

Environment and Forestry Directorate
Rural and Environment Science and Analytical
Services Division



Scottish Government
Riaghaltas na h-Alba
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Institute of Research and Technology
Food and Agriculture of the Catalonia
Government

Our ref: CR/2013/21
6 April 2017

Dear Sir/Madam

**ASSESSMENT OF THE WELFARE OF CALVES FOLLOWING LONG-DISTANCE
TRANSPORT FROM SCOTLAND TO SPAIN
TENDER REF: CR/2013/21**

1. You are hereby invited by the Scottish Ministers to tender for the above mentioned contract.
2. The Invitation to Tender (ITT) relates to a proposed Contract award to a single supplier (consortia, or Prime contractor) to fulfil the requirement.
3. This ITT contains the information and instructions that the Potential Supplier needs to submit a Tender.
4. Your tender must be in accordance with the Instructions for Tenderers, Terms and Conditions (Schedule 9) and Form of Tender (Schedule 8) enclosed.
5. You must respond to each of the questions in the Selection and Award Criteria Sections and provide the information requested in the Pricing Schedule (Schedule 2).
6. Tenders must arrive no later than **12 noon on 20 April 2017**. Your tender must be submitted by e-mail to me [Redacted]@gov.scot
7. The Scottish Ministers are not bound to accept any tender Offer received.
8. You are requested to submit your Tender in Microsoft Office Word or PDF format and all pages must be numbered.

9. Tenderers must submit their completed tenders as a single document except for Schedule 2 which should be separated from the technical response and attached as a separate document.
10. Please do not include your tender price within your technical response document – we only need this within Schedule 2.
11. If your tender does not accord with all the requirements of this Invitation to Tender it may not be considered.

Yours faithfully

[Redacted]



**The Scottish
Government**
Riaghaltas na h-Alba

INVITATION TO TENDER FOR:

**ASSESSMENT OF THE WELFARE
OF CALVES FOLLOWING LONG-
DISTANCE TRANSPORT FROM
SCOTLAND TO SPAIN**

TENDER REFERENCE – CR/2013/21

ASSESSMENT OF THE WELFARE OF CALVES FOLLOWING LONG-DISTANCE TRANSPORT FROM SCOTLAND TO SPAIN

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INSTRUCTIONS FOR TENDERERS

1. It is the responsibility of the Tenderer to obtain for themselves at their own expense any additional information necessary for the preparation of their tender.
2. All information supplied by the Scottish Ministers in connection with the Invitation to Tender shall be treated as confidential by Tenderers except that such information may be disclosed for the purpose of obtaining sureties and quotations necessary for the preparation and submission of the tender.
3. Tenderers may submit a tender using their own text creation facilities: However the content and layout must be identical to the Scottish Government version of the relevant sections of the tender, and it must be in the same order.
4. All information submitted to the Scottish Ministers may need to be disclosed and/or published by the Scottish Ministers. Without prejudice to the foregoing generality, the Scottish Ministers may disclose information in compliance with the Freedom of Information (Scotland) Act 2002, (the decisions of the Scottish Ministers in the interpretation thereof shall be final and conclusive in any dispute, difference or question arising in respect of disclosure under its terms), any other law, or, as a consequence of judicial order, or order by any court or tribunal with the authority to order disclosure.
5. Further, the Scottish Ministers may also disclose all information submitted to them to the Scottish or United Kingdom Parliament or any other department, office or agency of Her Majesty's Government in Scotland or the United Kingdom, and their servants or agents. When disclosing such information to either the Scottish Parliament or the United Kingdom Parliament it is recognised and agreed by both parties that the Scottish Ministers shall if they see fit disclose such information but are unable to impose any restrictions upon the information that they provide to Members of the Scottish Parliament, or Members of the United Kingdom Parliament; such disclosure shall not be treated as a breach of this agreement.
6. Accordingly, if you consider that any of the information included in your Invitation to Tender is commercially confidential please identify it and explain (in broad terms) what harm might result from disclosure and/or publication. It should be remembered though, that, even where you have indicated that information is commercially sensitive, Scottish Ministers may disclose this information where they see fit. Receipt by the Scottish Ministers of any material marked "confidential" or equivalent should not be taken to mean that the Scottish ministers accept any duty of confidence by virtue of that marking.
7. Scottish Ministers may publish, on the Scottish Government website, the names and contact details of companies who have been issued with an Invitation to Tender.
8. This ITT and any associated correspondence are subject to the laws of copyright and must not be reproduced, whether in whole or in part, without the prior written consent of The Authority.
9. You may not in any way advertise or publicly announce that you are entering into discussions with and/or undertaking work for the Scottish Government without the Scottish Ministers prior written consent.

10. The Invitation to Tender is issued on the basis that nothing contained in it will constitute an inducement or incentive nor will have in any other way persuaded a Tenderer to submit a Tender or enter into any contractual agreement.

11. The Scottish Ministers reserve the right to reject any tender which, in their opinion, does not comply with the Specification of Requirements.

13. Any Tender that does not accord with all the requirements herein and in the covering letter may not be considered.

14. Schedule 6 of this ITT contains the Selection Criteria questions. Tenderers are required to submit a response to each question. Any tenderer who is deemed to have failed to provide an acceptable response to any or some of the Selection Criteria questions, may not be considered further and therefore may not have their tender accessed against the Award Criteria.

15. The evaluation criteria will include consideration of quality as well as price. Each tender will be subjected to a technical and commercial analysis. The aim of the evaluation is to select the tender which represents the Best Price Quality Ratio (BPQR). The BPQR for this ITT is 70:30 in favour of Quality.

17. Full details of the Selection Criteria, Award Criteria and Tender Evaluation methods are contained in the document attached below. The attached document should be read in conjunction with the Schedule 7 (Technical Proposal) and Schedule 2 (Pricing).



ITT - Tender
Evaluation Guida...

18. It is a condition of participation in this Procurement Exercise that the Tenderer accepts the Scottish Government Terms and Conditions attached in Schedule 9.

19. Should a tenderer fail to comply with these terms, Scottish Government reserve the right to eliminate (at its sole discretion) that tenderer from any further participation in the Procurement Exercise.

20. Tenders shall remain valid and open for acceptance for 4 months after the Tender return date. In exceptional circumstances, the Authority's point of contact may request that the Tenderer extend the validity period for a specified additional period. Except for manifest error or as may otherwise expressly be agreed by both the Authority and the Tenderer, the contents of submitted Tenders will be deemed to be binding upon the Tenderer and open for acceptance by the Authority for the duration of the validity period. The Tenderer is therefore cautioned to verify its proposal before submission to the Authority since it is the Tenderers responsibility to ensure that a full appreciation, understanding and comprehension of the Services required, stated or implicit has been achieved prior to Tender submission. No claims will be accepted for items that arise from the Tenderers failure to meet these requirements.

21. The documents required to be completed for your submission response are:

- Schedule 2 (Pricing) as a separate document;
- Schedule 4 (Approved Subcontractors);
- Schedule 5 (Commercially Sensitive Information);
- Schedule 6 (Selection Criteria);
- Schedule 7 (Technical Criteria);
- Schedule 8 (Form of Tender);

22. The Scottish Ministers reserve the right to reject or disqualify a Tenderer where:

- the Tenderer fails to comply fully with the requirements of this Invitation to Tender and/or;
- the Tenderer is guilty of serious misrepresentation in relation to its Tender and/or the Tender process; and/or;

there is a change in identity, control, financial standing or other factor impacting on the selection and/or evaluation process affecting the Tenderer.

23. Any Tenderer who directly or indirectly canvasses any officer, member, employee, or agent of the Scottish Ministers concerning the award of the Contract and/or the process leading to that award or who directly or indirectly obtains or attempts to obtain information from any such officer, employee or agent or concerning any other Tenderer, Tender, or proposed Tender may be disqualified.

24. Any Tenderer who:

- fixes or adjusts the amount of its Tender by or in accordance with any agreement or arrangement with any other party; or
- communicates to any party other than the Scottish Ministers the amount or approximate amount of its proposed Tender or information which would enable the amount or approximate amount to be calculated (except where such disclosure is made in confidence in order to obtain quotations necessary for the preparation of the Tender or insurance or any necessary security); or
- enters into any agreement or arrangement with any other party that such other party will refrain from submitting a Tender; or
- enters into any agreement or arrangement with any other party as to the amount of any Tender submitted; or
- offers or agrees to pay or give or does pay or give any sum or sums of money, inducement or valuable consideration directly or indirectly to any party for doing or having done or causing or having caused to be done in relation to any other Tender or proposed Tender, any act or omission;

will (without prejudice to any other civil remedies available to the Scottish Ministers and without prejudice to any criminal liability which such conduct by a Tenderer may attract) be disqualified.

25. Tenders should arrive not later than **1200 noon on Thursday 20 April 2017**. It is the responsibility of all Tenderers to ensure that their tender is delivered not later than the appointed time.

SPECIFICATION OF REQUIREMENTS

Background

Calves of 6-8 weeks old and approximately 60-80 kg body weight are transported from an assembly centre in Dalry in Scotland to Northern Spain – close to Barcelona (Vilarta) via a control post in Northern Ireland (Randalstown) and an assembly centre in France (Cherbourg). The calves are collected from a large number of different farms and gathered together at an assembly centre at Dalry, Ayrshire. At loading, they are inspected by a private vet for export certification and by officials of the Scottish Government veterinary service. They are transported by road to the short vehicle ferry crossing from Cairnyan to Larne in Northern Ireland, then a minimum 24 hour rest period (usually 30-31 hours) at a control post at Randalstown. Different transporters and control posts are used. The calves are then taken to Rosslare in the Republic of Ireland or to the port of Dublin for a 17-21 hour vehicle ferry crossing to Cherbourg. They are then rested at a control post or assembly centre such as Pignet Jean Luc for a minimum of 12 hours (including feeding and watering) before transport to Vilarta or Ganaderia les Valls with a mid-journey rest stop for checking of the animals and ventilation at appropriate locations in France. In total, the journey takes three or four days including rest stops and involves two ferry crossings.

Objectives

The main key objectives of the study are:-

- To assess the impacts of transportation on long, trans-continental export journeys on the welfare of young calves
- To correlate where possible any observed changes in calf welfare or health status with transport conditions, events, practices and identifiable stressors
- To assess the welfare and health of the calves during a post-transport recovery period of up to 14 days at the final destination
- To incorporate all of these collected experimental data in to a Risk Assessment and Risk Analysis in order to identify the major risks during long distance transport (and during the post-transportation recovery period) that impact upon calf health and welfare
- To use the outputs of the experimental study and associated Risk Analysis to form the sound scientific basis for the development of strategies to improve the welfare of the animal during transport and during the recovery period following commercial transportation .

In order to achieve these key objectives, four specific experimental approaches will be adopted:

WP1. Full characterization and description of the procedures and conditions during the different stages of transport (collection, loading, in transit and unloading etc.) to support the identification of the main factors that might affect the welfare of calves during long journeys.

WP2. Welfare assessment of calves at departure, arrival to the assembly center and during the following days of recovery.

WP3. Assessment of the impact on animal welfare of the main risk factors.

WP4. Proposal of best practices to improve the welfare of the calves during long transport.

Material and methods

6-8 week old (weaned) calves of approximately 60-80kg body weight will be employed for this study. The calves will be delivered from a range of farm locations to an Assembly Centre at Dalry in Ayrshire, Scotland. The animals will be inspected and welfare assessments made at the Assembly Centre following collection of the group for export. Selected sentinel animals will be fitted with collars carrying data loggers to record thermal conditions around the animals and to record also accelerations in three planes to assess both animal activity and forces imposed on the animals by the transport process and vehicle movement. The commercial journeys studies will consist of 8 identifiable phases:-

- (i) Road and ferry transportation from Dalry Assembly Centre in Scotland to a control post in Randalstown Northern Ireland
- (ii) A rest period off the vehicle in the Control Post of at least 24 hours and more probably 30-31 hours with appropriate feeding, watering and bedding
- (iii) A further road journey from the Control Post to a port of departure in the Irish Republic (e.g. Rosslare or Dublin)
- (iv) Loading of the vehicle on to a ferry vessel for a sea journey to Cherbourg (17-21 hours at sea)
- (v) A short journey following unloading of the truck from the ferry vessel to a Control Post (CP) or Assembly Centre (AC) in France (approximately one hour journey)
- (vi) A rest period at the CP / AC for a minimum of 12 hours (unloading, feeding and watering provided)
- (vii) Trans-shipping on to a second vehicle
- (viii) Road transportation to the final destination (Vilarta) in Spain

The frequency of these commercial export journeys is currently twice per month throughout the year. Each journey will involve the use of a minimum of two vehicles. One or two UK/Irish vehicles to complete the transportation of the calves from their origin (AC) in Scotland to Ireland and then on to France and a Spanish vehicle that will complete the transportation to the final destination.

The experimental study will be organized in four work packages (WPs) according to the specific objectives. The project will start in May 2017 and will last 18 months.

The experimental studies of commercial journeys (WP1 and WP2) will be undertaken during a 15 month period at the beginning of the study to ensure that data are obtained that will be representative of the weather and conditions encountered over a whole year (including summer and winter journeys). The risk assessment (WP3) and the

recommendation of best practices (WP4) will be carried out during the last three months of the project. The study will be coordinated by IRTA (Spain) in collaboration with SRUC (UK).

WP1: Full characterization and description of the procedures and conditions during the different stages of transport (collection, loading, in transit and unloading etc.) to support the identification of the main factors that might affect the welfare of calves during long journeys

Information and opinions relating to the long distance transportation of calves and the main risk factors impacting upon their health and welfare during long journeys will be collected by means of questionnaires circulated to farmers, managers of the assembly centre and control post and transport drivers. The questionnaires will be developed and tested by IRTA (Spain) and SRUC (UK) during the first month of the project and will cover the following aspects:

a) Before starting the journey fitness of the calves for transportation will be determined by mandatory inspection and approval. The details of the findings of this inspection will be recorded and will be supplemented by further assessments of a range of factors that might affect the capacity of the calves to cope with the transport. Specific data collected will include the animals' age, body weight, breed and gender as well as any available health and treatment records). Data will also be compiled concerning the farm of origin, transport means and conditions during the journeys to the assembly centre, handling of the animals in the assembly centre, time of arrival of the animals to the assembly centre and time of departure, administration of any treatment etc. The questionnaire will gather also information about the facilities of the assembly center: space allowance of the lairage, the amount and type of bedding material, temperature control systems, disinfection protocol, type and amount of food available and milk replacer administered, etc. Full details of the vehicle(s) used for the early stages of the long journeys i.e. from Scotland to Ireland and from Ireland to France will also be obtained at this stage. Copies of the journey log and all authorizations will be obtained for each journey studied. The information at Assembly Centre (origin) will be collected by SRUC. Both SRUC and IRTA will provide drivers on every stage of the journey with a template of a report form that is to be completed by the driver during the journeys and on which they will record some defined details of the journey, the weather, the condition of the animals and practices employed and events in transit as well as any additional comments the drivers choose to make.

b) Upon arrival at the final destination in Spain (e.g. Vilarta) further information relating to the design of the lorry used upon the final stage of the journey will be collected (e.g. equipment, suspension, pen sizes and structures, separations, space allowance, ventilation systems, bedding and feed and water provision). In addition, details of the transport conditions (duration, temperature and humidity during the journey, stops, incidences and outcomes of routine animal inspections at stops) will be collected by IRTA. Information about the unloading, lairage design and management of the animals on arrival will be assessed also.

- c) During the days following arrival (for up to 14 days post-arrival), records of the management of the animals, health records and the administration of antibiotics and other treatments to calves will be gathered by IRTA.

WP2. Welfare assessment of the animals at departure, on arrival and during the following recovery days

During the study, the welfare and health of the calves will be assessed by agreed and standardized procedures at 4 key stages:

- 1) At departure (UK), to gather information about the health and welfare status and general baseline condition of the animal prior to transport.
- 2) Immediately upon arrival at the final destination (Spain), to assess the effect of transport on animal welfare and health.
- 3) Fourteen days after arrival to assess the recovery of the animal from transport.
- 4) During the journey measures
 - a. Temperature and humidity in the truck (by means of collars attached to the calves)
 - b. Calf activity measured by accelerometry packages attached to the calf collars
 - c. External thermal conditions (or meteorological records)
 - d. Drivers notes and comments – according to pre-determined structure (see above)

The protocols with the measures and the methodology will be validated by IRTA and SRUC during the first month of the project in preliminary trials. The welfare assessment will be based on the standardized protocols developed in the European projects Welfare Quality (www.welfarequalitynetwork.net) and Controls Post (www.contropost.eu). The welfare is assessed upon 12 criteria related to good feeding, appropriate environment, good health and appropriate behavior. Thus the assessment is independent of the transport system and accommodation.

The measures included in the protocol to be assessed during the three critical stages will be:

- Body condition
- Cleanliness
- Lesions (claw, joint, bursae, spots of hard skin, bitten tail/ear)
- Lameness
- Respiratory disorders (coughing, abnormal breathing, nasal discharge)
- Ocular discharge
- Diarrhea
- Bloated rumen
- Sickness
- Mortality
- Social behaviour
- Abnormal behaviour
- Body temperature (rectal)

Furthermore, 10-20 animals in each transport will be randomly selected to for attachment of the collars (as described above). For each of these animals body weight

and body temperature will be determined. The loading location (lorry pen number) of each of these “sentinel animals” will be recorded at the assembly centre. The drivers will be asked to record the corresponding pen location information for the sentinel calves in the Control Post and on the vehicles transporting the animals between Ireland and France and France and Spain.

Upon arrival in Spain blood samples will be obtained by simple venepuncture from the 10-20 sentinel animals (using appropriate volumes and anti-coagulants). Further blood samples will be obtained from the same animals at intervals during the post transport recovery period.

Blood samples will be analyzed for plasma or serum concentrations of glucose, triglyceride, non-esterified fatty acids (NEFA-fasting), beta-hydroxy-butyrate, along with determination of hematocrit (dehydration), differential leucocyte counts including r neutrophil / lymphocyte (immune status), concentrations of markers of oxidative stress, enzyme markers of tissue damage and dysfunction (including plasma creatine phosphokinase activity) and selected cytokine markers for stress, inflammation and injury including bovine IL-6.

The welfare and health assessment and baseline measures departure from Scotland will be carried out by SRUC, and the sampling, measures and assessments upon arrival and during the recovery period (14 days) by IRTA. The blood samples will be analyzed by IRTA and SRUC as required.

WP3. Assessment of the impact on animal welfare of the main risk factors

During the last two months of the project, the data collected in WP1 and WP2 will be analysed together and a quantitative risk assessment will be carried out on calf welfare during long distance transport from Scotland to Spain. This will allow identification and characterization of the most important hazards prior to departure and during transport. In turn this will facilitate assessment of the effects of exposure of the animals to these potential hazards and calculation of their magnitude and risk to afford a ranking according to their severity and duration.

WP4. Best practices to improve the welfare of the calves during long transport

Once the major hazards are identified, the last step will be to propose best practices to reduce the negative impact of these factors.

Duration: 18 months

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
WP1: Identification main factors																		
WP2: Welfare assessment																		
WP3: Risk assessment																		
WP4: Best practices																		

Summary

It is thus intended to monitor and record data from a minimum of 12 and up to 15 commercial long distance calf export journeys between Scotland and Spain over a 15 month period. For each journey the detailed welfare and health status will be determined for up to 20 individual calves deemed to be "sentinel animals". These animals will be fitted with collars to record thermal conditions on the vehicle and activity of the individual calves during every component of the journey. The remainder of the load will be subject also to the general assessment of welfare and health status. Detailed records of every journey in terms of vehicles and practices employed and journey events will be obtained for every journey. All the mandatory and supplementary documentation required for each journey will be obtained also. Following arrival in Spain the standardised health and welfare assessments will be repeated and then blood samples obtained for determination of a wide range of biomarkers indicative of metabolic status of the calves, the imposition of physiological stress, tissue damage and dysfunction, injury, inflammation and infection. Blood samples obtained during the 14 day recovery period will allow monitoring of changes in all of these biomarkers during post-transport recovery

The study will allow identification and characterization of the main risk factors that might impact upon calves during long export journeys and may facilitate the development of strategies to minimise stress during such journeys and to improve practices and transport conditions to ensure optimal welfare of the transported calves in commercial practice.

Timing and Budget

The work is expected to start in May 2017. The estimated budget for this is £40k - £49k.

Ownership of Outputs

The Intellectual Property Rights (IPR) for this project rest with the Contractor.

Sustainability

The sustainability agenda is of growing importance to the Scottish and UK Governments and the wider public sector. Where services are provided that have sustainability implications, public sector customers need to assure themselves that actions taken on the basis of services is congruent with the organisation's sustainability/corporate social responsibility (CSR) objectives and help them to meet their targets. The Scottish Government's Environmental Policy is as follows:-

<http://www.scotland.gov.uk/Resource/0045/00458528.pdf>

It is therefore of crucial importance that Contractors and their Subcontractors are increasingly knowledgeable about both the sustainability implications of their services, and public sector objective, policies, standards, targets and legislation. This includes