

**Broad Agency Announcement (BAA) – N00039-08-X-0001**

**SPAWAR PEO C4I, PMW 120**

**Maritime Domain Awareness**

The Space & Naval Warfare Systems Command (SPAWAR) announces competition for advancement and improvement of Maritime Domain Awareness (MDA). SPAWAR expects to make one or more contract awards addressing each of the six (6) topics identified in Section III Requirements for Technical Papers. Technical paper submission is not restricted in any way to any particular entity. All interested responsible sources from academia and industry are eligible to submit proposals. SPAWAR encourages proposals from small businesses, historically black colleges and universities, minority institutions and minority researchers. However, no portion of this BAA is set aside for a specific group. BAA respondents may be foreign firms or may team with foreign firms as long as the firm meets the criteria in this BAA, and the Government is otherwise permitted to conduct business with the firm. SPAWAR provides no funding for direct reimbursement of proposal development costs. Technical papers and costs proposals, or any other material, submitted in response to this BAA will not be returned. It is our policy to treat all proposals as sensitive competitive information and to disclose their contents only for the purposes of evaluation.

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**I. PROGRAM BACKGROUND**

National Security Presidential Directive 41/Homeland Security Presidential Directive 13 (NSPD-41/HSPD-13) (21 September 2004) established policy, guidelines, and implementation actions to enhance US National Security and Homeland Security by protecting U.S. maritime interests. This directive called for the United States to “deploy the full range of its operational assets and capabilities to prevent the maritime domain from being used by terrorists, criminals, and hostile states to commit acts against the United States, its people, economy, property, territory, allies, and friends, while recognizing that maritime security policies are most effective when the strategic importance of international trade, economic cooperation, and the free flow of commerce are considered appropriately.”

Based in part on the NSPD-41/HSPD-13, a number of other plans and policies have been promulgated in a set of documents designed to clarify the role of MDA as a critical component of the National Security strategy. MDA is defined as the effective understanding of anything associated with the global maritime domain that could impact the security, safety, economy, or environment of the United States. These plans and policies include: (a) The National Strategy for Maritime Security (September, 2005), The National Plan to Achieve Maritime Domain Awareness (October, 2005), and the Fleet Concept of Operations for Maritime Domain Awareness (7 December 2007).

The process to achieve a comprehensive understanding of the maritime domain is built upon four fundamental functions-collection, fusion, analysis, and dissemination.

- **Collection:** Entails gathering information from a variety of sources. Numerous maritime stakeholders independently collect unique as well as common information sets that are beneficial to the whole maritime community. The current MDA effort seeks to capitalize on effectively sharing information, rather than creating duplicative collection requirements.
- **Fusion:** The process of combining data and information in a meaningful manner to determine what significant knowledge is present in all available data. Fusion of data can fill information gaps and reduce the uncertainty in information from various sources.
- **Analysis:** Involves the integration, evaluation, interpretation, and refinement of information. It may employ automated capabilities to aid in pattern recognition, trend analysis, and anomaly detection to help predict risks.
- **Dissemination:** Uses a combination of capabilities to move the right information to the right decision maker at the right time. Access to information requires appropriate permissions, individual security certification, and system security certification to ensure adherence to legal requirements and domestic and international policies, procedures, and agreements.

In the desired state, these four functions are bound together by an architecture that provides decision makers access to information and products generated throughout the global maritime community. When combined with unique local familiarity and experience, the available information and products provide an effective understanding of the operational environment. The near-term objective is to capitalize on existing efforts by integrating these four fundamental functions to create a shared information environment.

The MDA Prototype Acceleration Project responds to the Secretary of the Navy directive, dated 17 May 2007, to rapidly field a sustainable MDA capability by August 2008. The Assistant Secretary of the Navy (Research, Development, & Acquisition), (ASN(RD&A)) designated PEO C4I as the Acquisition Lead for this effort. The MDA Prototype Acceleration Project will encompass two Spirals. Spiral 1 is primarily focused on the fielding of existing MDA tools and capabilities with relatively high technology maturity levels. Spiral 2 is the subject of this BAA. The objectives of Spiral 2 are:

- Extend and enhance the capabilities fielded during Spiral One
- Extend capabilities to the remaining numbered Fleets focusing on Atlantic and Europe
- Provide extended Fusion and Analytical Capabilities through improved automation with broader crew and cargo coverage
- Provide historical trend analysis and behavior prediction that extends beyond vessel to nodal analysis
- Provide cross data type (vessel, cargo, crew, infrastructure) anomaly detection
- Provide improved threat recognition
- Provide expanded data sharing with inter-agency and coalition partners

A Request for Information (RFI) addressing Spiral 2 topic areas was released to industry on 11 October 2007. Based on the Government's review of the RFI responses, the following BAA topics were selected.

## II. TOPIC DESCRIPTIONS

**MDA technologies of interest are categorized according to the following high level categories:**

- (1) Vessel Tracking
- (2) Cargo Monitoring
- (3) People Screening and Identity Management
- (4) Extended Maritime Interdiction Operations (E-MIO)
- (5) Broad-Based Collaboration and Visualization
- (6) Information Management, Databases, Service Oriented Architectures and Interoperability

## **Expanded descriptions of the six (6) Topic Areas:**

**(1) Vessel Tracking.** Technologies that enhance vessel tracking in a maritime environment are of interest to the MDA community. The purpose of enhanced Vessel Tracking is to stitch together data from multiple security domains and sources to provide for historical vessel tracking and initial detection of abnormal movements and events. The detection of these abnormal movements and events is called anomaly detection. The goal of anomaly detection is accomplished through increasing the number of vessels to be tracked, reducing latency, improving tracking between Areas-of-Responsibility, and through multi-INT fusion (level 1). Overall, vessel tracking and anomaly detection technologies will increase the number of analytic models, increase archived data for analysis, allow for access to commercial vessel data, and create automated rule sets for anomaly detection.

Threat detection includes the identification of vessel threats. The purpose of threat detection is to monitor and continually check situational awareness data against a set of criteria to determine possible threats to the U.S. or its assets overseas. The threat detection capability will provide the ability to give historical data, current weather, and other intelligence information and predict the behavior of vessels. Operational and Tactical customers of the MDA Prototype will compile information regarding activity that has occurred and is occurring within their operational area. This information is assessed at the Operational level to determine trends such that effective preventive and protective actions may be taken. Understanding trends within the maritime domain will enable the Operational commander to better allocate resources to: (1) detect and deter terrorist and criminal activity, (2) protect vulnerable infrastructure and operations, and (3) enable a more rapid response to terrorist or criminal activity. Overall Threat Detection technologies will increase the number of threats analyzed and reduce latency.

### **Areas of interest related to Vessel Tracking include:**

- Non-Cooperative Vessel Tracking
- Real-Time Vessel Identification
- Interfaces with the Long-Range Identification and Tracking (LRIT)
- Vessel tracking handoff across Fleet Areas of Responsibility (AORs)
- Automated Identification System (AIS) integration including Sensor Server, conversion to other systems (e.g., Global Command and Control System – Maritime)
- Automatically track vessels worldwide with available sensors and sources.
- Integration of Unmanned Autonomous Vehicles (UAV) into the Vessel Tracking solution
- Fusion of multiple data sources across the maritime knowledge base, incorporating both current and archived data.
- Technologies that use of rule sets in decision making
- Improvements to current capability to identify, locate, track and target threats
- Algorithms that provide behavior prediction and pattern recognition applicable to vessel tracking

**(2) Cargo Monitoring.** Technologies that enhance the monitoring of international cargo are of interest to the MDA community. In the United States, the DHS Customs and Border Protection (CBP) in conjunction with the US Coast Guard is primarily responsible for the security of cargo entering the US.

The purpose of cargo Threat Detection is to monitor and continually check situational awareness data against a set of criteria to determine possible threats to the U.S. or its assets overseas. The threat detection capability will provide the ability to give historical data, current weather, and other intelligence information, predict the behavior of cargo shipments. Operational and Tactical customers of the MDA Prototype will rely on the MDA Prototype to compile information regarding cargo activity that has occurred and is occurring within their

operational area. This information is assessed at the Operational level to determine trends such that effective preventive and protective actions may be taken. Understanding trends within the maritime domain will enable the Operational commander to better allocate resources to: (1) detect and deter terrorist and criminal activity, (2) protect vulnerable infrastructure and operations, and (3) enable a more rapid response to terrorist or criminal activity. Overall Threat Detection will increase the number of threats analyzed and reduce latency.

**Areas of interest related to Cargo Monitoring include:**

- Identity management of contents of containerized cargo worldwide
- Identity management of contents of bulk cargo worldwide
- Access to commercial cargo data for the purposes of determination of anomalies and threats
- Interfaces with DHS Customs and Border Protection (CBP) Automated Commercial Environment (ACE) and National Targeting System (NTS)
- Technologies that are interoperability with the World Customs Organization (WCO) Framework of Standards, International Maritime Organization (IMO) cargo standards, and International Standards Organization (ISO) cargo related standards
- Fusion of multiple data sources across the maritime knowledge base, incorporating both current and archived data.
- Technologies that use of rule sets in decision making for cargo anomalies and threats
- Improvements to current capability to identify, locate, track and target cargo threats
- Algorithms that provide behavior prediction and pattern recognition applicable to cargo

**(3) People Screening and Identity Management.** Information about people transiting the maritime environment is a critical to understanding and interpreting the maritime security environment. Identity management is concerned with the identification of these people. In many situations, this identification is required in near-real time and in environments where network connectivity is limited.

**Areas of interest related to People Screening and Identity Management includes:**

- Technologies that enhance the screening and identification of interdicted crew members and passengers
- Innovative Biometric Collection techniques
- Fusion of multiple people data sources across the maritime knowledge base, incorporating both current and archived data.
- Technologies that use of rule sets in decision making with regard to people threats
- Improvements to current capability to identify, locate, track and target people threats
- Algorithms that provide behavior prediction and pattern recognition applicable to people and their associated threats

**(4) Extended Maritime Interdiction Operations.** This topic area is primarily concerned with enhancements to the transmission of information during Extended Maritime Interdiction Operations (E-MIO). The purpose of the Extended Maritime Intercept Operations (EMIO) is to track wireless communication from boarding parties, reduce latency for data infiltration, improve boarding team safety, and automate ingestion of boarding party data into authoritative databases. E-MIO provides for the capture, dissemination, and validation/checking of data collected during a maritime interdiction operation. The EMIO capability will allow for the identification of people/cargo of interest while boarding team is still aboard and provide forward staging of data required for E-MIO planning.

**Areas of interest related to E-MIO include:**

- Technologies to support Extended Maritime Interdiction Operations (E-MIO)
- Wireless and mesh networks at sea including, but not limited to IEEE 802.11, 802.15.4 specifications

- Techniques to transmit data collected by the Boarding Party of a tactical unit for dissemination to theatre and local databases in the required timeframe
- Bandwidth-aware E-MIO applications that adapt to network conditions
- Compression algorithms for voice, video, and imagery
- Portable Satellite Communications (SATCOM)
- Voice Communications over Voice Over Internet Protocol (VOIP)
- Video Streaming over wireless networks.
- Ship-to-Ship communications using low-cost techniques sharable with coalition partners

**(5) Collaboration and Visualization.** Effective communication and collaboration with a wide variety of participants including coalition partners will be a critical determinant of successful MDA operations. The purpose of Non-classified Collaboration/Dissemination capability is to improve the speed of decision making, increase data sharing between U.S. Navy, U.S. Agencies, and non-traditional partners. This capability also provides the function to share, schedule, synchronize, and have direct on-line communications with one or more maritime partners (Chat/Chat rooms, Wikis, email, calendar, document libraries, white boarding, VoIP, shared apps). This artifact of the MDA service should consist of maintaining and making additional information available to further characterize the operating environment for the decision maker. Contextual information sources vary, and the nature of the information changes by topic. Maps, port facility overlays, etc. tend to be static and unchanging; whereas weather and environmental information tends to be much more dynamic, requiring frequent updates.

The purpose of geospatial collaboration is to improve shared situational awareness, and common geospatial views, and source data.

**Areas of interest related to Collaboration and geospatial visualization/collaboration include:**

- Technology for Broad-Based Collaboration with coalition and non-traditional partners
- Products that support non-classified collaboration over the unclassified internet to include products and tools to aggregate MDA technologies into a human user interface.
- Collaboration technologies that operate over low-bandwidth and unreliable networks
- Geospatial visualization tool(s) that link all relevant authoritative MDA data for access to all authorized users
- Toolsets that enable broad collaboration and data sharing between Maritime Operation centers, Other Government Agencies (OGAs), Non-Government Agencies (NGAs), and partner nations.

**(6) Information Management, Databases, Service-Oriented Architectures (SOA) and Information Distribution.** The goal of the Information Management topic is to maximize the effectiveness of an enterprise (e.g., military operations) by maximizing its ability to act upon information that is produced and consumed within the MDA community.

**Areas by which Information Management can be accomplished:**

- Reducing barriers to effective information use by providing notification, mediation, access control, and persistence services
- Providing an information space wherein information is managed directly, rather than delegating all information management responsibilities to applications that produce and consume information
- Focusing on user needs rather than producer preferences to ensure that information can be effectively used
- Providing tools to assess information quality and suitability of information

MDA operates in a highly decentralized and loosely coupled environment. In this environment, a SOA is the preferred (but not the only) software architecture to distribute and manage information. Guidance for SOA compliance is the Navy (PEO C4I) "Net-Centric Enterprise Solutions for Interoperability (NESI). NESI provides implementation guidance, technical criteria and reusable software components that can facilitate the design, development, and usage of information systems that support Net-Centric warfare.

**Areas of interest related to SOAs include:**

- Information dissemination techniques, data tagging techniques for pedigree analysis, and Data Warehousing
- Context Sensitive SOAs, adaptable to current operating conditions
- Refined data standards to allow seamless data sharing, to include data element tagging to facilitate pedigree determinations and caveats to data releaseability
- Consistent Data Models that support or are interoperable with existing data models including the National Information Exchange Model (NIEM), the Maritime Information Exchange Model (MIEM), the Universal Core
- Techniques and software for Distributed Access Control
- Techniques and software that support Data Mediation Services
- Techniques and software that support Attributed Base Access (allows authorization to access data based on user attributes such as what organization they work for, what their clearance is, etc. This allows data to be protected without having to pre-define access for specific users)
- Integration with the future US Navy CANES architectures

Without data and databases, MDA could not be achieved. While there are numerous government and commercial databases that are directly and indirectly related to MDA, many are not accessible due to regulatory restrictions or format incompatibilities. Moreover, once data becomes accessible, information may transverse through multiple owners, and may be modified in transit. Tagging data as it moves throughout the network becomes critical in order to be able to evaluate the quality, consistency, and usefulness of the data. In addition, a conceptual data model that provides a common vocabulary for information exchange in the MDA community of interest (COI). An approach to standardize characteristics of maritime information exchange across the MDA operational nodes is of interest here. Development of a conceptual data model (CDM) is a topic of interest here.

**Areas of interest related to data and database includes:**

- Development of a MDA Conceptual Data Model
- Identification and processing of databases related to Vessel Tracking, Cargo Monitoring, and People Screening
- Data Augmentation Services – augment sensor data with other authoritative data sources
- Information pedigree tracking technologies, such as releasability tags and digital XML signatures
- Location-aware just-in-time data distribution that conserves bandwidth and that allows information to be delivered to end-users in-time for near real-time decision making

MDA requires sharing of information between, other government agencies (e.g., Department of Homeland Security) and between the US and coalition partners. The purpose of Data Sharing with Coalition Allies is to provide access to coalition AIS data as well as other information available exclusively to coalition partners. The Operational level of this MDA Service will allow for the creation, as well as reception of maritime intelligence through collaboration and reach-back to other Regional centers, the NMIC, the theater Joint Intelligence Operations Center (JIOC), Navy Information and Operations Command (NIOC)/Fleet Information and Operations Command (FIOC), and other intelligence hubs. Intelligence is produced to identify the scope and

location of activities of interest and to assist planners and decision makers in formulating proactive actions to influence, as well as formulate, effective responses to activities in the maritime domain.

**Areas of interest related to inter-agency and coalition interoperability and information sharing include:**

- Inter-Agency Interoperability and Information Sharing
- Exchange of information between Law Enforcement Sensitive and non-Law Enforcement entities
- Tiered technology solutions to assure interoperability between U.S., allied and partner nation Global Maritime Community of interest (GMCOI) from the strategic to the tactical unit level.
- Interoperability with Command-and-Control and legacy systems (e.g., Global Command and Control System – Maritime) and MDA systems
- Near Real-Time common Operational Picture (COP) to shipboard environments including low-bandwidth environments

### **III. SELECTION PROCESS INFORMATION**

The BAA evaluation will be conducted in a two (2) stage review process as described below. Stage 1 is receipt, evaluation, and selection of technical paper; Stage 2 is a request for a detailed Statement of Work (SOW) and cost proposal to support award of a contract based on the technical paper.

#### **1. Stage 1 Process**

Stage 1 is receipt, evaluation, and selection of technical paper. BAA respondents will submit technical papers addressing the topics identified in Section II above.

#### **2. Evaluation Criteria for Stage 1**

Evaluation of technical papers will be accomplished through a scientific review of each submission using the following criteria, which are listed in descending order of importance:

- (1) Overall scientific and technical merits proposed; its relevance and feasibility to the MDA Prototype Acceleration Project;
- (2) Technical Data Rights restrictions;
- (3) Support for a SOA, Maritime Data Models, and compliance with Industry and Government standards;
- (4) Respondent relevant past performance; and.
- (5) Proposed Rough Order of Magnitude (ROM) Cost

It is the policy of SPAWAR to ensure impartial, equitable, comprehensive scientific review and to select the respondent whose proposed approach meets the Government's technical and programmatic goals. Pursuant to FAR 35.016, the primary basis for selecting proposals for acceptance shall be technical, importance to agency programs, and fund availability. Submissions will not be evaluated against each other, since they are not submitted in accordance with a common work statement. The Government intends to evaluate technical papers without discussions. However, the Government reserves the right to conduct discussions if it is determined to be

in the best interest of the Government. THE GOVERNMENT RESERVES THE RIGHT TO SELECT FOR AWARD ANY, ALL, PART, OR NONE OF THE RESPONSES RECEIVED.

### 3. Stage 2 Process

#### 1. Selected Respondents

If the Government determines that a proposed area of research and the research approach described in the technical paper is relevant to the MDA Prototype Acceleration effort, selected respondents will be invited to submit a detailed Statement of Work (SOW) and a cost proposal within 30 calendar days of notification by letter from the Contracting Officer. The Government reserves the right to request a proposal for all or a portion of a selected technical paper.

#### 2. Statement of Work (SOW)

The SOW will translate the concept described in the technical paper into activities and tasks to leading to the development of a MDA capability that can be delivered to the Government in fiscal year 2009. The SOW shall be written in a severable fashion to allow the Government to periodically assess progress and determine whether additional funds will be provided to continue research and development efforts.

The Government reserves the right to request a SOW and cost proposal based on any, all, or part of the technical papers. The proposed statement of work (SOW) will be incorporated as an attachment to the resultant award instrument. To this end, such technical papers must include a severable, self-standing SOW without any proprietary restrictions, which can be attached to the contract or agreement award. All proposed contract deliverables shall be clearly identified.

#### 3. Cost Proposal

The cost proposal shall contain cost estimates sufficiently detailed for meaningful evaluation, including cost details for proposed subcontractors. For estimating purposes, offerors should assume use a contract award date of 26 May 2008. The cost proposal must include the total cost of the project by major task, and correspond to the schedule/period of performance provided in the technical paper.

##### **Required information for cost proposal:**

- a. Direct labor. Identify all required labor categories, labor hours, and direct labor rates.
- b. Estimate of material and operating costs.
- c. Costs of equipment, based on most recent quotations and broken down in sufficient detail for evaluation.
- d. Travel costs and time, and the relevance to stated research and development objectives.
- e. Publication and report costs.
- f. Subcontract costs and type (portion of work to be subcontracted and rationale)
- g. Consultant fees (indicating daily or hourly rate) and travel expenses; include a description of the nature of a need for any consultant's participation.
- h. Overhead rates.
- i. Other direct costs.

### IV. INTELLECTUAL PROPERTY

Applicants responding to this BAA shall identify all aspects of the intellectual property; technical data, hardware, and software that it plans to generate, develop, and/or deliver under any proposed award instrument in which the Government will acquire less than unlimited rights, and to assert specific restrictions on those

deliverables. Applicants shall follow the format under DFARS 252.227-7017 for this stated purpose. In the event that offerors do not submit such a list, the Government will assume that it automatically has unlimited rights to all intellectual property, technical data, hardware, and software developed under any award instrument. Furthermore, the Government will assume that it has unlimited rights to all intellectual property, technical data, hardware, and software developed under any award instrument that is not listed. Offerors are advised that the Government may use the list during the evaluation process to evaluate the impact of any identified restrictions. If no restrictions are intended, the offeror should state "NONE".

Applicants must include all documentation proving your ownership of or possession of appropriate licensing rights to all patented inventions (or inventions for which a patent application has been filed) that will be utilized under your proposal. If a patent application has been filed for an invention that your proposal utilizes, but the application has not yet been made available to outside organizations and contains proprietary information, you may provide only the patent number, inventor name(s), assignee names (if any), filing date, filing date of any related provisional application, and a summary of the patent title.

## **V. APPLICATION AND SUBMISSION INFORMATION**

### **1. Technical Paper Format**

Technical papers must cite the BAA number and the topic name. Technical papers shall be no longer than 15 pages (not to exceed five pages of administrative information to include a cover page, relevant past experience, and ROM cost estimate). A page is defined as an 8 ½ x 11-inch paper, single-sided, one-inch margins, and a typeface of 10-pitch. Technical papers lacking key information or sections or substantially deviating from the required format will not be evaluated. Submissions exceeding the page limitation will only be evaluated up to the page limitation; pages in excess of the established limits will not be read or evaluated.

### **2. Technical Paper Topic Submission**

Applicants may make at most one technical paper submission per topic; each technical paper must be submitted separately. Multiple topics MAY NOT be submitted in one volume. Submission by consortium of companies is encouraged; however, each consortium submission must specify a "lead" offeror for that submission. Applicants that participate in a consortium may also submit technical papers as long as they are not designated the lead for the consortium.

### **3. Technical Paper Content**

Technical papers may address research and development efforts related to hardware, software, databases, data sources, algorithms and processes. Technical papers shall describe (a) proposed objectives and approach; (b) expected outcome and impact; (c) a specific description of any equipment/hardware and/or software licenses that is required to perform the work. This description should indicate whether or not each piece of equipment/hardware/software will be included as part of the deliverable item under the resulting award and should identify the component, nomenclature, and configuration of the equipment/hardware/software proposed to be purchased for this effort; (d) preliminary schedule; (e) identification of risks; (f) provide relevant past experience of no more than 5 contracts (Government or Commercial) within the last 5 years; and (g) ROM cost.

### **4. Time and Date of Submission**

Technical papers must be submitted electronically by 10:00 a.m. PST on 30 January 2008 and should be unclassified.

### **5. Submission of Electronic Proposals**

Applicants shall submit their technical papers electronically to SPAWAR under the instructions contained in this provision. Applicants shall submit their signed technical papers as either scanned ("TIFF") or "PDF" documents except for the cost proposal, which shall be an MS Excel document. Electronic copies shall be submitted via the SPAWAR E-Commerce Central (SPAWAR E-CC). Offerors submitting electronic proposals (e-Proposals) shall register in the SPAWAR E-CC and select their own password in order to submit a proposal. Offerors are required to read the "Submitting a Proposal?" web page found in the SPAWAR E-CC. For information about "e-Proposal" submission, please visit the SPAWAR E-CC. The URL for the SPAWAR E-Commerce Central is <https://e-commerce.spawar.navy.mil>.

Each electronic file shall also be clearly marked to show the proposal volume number, solicitation number, offeror's name, and topic. File names must begin with one of the following six topic words, followed by an underscore and then your company name. Example: Vessel\_XYZ Inc.doc would indicate a paper on the Vessel topic from Company XYZ Inc in a PDF document format. This file naming convention will allow more systematic cataloging and distribution of the papers for evaluation. The file names for the topic areas covered by this BAA are listed below:

Vessel  
Cargo  
People  
Interdiction  
Collaboration  
Information

E-Proposal files shall not contain classified data. The offeror's e-proposal shall be in accordance with the requirements set forth below: (1) Adobe Acrobat version 4.01 or greater shall be used to create the "PDF" files, EXCEPT FOR COST PROPOSALS WHICH WILL BE AN MS EXCEL DOCUMENT. (2) The proposal submission files may be compressed (zipped) into one, self-extracting file entitled "PROPOSAL.ZIP" using WinZip version 6.3 or greater. (3) Cost or Pricing Type Data: All information relating to cost and pricing type data shall be included only in the section of the proposal designated by the Contracting Officer as the Cost Proposal. Under no circumstances shall cost and pricing type data be included elsewhere in the proposal. Paragraph cross-referencing between Cost Proposal paragraphs and technical/management proposal paragraphs is requested to provide clarity. Cost or Pricing Data shall be an "XLS" (MS Excel) document.

Bids and proposals submitted electronically will be considered "late" unless the bidder or offeror completes the entire transmission of the bid or proposal prior to the due date and time for receipt of bids or proposals. This paragraph (c) supplements the submission, modification and withdrawal of bids and proposals coverage found at FAR 52.212-1 "Instructions to Offerors--Commercial Items", FAR 52.214-7 "Late Submissions, Modifications, and Withdrawals of Bids", FAR 52.214-23 "Late Submissions, Modifications, Revisions, and Withdrawals of Technical Proposals under Two-Step Sealed Bidding", or the FAR 52.215-1 "Instructions to Offerors--Competitive Acquisition".

## **VI. ELIGIBILITY INFORMATION**

All responsible, potential applicants from academia and industry are eligible to submit technical papers. SPAWAR encourages proposals from Black Colleges and Universities, Minority Institutions (including Hispanic Serving Institutions and Tribal Colleges and Universities) and minority researchers, as well as Small Businesses, HUBZone Small Businesses, Small Disadvantaged Businesses, Veteran-Owned Small Businesses (including Service-Disabled Veteran-Owned Small Businesses), and Women-Owned Small Businesses. However, no portion of this BAA is set aside for a specific group. BAA respondents may be foreign firms or

may team with foreign firms as long as the firm meets the criteria in this BAA, and the Government is otherwise permitted to conduct business with the firm.

## VII. AGENCY CONTACTS

All questions regarding this BAA shall be submitted in writing to the Contract Specialist, Heidi Radaford, (619) 524-7386, e-mail: [heidi.radaford@navy.mil](mailto:heidi.radaford@navy.mil), with a copy to the Contracting Officer, Frederick Renz, email: [frederick.renz@navy.mil](mailto:frederick.renz@navy.mil). All questions received regarding the BAA will be answered by posting both the question and the answer to the SPAWAR E-Commerce Central website; accordingly, questions shall NOT contain proprietary or classified information, or be marked as proprietary or business sensitive by the submitter. The Government does not guarantee that questions received after **11 January 2008** will be answered. No hard copy version of this solicitation will be available.

## VIII. AWARD INFORMATION

### 1. Award Notices

Each applicant will receive notification of the award status of their submission. Applicants can expect to receive notification approximately six (6) weeks after completion of the evaluation process. SPAWAR reserves the right to fund all, some, or none of the technical papers received under this BAA. The Government also reserves the right to select for award some portion(s) of the technical papers received; in that event, the Government may request a SOW and cost proposal for negotiation all, or portions, of a given technical paper. The Government may incrementally fund any award issued under this BAA. SPAWAR provides no funding for direct reimbursement of technical paper development costs. Technical papers and cost proposals (or any other material) submitted in response to this BAA will not be returned.

Upon favorable notification after Stage 1 evaluation the applicant(s) will be invited to submit a complete proposal (Stage 2) within 30 calendar days of notification by the Contracting Officer. Such notification will confirm that the applicant(s) technical paper addresses concept. **No debriefings of technical papers will occur.**

**Funding of the MDA Project BAA is currently awaiting official approval from Congress. A decision to fund the MDA Project is expected in Early 2008.**

## IX. ADDITIONAL INFORMATION

### 1. Organizational Conflict of Interest (OCI)

- (a) The applicant(s) attention is directed to FAR Subpart 9.5 relating to organizational conflicts of interest.
- (b) If applicable, prospective applicant(s) are requested to furnish with their technical papers information that may have a bearing on any existing or potential conflict of interest.
- (c) It is the applicant(s) responsibility to identify and disclose conflicts of interest. The applicant(s) shall address any potential conflicts of interest in their proposals and include a plan to mitigate all conflicts of interest. The Government intends to evaluate the mitigation plan only of the apparent successful applicant(s) (if that applicant(s) has submitted a mitigation plan). The mitigation plan will not be part of the technical evaluation. However, the Government may reject proposals containing any organizational conflicts of interest not adequately mitigated. The proposed mitigation plan must mitigate all conflicts of interest such that the full scope of work contemplated in this solicitation may be performed by the contractor. If the applicant(s) was aware of OCI issues prior to award, or discovered other conflicts after award, and fails to disclose them, or misrepresents relevant information to the Contract Officer, the Government may terminate the applicant(s) for

default, seek to debar the applicant(s) from Government contracts, or pursue other remedies permitted by law or this contract.

(d) An OCI mitigation plan, if submitted, should address but not be limited to the following information:

- How the company plans to identify and track actual or potential OCIs
- How source selection information or proprietary data will be physically safeguarded (e.g., locked file cabinets, safes, etc...)
- How company personnel working on the contract will be segregated from the rest of the company workforce and, if need be, report through separate chains of command;
- How data security measures, including computer workstations dedicated to the contract will be in separate, secure areas and require unique passwords for access;
- How the company handles an improper disclosure of sensitive information and how that is communicated to the Contracting Officer;
- How the OCI clause is flowed down to subcontractors and how that is administered;
- Training of personnel in their non-disclosure and procurement integrity responsibilities and penalties the company may impose if sensitive information is disclosed;
- The process the company goes through to obtain Non-Disclosure Agreements executed between it and subcontractors as well as those signed by company employees.

## **2. Unauthorized Disclosure**

Technical papers and cost proposals submitted under this BAA will be protected from unauthorized disclosure in accordance with FAR 3.104-5 and 15.207. Government personnel will perform the evaluation of technical papers. NO support contractors will be utilized as subject-matter-expert technical consultants, but may be used as support personnel. Technical papers selection and award decisions are solely the responsibility of Government personnel. Each support contractor's employee having access to Technical papers and cost proposals submitted in response to this BAA will be required to sign a non-disclosure statement prior to receipt of any technical papers submissions.