibles, scientists are the primary group of people who have had the opportunity to visit and value these extraordinary habitats. OSPAR also recognises that scientists have already worked to develop codes of conduct for some deep-sea features, such as hydrothermal vents and cold water corals, and this OSPAR code of conduct has been written to fit harmoniously with those. (Specific provisions concerning the conduct of scientific research in certain deep / high seas habitats will be attached as annexes to this statement as they are developed.)

The potential impact of many scientific activities on the marine environment is low in comparison to the potential for disturbance by natural processes (e.g. volcanic/tectonic events, slumps, climate variation, etc.) or other human activities (e.g. mining, fisheries, and shipping). Indeed many areas, especially seamounts and cold coral reefs, have been widely impacted by human activities, like fisheries, long before being scientifically studied. Nonetheless, there remains the possibility that some scientific activities could have unwanted negative side-effects on particular regions or animals if

[2] For the purposes of this document, *deep sea* shall follow the FAO definition and mean areas of the sea deeper than 200 metres, and *high seas* shall mean the water column and / or the seabed in areas beyond national jurisdiction, within the OSPAR Maritime Area.

research activities are not carefully planned and executed. In addition, because only a limited number of sites are currently known and scientists from a wide variety of disciplines frequently work at these single locations, there is the potential for conflicting effects among studies, and multiple impacts, particularly at sites where scientific activity is intense.

OSPAR recognises that protection and sustainable use of the oceans is best served by a fundamental understanding of its complex marine ecosystems, and that can only be achieved through marine research. OSPAR further recognises that the role of scientists is also of primary importance concerning the implementation of the OSPAR network of Marine Protected Areas, and this should be preceded with the best available science.

Thus, marine research is a prerequisite and an integral component of an ecosystem based management of marine resources and the effective conservation of biodiversity of the deep and high seas. Most forms of observation and investigation of natural systems involve some disturbance of the systems being studied. In the interest of environmental stewardship, it must be the goal of research scientists to minimize disturbances as much as possible, while still gathering the information necessary both to understand the systems and to form a basis for sustainable use strategies. Therefore, marine scientists should always evaluate their research plans from a conservative standpoint, and choose the most environmentally friendly research approach.

When awarding research grants or research cruise time, the research plans should be assessed against conformity with the following principles.

Conduct of responsible marine science

OSPAR requests all scientists working in the deep seas and high seas of the OSPAR maritime area to adhere to the following principles when conducting their work:

Species: avoid, in the course of scientific research, activities which could lead to long-lasting changes in regional populations or substantially reduce the number of individuals present.

Habitats: avoid, in the course of scientific research, activities which could lead to substantial physical, chemical, biological or geological changes or damage to marine habitats.

Threatened and/or declining features: When working in areas of particular ecological vulnerability, including, *inter alia*, the features listed in the OSPAR "List of Threatened and/or Declining Species and Habitats" utmost care should be taken not to disturb or damage the features as far as possible.

Management areas / marine protected areas: When working in areas of particular ecological importance and/or sensitivity, including, *inter alia*, OSPAR marine protected areas, care has to be taken not to disturb or damage the protected features, and that activities are in compliance with regulations for the area. Further, scientists are requested to respect the importance of management areas like marine protected areas and are asked to assist in their implementation through the use of the best scientific knowledge.

Notification and research planning: Avoid activities which could disturb the experiments and observations of other scientists. This requires that scientists: a) make themselves familiar with the status of current and planned research in an area; and b) that they ensure that their own research activities and plans are known to the rest of the international research community via appropriate public domain data bases and web sites.

Methods: Use the most environmentally-friendly and appropriate study methods which are reasonably available.

Transport of biota: Ensure that transport of biota between different marine regions, which could lead to changes in the environment or the composition of marine communities, does not occur.

Collections: Avoid collections that are not essential to the conduct of the scientific research, and reduce the number of samples to the necessary minimum.

Collaboration and cooperation: Ensure the fullest possible use of all biological, chemical and geological samples through collaborations and cooperation within the global community of scientists. Samples which can be archived should be placed in accessible repositories for future use.

Data-sharing: Practise international sharing of data, samples and results in order to minimize the amount of unnecessary sampling and to further a global understanding of the marine environment.

OSPAR supports the individual points of this commitment unreservedly and requests all scientists to adhere to them when planning and carrying out their research.

Their application should be a prerequisite for the granting of research funds and ship-time.

EUROFLEETS2

Guidelines for Applicants

"Embarked Equipment"

Call 2013

Project website:

www.eurofleets.eu

Version 10.07.2013

Introduction

The European project EUROFLEETS2 *"New operational steps towards an alliance of European research fleets"* was launched on the first of March 2013. The EUROFLEETS2 project is the enhancement of EUROFLEETS, an EU project that successfully funded 18 research cruises on board 5 5 Global/Ocean class and 10 Regional class European Research Vessels (RVs) on the sole basis of their scientific excellence. EUROFLEETS2 will furthermore provide access to European marine equipment and will undertake specific actions to consolidate research fleets' organization, methodology and tools through operational initiatives leading to more interoperable and cost effective European coordination within European research fleets. The EUROFLEETS2 Consortium consists of 31 partners, from 20 European countries (15 member states, 4 associated countries and 1 OCT- Overseas Countries and Territories) whose main objective is to develop a new pan-European distributed infrastructure with common strategic vision and coordinated access to RVs and marine equipment.

The central aim of EUROFLEETS2 is to provide access to marine equipment for all European scientists and their partners, in particular for scientists from nations with limited, or no access to marine Research Infrastructure. Access will be granted based on scientific excellence covering all fields of marine science from environmental and biodiversity protection to coastal zone management, geodynamics and climate change research. To pursue this aim, fully funded equipment-time on a range of European marine equipment will be made available between 2014 and 2017 to support outstanding research projects.

Applications are now being invited for funding for any of the following equipment to carry out ship-based research activities within any field of marine science.

<u>European marine equipment:</u>

- *Two 3D High Definition (HD) TV cameras (IFREMER and Marum) to be installed on underwater vehicles (ROVs, AUVs,...)*
- *Two ROVs: LIROPUS (IEO) and ROV MAX ROVER (HCMR) to be deployed from RVs*
- *Sea floor drill rig Marum MeBo (Marum)*

The deadline for applicants to submit proposals is **Monday 16th of September 2013, 18:00 hours** Central European Time (CET).

Eligibility criteria

Proposals for access to any of the offered equipments will be accepted if they meet the following criteria:

- The Principal Investigator (PI) and the majority of the users must work in a institution established in a member state of the European Union or state associated to Framework Programme 7 (Switzerland, Israel, Norway, Iceland, Liechtenstein, Turkey, Croatia, the former Yugoslav Republic of Macedonia, Serbia, Albania and Montenegro, Faroe Islands as stated on the CORDIS website).
- The PI of a project and the majority of the users must work in a country other than the country the equipment is based.
- Proposals must involve at least two partners from two different countries. We encourage a larger partnership for the embarked scientific party and as well the remote participation of partners for data treatment and exploitation.
- Only user groups that are entitled to and willing to disseminate the knowledge they will generate under the project are eligible to benefit from access free of charge to the infrastructures under the EUROFLEETS2 flag. User groups must agree to comply with the EUROFLEETS2 data policy (see corresponding chapter below).

Collaborative applications from teams and institutions with limited or no access to marine equipment are strongly encouraged. International and/or industrial partners are welcome.

The PI or a designated cruise leader of a proposal must have the appropriate scientific/technical expertise to conduct on-board research surveys.

Terms and Conditions

Funding

- Funding is provided for use of marine Research Infrastructure (RI) opened by the EUROFLEETS2 beneficiaries. For the total number of days available on each piece of equipment please refer to the respective Embarked Equipment profile under "**Availability for EUROFLEETS2**". User time may be awarded in lots of single or multiple days, depending on the recommendations of the EUROFLEETS2 Scientific Review Panel and Logistics Review Panel and subject to the formal approval of the EUROFLEETS2 Executive Committee (ExComm).
- The transportation costs of the granted equipment, the travel costs of the deployment team, the eventual design works necessary for adaptation on board the host RV and other standard operating costs will be funded through EUROFLEETS2. Except for cameras for which onshore training will be sufficient, the RI staff will embark during the full cruise duration to assist the crew during deployment phase, to operate the equipment and to run maintenance. Collaboration between hosting RV operator/crew and RI staff will be necessary for a successful equipment deployment, each of them acting with the complete knowledge of their RV or equipment.
- The selected scientific party will take care of access to the "welcoming" RV, through national ship time calls or other ways, and of the eventual RV adaptation work costs through national ship operators. When appropriate, adaptation studies will be funded to the EUROFLEETS2 beneficiary to prepare the technical adaptation of the offered equipment on board hosting RVs. They will aim to specify any development required to interface the equipment with the RV work deck (or with the ROV or AUV structure for the 3D HDTV cameras) and to allow its deployment through the A-frame.

- Grantees will not invoice the EUROFLEETS2 Consortium or respective vessel operator for any additional or third-party costs, such as salary costs, equipment manufacture, repair and rental of equipment, consumables, sub-contracting and assistance, publication costs and overheads.
- The available equipment time funded by EUROFLEETS2 might be extended if sufficient complementary funding is provided by the applicant for additional time. The leveraging of funds from other sources for a portion of the total amount of equipment time applied for is encouraged and should be clearly stated in the application. **However, please be aware, that cross funding from other EU projects is not permitted.** A cruise or work already funded by another EU project cannot be proposed to EUROFLEETS2 funding.
- Allocated equipment-time includes mobilisation in the port of departure and demobilisation at the end of the cruise. No direct funding for transit days can be covered by the EUROFLEETS2 Consortium due to European Commission rules. However, EUROFLEETS2 funded equipment-time may form part of longer cruises with different working groups embarked. Applicants should incorporate this possibility as required in their proposals when applying for equipment-time**.**
- If the number of funded days is reduced by the EUROFLEETS2 Consortium for any reason or if the vessels are prevented from working (e.g. by poor weather or technical difficulties) no cash or any other form of compensation shall be payable in respect of any time lost. Please note that cruise schedules could change during the year.
- A contract will be signed between the PIs institution, the ship time funder, the EUROFLEETS2 Consortium and the beneficiary giving access to its equipment detailing terms and conditions of access, the support granted, reporting, liability, communication and applicable safety/security regulations. Data usage and ownership will also be discussed in this frame.

Reporting

- Following completion of funded equipment time the PI must submit a Report (in English) to the EUROFLEETS2 Scientific Review Panel. This report must be submitted, digitally to the EUROFLEETS2 Evaluation Office at eurofleets2@awi.de, within two months after completion of the cruise and is designed to report on the science carried out while using the granted equipment. It must explicitly refer to and comment on the fulfilment of the points of the work plan outlined in the proposal. A cruise report template will be provided prior to cruise commencement. The EUROFLEETS2 Scientific Review Panel may request further information/clarifications (or re-submission of the report) within a reasonable time-frame.

- The Cruise Summary Report (CSR = former ROSCOP) is the usual means for reporting metadata arising from the cruise, including details of completed cruises and summary information of scientific measurements made and samples taken. Within two weeks after the cruise, the PI of a EUROFLEETS2 funded project is obliged to submit a Cruise Summary Report (CSR) either a) to his/her National Oceanographic Data Centre (NODC) (please consult the list of operational NODCs), or b) in the case where no such NODC exists is requested to furnish a CSR directly via the online CSR Content Management System (CMS). In order to do this, please follow the SeaDataNet online submission guidelines.

  An example and a blank CSR form as word files are available for download to be used onboard. In any case, CSR's must be made available online after the cruise.

  Further information on CSR's and an interface to query existing CSR's can be found at the SeaDataNet website at: http://www.seadatanet.org/metadata/csr

All CSR's submitted for EUROFLEETS2 will become available via the SeaDataNet CSR user interface and also via a dedicated EUROFLEETS2 CSR user interface.

Data policy

- Data management in EUROFLEETS2 is coordinated with the SeaDataNet FP6 European project and adopts the SeaDataNet standards. The SeaDataNet infrastructure can be visited at: http://www.seadatanet.org
- All data generated under EUROFLEETS2 funding is accessible to the user group which collected the data. A copy of any data sets generated should be deposited together with sufficient metadata to their respective National Oceanographic Data Centre (NODC) directly after the cruise. The NODC will then make sure that the data sets are quality controlled and archived in the NODCs linked to the metadata of the respective cruise. Access to the data sets and samples is restricted to the scientific party and its designated partners for the first 2 years after the cruise. Requests of external users for data access during this time will be forwarded to the data originators for their decision.
- A copy of every publication generated with EUROFLEETS benefits has to be sent to the EUROFLEETS2 Evaluation Office for the project records.

Acknowledgements

- All results/publications/presentations/publicity arising from a EUROFLEETS2 funded cruise should carry an acknowledgment of the funding source as well as to the research vessel utilized, referring to support given by the European Communities 7th Framework Programme under EUROFLEETS2 grant agreement no. 312762. Logos for presentations can be found on the Project Website.
- A copy of every publication arising from EUROFLEETS2 should be sent to the Scientific Evaluation Office for the project records.

Proposal Evaluation

The EUROFLEETS2 Scientific Review Panel established by the EUROFLEETS2 Consortium consisting of international experts covering all fields of marine science, will judge eligible proposals based on the evaluation of each proposal by at least three independent reviewers. All reasonable measures will be taken to ensure ***Objectivity, Transparency, Equality of Treatment, Impartiality, Quality and Confidentiality.***

The membership of the EUROFLEETS2 Scientific Review Panel is personal and public. For more details concerning the Panel's mandate and members please consult the EUROFLEETS2 Scientific Review Panel document.

Evaluation Procedure

The evaluation of proposals is managed by the EUROFLEETS2 Evaluation Office. The process aims to be fair and transparent and will provide constructive feedback to applicants.

Evaluation is conducted in three steps, as follows:

Step	Undertaken by
1. Eligibility Check	EUROFLEETS2 Evaluation Office
2. Individual Evaluations	Individual Evaluators, overseen by the EUROFLEETS2 Evaluation Office
3. Consensus Evaluation	EUROFLEETS2 Scientific Review Panel

1. Eligibility Check

Proposals for funding received by the notified submission date are checked for compliance with the general **Eligibility Criteria**. These criteria include:

- Was a complete application including the statement by the lead institution, with appropriate signatures received on time?
- Is the proposal from an eligible institution?
- Are the PI and the majority of the user group from a member state or an associated state to FP7, and from another country than the equipment he/she is applying for?
- Are at least two partners from different countries involved?
- Are all sections of the application form completed correctly and the requested proposal structure in Part B (scientific project description) followed.

Proposals considered to be ineligible will be returned to the applicant with a note explaining why they were considered to be not eligible. At the end of the online proposal submission process (see below) a unique project identifier will be assigned to each proposal. The unique project identifier should be used in any subsequent correspondence or enquiry with the EUROFLEETS2 Evaluation Office. A **Proposal Summary Sheet** will be issued to the PI during the finalisation of the submission process and **has to be downloaded**.

2. Individual Expert Evaluation & Equipment Operator Consultation

The EUROFLEETS2 Evaluation Office maintains a list of expert evaluators to assist in the evaluation of all proposals for funding. The names of the experts assigned to individual proposals are not made public. However, the EUROFLEETS2 Consortium makes available a list of all the experts participating in proposal evaluation, either as a reviewer or EUROFLEETS2 Scientific Review Panel member at regular intervals. Evaluators are required to read and sign a Declaration of Confidentiality and Conflict of Interest Form.

Proposals meeting the eligibility criteria are evaluated based on their individual merit by as a general rule three individual evaluators. Evaluators are chosen in mutual agreement by the Scientific Review Panel and the Evaluation Office. The experts examine the proposal(s) assigned to them and score and comment on each proposal under each of the **Evaluation Criteria** (see below) using an individual **Proposal Assessment Form**.

In parallel, at this early stage the proposals will be checked by the Equipment Operators in order to evaluate the deployment feasibility of the requested Equipment from the “welcoming” RV.

3. Consensus Evaluation

Once the individual experts to whom proposals have been assigned have completed their individual evaluations, a **Consensus Meeting** is convened to enable joint consideration of proposals by the EUROFLEETS2 Scientific Review Panel. In preparation of the Consensus Meeting one member of the EUROFLEETS2 Scientific Review Panel will be assigned to each proposal to act as a presenter and commentator of that proposal during the Consensus Meeting.

During the Consensus Meeting the panel members will consider each proposal and agree on a final mark for each of the evaluation criteria and an overall mark (score) for the proposal. Thresholds will then be set for the following categories:

- A - Recommended for scheduling
- B - Additional proposals
- C - Not recommended

Proposals recommended for scheduling will then be ranked by equipment according to their overall score.

Evaluators justify their marks with constructive and informative comments. The EUROFLEETS2 Scientific Review Panel will agree on an overall **Consensus Evaluation Report**. All applicants, whether successful or unsuccessful, will be given feedback on the outcome of the evaluation.

After the final recommendation of the Scientific Review Panel, high ranked proposals will be examined by the EUROFLEETS2 Logistics Review Panel to determine the logistical feasibility regarding the proposed research vessel and equipment. The EUROFLEETS2 Logistics Review Panel will aim at optimising the use of large equipment and cruise associated costs.

Successful applicants may be asked to make changes to their proposals during the funding negotiation phase to accommodate the comments of the evaluators and/or the comments of the EUROFLEETS2 Scientific and Logistics Review Panel on cruise planning and possible integration with other projects/cruises.

Results of the evaluation process are expected to be published in **January 2014**. Information will be available on the Project Website and all applicants whether successful or not will be directly contacted. No information on the evaluation process/outcome will be made available prior to this date. Successful applicants will be invited to enter into negotiation to conclude a contract as indicated in the chapter “Terms and Conditions”.

Evaluation criteria

Eligible proposals will be evaluated using the following criteria. Criteria of lesser importance are marked *.

Criteria	***Weighting***
Scientific and technical quality of the equipment-time proposal General scientific background • Is the current state of knowledge in the research area well described? • Are cited references relevant and reflect the state-of-the-art? Specific aims of the expedition • Is the proposed topic of high scientific quality and does it provide innovative aspects? • Are the research objectives and expected deliverables/outputs of the proposal clearly stated? Are they achievable? • To which extent do the expected results lead to a progress beyond the current state-of-the-art?	30%
Quality of the work programme • Is the work plan adequate? Is it clearly described and well defined? Is the research area, the number of planned stations and transects well justified? Can the proposed work plan be realized in the set time? • Are the scheduled tasks and methods adequate to the set objectives? Is it clearly stated which methods and equipment will be employed? • Does the proposed project maximise the use of the embarked equipment? Has the proposal assessed any likely risks and are provisions for downtime/bad weather included?	25%
Scientific qualification/track record of the proposing PI and user group • Background/track record of the PI • Background/track record of the scientific team • Are the roles and responsibilities of the scientific team clearly stated? Is the combined expertise suitable to achieve the research objectives of the cruise?	10%

Criteria	*Weighting*
Technical capability to carry out the equipment deployment and data exploitation • Is the research vessel adapted to deploy the proposed equipment? • Is a clear concept presented how the gathered data will be shared with shore based scientists, analyzed and published? • Is it possible to deploy the RI form the proposed RV? • Is additional funding available to support the analysis of gathered data and samples? • *Will data be fed into international/national data banks or models?	10%
Collaboration with international/national partners/industry • To what extent are new European user groups with limited access to marine infrastructure integrated? • *To what extent is the proposed project embedded into larger research programmes on a national, EU or international level? • *What is the potential for a long term integration/collaboration on an international level? • *Are collaborations with industry envisaged? • *Are there "remote participants" for data treatment and exploitation?	15%
Training of young scientists/public outreach • How many young scientists and students at PhD level and below will be involved? • *Are dissemination activities addressing the general public planned?	10%

Applicants have to ensure that sufficient information is provided in the proposal to enable a thorough evaluation of all criteria.

Technical information on research vessels and equipment

In preparation of their respective proposal, applicants are advised to consult the EUROFLEETS2 Research Infrastructure info website on the technical capabilities and availability of scientific equipment they intend to apply for. If more detailed information is required, applicants should contact the respective equipment operator directly.

Application procedure

Proposal submission involves three steps, as outlined below. Proposals have to be submitted online via the online proposal submission website:

- **Step 1**: Register on the proposal submission website and retrieve a password for further access. Please note, that your password will only be displayed once and you should carefully remember it.
- **Step 2**: Prepare and submit your proposal, including all relevant information. This step consists of two main parts:
    - **Part A:** General information about the proposal, applicants (PI and user group) and technical information regarding the intended research cruise. This section has to be completed online.
    - **Part B:** Scientific description of the project. This part needs to be uploaded at the end of the online application process. **Please note, that you are only permitted to upload one document.** This document must:
        - be an unprotected pdf file
        - not exceed 4MB in size
        - Not exceed a total of **12 pages** — excluding CVs (it is mandatory to use the dedicated CV template), but including all other appendices. A font size of Times New Roman 12pt must be used with 14 pt spacing.
- **Step 3**: On the finalization of the proposal submission the system will automatically generate a **Proposal Summary Sheet** of the proposal submitted as a confirmation of a successful submission. Applicants should download a copy of this document. Proponents are able to preview the Proposal Summary Sheet whilst preparing their application following the Proposal Summary Sheet Preview link in the "Finalization" menu of the submission website. A copy of the summary sheet **must be printed out, signed and stamped** by the PI and the appropriate authorized person (e.g. head of department, research office) in the PIs institute. It must then be sent (by post) to the EUROFLEETS2 Evaluation Office. See the deadline information below.

In preparation of **Part B** applicants should follow the proposal structure as indicated in the EUROFLEETS2 Embarked equipment application 2013. The evaluation of proposals will be based upon the information provided in the completed application form, which should be correct, sufficient and adequate for this purpose, taking into consideration the evaluation criteria outlined above.

Deadline

Proposals must be received online via the online proposal submission website by

Monday 16th of September 2013, 18:00 hours (CET)

The proposal submission website will not be accessible after this date. Please allow enough time to upload your proposal to avoid the call closure rush.

One signed (PI and an appropriate authorised person (e.g. head of department, research office) and stamped copy of the Proposal Summary Sheet must be posted to the EUROFLEETS2 Evaluation Office, to **arrive not later** than the **1st of October 2013**, at the following address:

Dr. Verónica Willmott-Puig
EUROFLEETS2 Evaluation Office

Am Handelshafen 12
27570 BREMERHAVEN

GERMANY

Freedom of Information & Data protection

Personal information supplied to the EUROFLEETS2 Consortium will be stored by electronic means (e.g. database) for use only in connection with the handling of proposals. All personal data supplied to the EUROFLEETS2 Consortium shall be processed in accordance with the Belgium Data Protection Act of 1992, as modified by the law of December 11, 1998 implementing Directive 95/46/EC entering into force in 2001, on the protection of individuals with regard to the processing of personal data and on the free movement of such data. You have the right to access and update the personal information about you and to ask for such information to be deleted.

All applicants who wish to query the outcome of their application and seek for clarification may contact the EUROFLEETS2 Evaluation Office.

Contact Details

EUROFLEETS2 Coordinator:

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EUROFLEETS2

Application

"Embarked Equipment"

Call 2013

Project website:

www.eurofleets.eu

Version 18.06.2013

Proposals must be submitted exclusively in electronic form via the online proposal submission website. In order to be able to login you have to register to the system. Once registered you are able to proceed with the submission of your proposal, which consists of two main parts.

Part A – General project information & applicant details

This part consists of the following three menus, containing forms that have to be filled in online:

- General and logistical project information
- Principal Investigator (PI)

  In this menu the Principal Investigator has to agree to the following declaration:

  > I declare that I will observe and carry out any investigation in accordance with the general principles of the „Code of Conduct for Responsible Marine Research in the Deep Seas and High Seas of the OSPAR Maritime Area" (Appendix I), regardless of the area of operation.
  >
  > I declare that the information provided is accurate and correct. I agree that the EUROFLEETS2 Consortium may make any enquiries it considers necessary to verify the information provided herein. I have read, understand and agree, if successful, to be bound by the Terms and Conditions for funding under the EUROFLEETS2 project as outlined in the Guidelines for Applicants.

- Project partners

For further details on how to proceed, please refer to the Proposal Submission Guidelines.

PART B – Scientific project description

This part needs to be uploaded at the end of the online application process following the link "Scientific project description" on the online proposal submission website.

With respect to the work load of the evaluators the proposal should be as concise as possible. The information provided in this part should not exceed **12 pages** including appendices, tables and maps, but excluding CVs of the PI and co-proponents for which a dedicated template has to be used. The most important parts are the Scientific Objectives and the Work Programme which should comprise approximately four pages each. A font size of Times New Roman 12pt should be used with 14 pt spacing.

When writing your proposal, please keep in mind that the evaluation of the proposal will be based, in large part, on the information provided in this section. The proposal should provide a comprehensive and robust justification for the provision of funding, without referring to cited or additional literature. When writing your proposal you should bear in mind the evaluation criteria.

The proposal should cover the following sections in the order indicated:

1. **Scientific objectives of the proposed work**

Including a) General scientific background

Please provide information on the current state of scientific knowledge in the field of research directly linked to the proposed work, including relevant citations. Please describe your own preliminary work in the field.

and b) Specific aims of the project

Please provide a clear description of the scientific objectives to be achieved with the proposed project highlighting its innovative aspects. What is the expected added value to the present state of knowledge? Provide clear evidence of expected outputs and deliverables from the proposed work and outline clearly the specific benefits and impacts of the research cruise.

Please do not exceed four pages for this section.

2. Work programme

Please provide a comprehensive description of the work to be carried out with the embarked equipment on-board the research vessel. This should include a detailed **map of the investigation area**, a **list of stations** (including position and water depths) **and transects**. Outline a realistic timetable and a description of activities in relation to the use of the embarked equipment. This timetable should equally contain distances to be covered and a calculation of time needed to accomplish them at a give cruise speed as well as station time. Please bear in mind that the quality of the work program is central to the evaluation of your proposal and you will therefore need to provide a plausible and conclusive case.

Example:

Activity	**Position**		**Depth / Distance**	**Est. time**	**Operations**
	Latitude (N)	**Longitude (W)**	**(m)/(nm)**	**(h)**	
Transit preferred Port of Departure – Station 1	Horta Start: 38.537 End: 37.930	Start: -28.626 End: -15.820	605nm	60	Underway measurements SST, nutrients
Station 1/Task 1	37.930	-15.820	4283m	2.5	CTD cast
Station 1/Task 2	37.930	-15.820	4283m	3	Multicorer cast
Transect 1	*Start*: 37.930 *End*: 35.770	*Start*: -15.820 *End*: -13.180	188nm	30.4	Multichannel seismics line
Etc.					

Total working hours:
Total transit hours:

Please do not exceed four pages for this section.

3. Principal investigator and user group

Provide information on the number of people joining the on-board team and their assigned tasks. Please provide details of the expertise/track record of the PI and other partners and participants directly joining the embarked team (including details of ship-based experience). Match the expertise of your team in relation to the objectives and work to be carried out. Provide information on the "remote participants" participating on data or sample treatment.

Example:

No.	Name	Gender	Affiliation	On-board tasks
1	Fred Feuerstein	M	NIOZ, NL	CTD work, Nutrient analysis
2	NN, Student	M	FMI, FI	Seismics watch
	Etc.			

Attach brief CVs of the PI and co-proponents using the dedicated template. Only the five most recent/important publications should be stated.

4. Technical capability to carry out the proposed work and data exploitation

Please provide information on the technical equipment necessary to carry out the proposed work and its availability. If applicable, who will benefit from real time data sharing? Give a detailed outline and timeline of how and when gathered data and samples will be analysed, taking into account additional funding sources, since no funding is available within the EUROFLEETS2 project to analyse gathered data and samples. Please describe how the knowledge gained through a EUROFLEETS2 funded project will be disseminated and where gained data will be stored.

5. National, International and industrial collaboration

If applicable, please provide information on how your proposed project is embedded into other larger research projects or programs on a national or international level. If applicable, please describe how new European user groups with limited access to marine infrastructure will be integrated.

6. Training of young scientists/public outreach

Please provide information on how you will support the training of young scientists in the frame of your project and which activities will be undertaken to inform the general public about your research cruise/use of equipment.

APPLICATION CHECKLIST

HAVE YOU:

- Checked if you satisfy all eligibility criteria?
- Completed every part of the application form?
  - General and logistical information
  - Principal Investigator
  - Project partners
  - Project description
- Finally submitted your proposal?
- Signed and stamped a copy of the Proposal Summary Sheet and sent to the EUROFLEETS2 Evaluation Office?

CLOSING DATE

Proposals must be received online via the online proposal submission website by

Monday 16th of September, 18:00 HOURS (CET)

The proposal submission website will no longer be accessible after this date. Please allow enough time to upload your proposal to avoid the call closure rush.

One signed (PI and an appropriate authorised person (e.g. head of department, research office)) and stamped copy of the proposal summary sheet must be posted to the EUROFLEETS2 Evaluation Office, to arrive not later than the **1st of October 2013**, at the following address:

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Appendix I

OSPAR Code of Conduct for Responsible Marine Research in the Deep Seas and High Seas of the OSPAR Maritime Area

Version: 7-Mar-2008

Background

This code of conduct is based on the InterRidge Statement of Commitment to Responsible Research Practices at Deep-Sea Hydrothermal Vents, and an unofficial translation of the German Senatskommission für Ozeanographie / German Marine Consortium KDM, Commitment to Responsible Marine Research. It has been developed within the work programme of the OSDPAR Biodiversity Committee by an intersessional correspondence group on marine protected areas working in consultation with a number of deep sea scientists and experts. It is currently being circulated to European scientific bodies for further comment.

The OSPAR Maritime Area includes large areas of deep and high sea.[3] These are recognised as containing ecosystems that may have a lower resilience than shallower nearshore areas, including several species and habitats that can be vulnerable to human disturbances.

The OSPAR Commission has adopted, and keeps under review, an Initial OSPAR List of Threatened and/or Declining Species and Habitats (OSPAR agreement 2004/6) to guide the setting priorities for its further work on the conservation and protection of marine biodiversity. The species and habitats on this list, especially those occurring in high / deep sea areas, are vulnerable to different actual or potential human activities, including marine scientific research.

OSPAR acknowledges the provisions and entitlements of United Nations Convention on the Law of the Sea (UNCLOS) and highlights that the General Principles for the Conduct of Marine Scientific Research set out therein require, *inter alia*, that marine scientific research shall be conducted in compliance with all relevant regulations adopted in conformity with UNCLOS including those for the protection and preservation of the marine environment.

OSPAR recognises that marine research scientists appreciate the uniqueness and complexity of the marine environment, and are therefore particularly interested in preserving this scientifically, aesthetically, ecologically, and potentially economically valuable environment. Because of the specialized nature of the equipment required to work in the deep-sea, such as manned and unmanned research submersibles, scientists are the primary group of people who have had the opportunity to visit and value these extraordinary habitats. OSPAR also recognises that scientists have already worked to develop codes of conduct for some deep-sea features, such as hydrothermal vents and cold water corals, and this OSPAR code of conduct has been written to fit harmoniously with those. (Specific provisions concerning the conduct of scientific research in certain deep / high seas habitats will be attached as annexes to this statement as they are developed.)

The potential impact of many scientific activities on the marine environment is low in comparison to the potential for disturbance by natural processes (e.g. volcanic/tectonic events, slumps, climate variation, etc.) or other human activities (e.g. mining, fisheries, and shipping). Indeed many areas, especially seamounts and cold coral reefs, have been widely impacted by human activities, like fisheries, long before being scientifically studied. Nonetheless, there remains the possibility that some

[3] For the purposes of this document, *deep sea* shall follow the FAO definition and mean areas of the sea deeper than 200 metres, and *high seas* shall mean the water column and / or the seabed in areas beyond national jurisdiction, within the OSPAR Maritime Area.

scientific activities could have unwanted negative side-effects on particular regions or animals if research activities are not carefully planned and executed. In addition, because only a limited number of sites are currently known and scientists from a wide variety of disciplines frequently work at these single locations, there is the potential for conflicting effects among studies, and multiple impacts, particularly at sites where scientific activity is intense.

OSPAR recognises that protection and sustainable use of the oceans is best served by a fundamental understanding of its complex marine ecosystems, and that can only be achieved through marine research. OSPAR further recognises that the role of scientists is also of primary importance concerning the implementation of the OSPAR network of Marine Protected Areas, and this should be preceded with the best available science.

Thus, marine research is a prerequisite and an integral component of an ecosystem based management of marine resources and the effective conservation of biodiversity of the deep and high seas. Most forms of observation and investigation of natural systems involve some disturbance of the systems being studied. In the interest of environmental stewardship, it must be the goal of research scientists to minimize disturbances as much as possible, while still gathering the information necessary both to understand the systems and to form a basis for sustainable use strategies. Therefore, marine scientists should always evaluate their research plans from a conservative standpoint, and choose the most environmentally friendly research approach.

When awarding research grants or research cruise time, the research plans should be assessed against conformity with the following principles.

Conduct of responsible marine science

OSPAR requests all scientists working in the deep seas and high seas of the OSPAR maritime area to adhere to the following principles when conducting their work:

Species: avoid, in the course of scientific research, activities which could lead to long-lasting changes in regional populations or substantially reduce the number of individuals present.

Habitats: avoid, in the course of scientific research, activities which could lead to substantial physical, chemical, biological or geological changes or damage to marine habitats.

Threatened and/or declining features: When working in areas of particular ecological vulnerability, including, *inter alia*, the features listed in the OSPAR "List of Threatened and/or Declining Species and Habitats" utmost care should be taken not to disturb or damage the features as far as possible.

Management areas / marine protected areas: When working in areas of particular ecological importance and/or sensitivity, including, *inter alia*, OSPAR marine protected areas, care has to be taken not to disturb or damage the protected features, and that activities are in compliance with regulations for the area. Further, scientists are requested to respect the importance of management areas like marine protected areas and are asked to assist in their implementation through the use of the best scientific knowledge.

Notification and research planning: Avoid activities which could disturb the experiments and observations of other scientists. This requires that scientists: a) make themselves familiar with the status of current and planned research in an area; and b) that they ensure that their own research activities and plans are known to the rest of the international research community via appropriate public domain data bases and web sites.

Methods: Use the most environmentally-friendly and appropriate study methods which are reasonably available.

Transport of biota: Ensure that transport of biota between different marine regions, which could lead to changes in the environment or the composition of marine communities, does not occur.

Collections: Avoid collections that are not essential to the conduct of the scientific research, and reduce the number of samples to the necessary minimum.

Collaboration and cooperation: Ensure the fullest possible use of all biological, chemical and geological samples through collaborations and cooperation within the global community of scientists. Samples which can be archived should be placed in accessible repositories for future use.

Data-sharing: Practise international sharing of data, samples and results in order to minimize the amount of unnecessary sampling and to further a global understanding of the marine environment.

OSPAR supports the individual points of this commitment unreservedly and requests all scientists to adhere to them when planning and carrying out their research.

Their application should be a prerequisite for the granting of research funds and ship-time.