



REQUEST FOR PROPOSALS

Title	Rescue Tugboat Best Available Technology Assessment
LRFP Number	8010.21.01
Project Manager	Alan Sorum
Submittal Deadline	August 31, 2020
Award Announcement	September 18, 2020

Submit Proposals to:

Alan Sorum - PWSRCAC Project Manager
Prince William Sound Regional Citizens' Advisory Council
Post Office Box 3089
130 South Meals, Suite 202
Valdez, Alaska 99686

or

via email at the following address:
alan.sorum@pwsrcac.org

To verify receipt of proposal, proposer must contact Alan Sorum before the submittal deadline.

Citizens promoting environmentally safe operation of the Alyeska terminal and associated tankers

RFP#8010.21.01

Form revised 3/2010

Page 1 of 10

Proposal submission requirements:

- a. Proposals shall be submitted in electronic form in Adobe Portable Document form (PDF) (Acrobat 7.0 or later). The PDF file for the proposal itself shall be created directly from the authoring application. It is permissible but not preferred for appendices and other attachments to the proposal to be submitted in scanned PDF format.
- b. To assure consideration, proposals must be received by Prince William Sound Regional Citizens' Advisory Council (PWSRCAC) by the deadline. Proposals received after the deadline may be considered but only if they can be accommodated by PWSRCAC's review process. Additional information provided after the deadline may also be considered but only if such information can be accommodated by the review process.

Inquiries regarding this request for proposals shall be directed to the project manager named above via email.

REQUEST FOR PROPOSALS

The PWSRCAC is inviting proposals from a contractor to assess current best practices and use of technology in the design of highly capable rescue tugboats. Using the standards described in this process, a comparison will be made to the vessel currently being used for this purpose in Prince William Sound.

ABOUT PWSRCAC

MISSION STATEMENT: Citizens promoting environmentally safe operation of the Alyeska terminal and associated tankers.

PWSRCAC was formed following the Exxon Valdez oil spill to advise Alyeska Pipeline Service Company and the public on issues related to oil spill prevention and response and mitigating the

Citizens promoting environmentally safe operation of the Alyeska terminal and associated tankers

environmental impacts of terminal and tanker operations. PWSRCAC also advises oil shippers, regulatory agencies and elected officials on these issues.

PWSRCAC's membership comprises communities affected by the Exxon Valdez oil spill and interest groups with a stake in safe oil transportation in the region. PWSRCAC's 18-member organizations are communities and boroughs impacted by the 1989 Exxon Valdez oil spill, as well as Native, commercial fishing, aquaculture, recreation, tourism and environmental representatives.

PWSRCAC was chartered as a non-profit corporation by the State of Alaska on December 26, 1989. PWSRCAC is funded under a contract with Alyeska and is certified as the alternative voluntary advisory group for Prince William Sound under the Oil Pollution Act of 1990 (OPA 90).

Please note: All of PWSRCAC's products and the products resulting from contracts are considered public information. Proposals and work plans may be distributed throughout the organization for review and comment. Proprietary information should not be submitted in any proposal. PWSRCAC will not knowingly reveal the contents of a proposal that is not subsequently accepted for contract; however, PWSRCAC accepts no liability should such contents inadvertently be revealed to third parties.

Citizens promoting environmentally safe operation of the Alyeska terminal and associated tankers

RFP#8010.21.01

Form revised 3/2010

Page 3 of 10

1. PROJECT

INTRODUCTION

PWSRCAC has long had an interest in the capabilities of vessels used within Prince William Sound. Past research projects have included the Council's participation in SAFETUG II, a study by Det Norske Veritas (DNV) evaluating the effective escort notations of the Enhanced Tractor Tug (ETT) and Prevention and Response Tug (PRT) vessels, and studies by Robert Allan, Ltd.¹ reviewing best practices in design of escort tugboats. One goal of the Council has been to use data developed through these efforts to establish a baseline that can be used to determine what constitutes best available technology and identify gaps in use of this technology.

A guidance document used in Prince William Sound Tanker Escort System is the Vessel Escort and Response Plan (VERP). In part it requires a tugboat capable of ocean escort and rescue service be stationed at the Hinchinbrook Entrance to Prince William Sound. This tugboat serves as a sentinel escort for tankers transiting in or out of the Gulf of Alaska to 17 miles off Cape Hinchinbrook.

PWSRCAC's Port Operations and Vessel Traffic Systems (POVTS) Committee believes adoption of the highest standards representing use of best available technology for rescue tugboats represents a true chance to implement a preventive measure that will reduce crude oil spills in Prince William Sound and the Gulf of Alaska. The project will seek to assess and describe the current worldwide best practices being used in the design and operation of highly capable rescue tugboats. Using the resulting description of best practices, a comparison will be made with the Anchor Handling Tug Supply (AHTS) vessel Ross Chouest and Edison Chouest Offshore 4517 class tugboats.

¹ A Review of B.A.T. for a Sentinel Tug Stationed at Hinchinbrook Entrance. 2014
Sentinel Tug Requirements for Gulf of Alaska: Ship Drift Study. 2016

GOALS and DELIVERABLES

Information gathered and developed from this research project will be used to build on the base of information that PWSRCAC has currently completed. Advances in technology dictate reevaluation of current standards of technology and this evaluation represents a chance to identify best practices that might otherwise be overlooked. Project results will be shared with the public, industry and regulatory stakeholders.

DESCRIPTION of REQUESTED WORK

Scope of Work. Proposals will address the ability of the contractor to carry out the following tasks, along with any further recommendations that could benefit the project:

- A. Identify current standards and equipment or those under active development for rescue tugboats that represent best available technology:
 - a. **Present Vessel Inventory and Data Compilation** – Collect information on latest rescue tugboat technologies used in other jurisdictions worldwide. Contact major marine design, shipyards and towing firms for information concerning their most recent rescue tugboat builds. Review most recent research pertaining to rescue tugboats, with a focus on vessel performance in high wind and sea states. Consider independent research, as well as work previously performed by the Consultant and PWSRCAC.
 - b. **Analysis of Vessel Performance** – Conduct an analysis of what would constitute Best Available Technology (BAT) for a world class rescue tugboat, considering the following characteristics; particulars, stability, seakeeping, bollard pull, speed, endurance, range, direct towing capability, firefighting fitness, salvage ability, rescue towing fitness, and towing gear.
- B. Define practices and procedures for use of identified best available technologies:
 - a. **Presently Used Rescue Tugboat Comparison** - Compile a comparison of current rescue tugboat designs that represent the best available technology being used

Citizens promoting environmentally safe operation of the Alyeska terminal and associated tankers

worldwide today. This comparison will identify performance per vessel length, displacement and power; direct towing performance per unit power, review vessel towing, salvage, firefighting and seakeeping capabilities, stability characteristics, and winch performance versus line forces generated. Factors like high seas and cold temperatures should be addressed in these comparisons.

- C. Based on current practice and equipment used in Prince William Sound, where is BAT lacking:
- a. **Gap Analysis** – Identify any gaps or deficiencies in the present Prince William Sound Escort System that could be filled or improved by use of the best rescue tugboat designs currently available.
 - b. **Rescue Tugboat State of the Art** – Compare the vessels representing the best rescue tugboat designs available worldwide today to the eight (8) stipulated criteria used by the Alaska Department of Environmental Conservation (ADEC) to determine BAT. Construct a matrix detailing each of these eight criteria to be included in the final report.
- D. Provide a summary report containing all findings of the study and advising what would constitute the best available technology for a rescue tugboat used in service, such as seen for the Sentinel Tugboat stationed at Hinchinbrook Entrance. Consider what improvements are practical and discuss how PWSRCAC and others could achieve these advancements.

Award Announcement: September 18, 2020

Citizens promoting environmentally safe operation of the Alyeska terminal and associated tankers

2. GENERAL REQUIREMENTS

PWSRCAC Costs. PWSRCAC is not liable for any costs incurred by the proposer during the proposal preparation.

Single Point of Contact. The contractor will designate one person as the project manager and point of contact with PWSRCAC. In the case of multiple investigators, one shall be designated as the lead to serve as the project manager and point of contact.

Subcontracts. Proposers may subcontract minor portions of the contract. However, the proposer must have the major elements of expertise in house and demonstrate the ability to manage the subcontractor.

3. REQUIRED PROPOSAL CONTENTS

Any submitted proposal shall include the following as appropriate to the requirements of the scope of work:

Cover Sheet

- Name, address, telephone number and facsimile number of proposer
- RFP Title and Number
- Name of Principal Consultant(s)
- Cost of Proposal

Table of Contents. May include a list of Tables and Figures, if appropriate.

Introduction. This section shall include the RFP title and number, brief general discussion of the problem and the proposed project. Scientific and technical terms shall be clearly defined, and a list of pertinent enclosures included.

Citizens promoting environmentally safe operation of the Alyeska terminal and associated tankers

RFP#8010.21.01

Form revised 3/2010

Page 7 of 10

Goals and Deliverables. Describe how the proposer intends to address the specific goals and provide the deliverables of the work requested, as listed above.

Materials and Methods. Describe in detail the methods to be used and how they will produce the deliverables. Cite references and provide background information where applicable and as needed.

Work Schedule. Describe the schedule in which the proposed work will be conducted. Include specific milestones and work phase timing. Indicate what will be achieved by each milestone or phase of work.

Management Scheme. Clearly describe how the work will be managed including the role of each key individual expected to be involved in the work. Provide names and resumes of each. This section should also include information on how the scope, time and costs of the project will be controlled.

Budget. Include information about the total costs (cited in U.S. Dollars), professional fees, expenses and contingencies. In case of overhead rates or administrative fees, give percent of direct personnel cost. Provide a breakdown of hours per individual and rates per individual. If subcontractors are used, indicate the percentage of work to be performed by each subcontractor with respect to the entire proposed scope of work.

Consultant/Contractual Services. Indicate if, how, and why a subcontractor will be used for any portion of the work.

Logistics and On-Site Visits. Describe logistics and schedules for all travel in conjunction with the proposed work.

Citizens promoting environmentally safe operation of the Alyeska terminal and associated tankers

Statement of Qualifications. Describe, relevant to the proposed work, previous work experience, related technical accomplishments and educational background of each of the principal investigators and subcontractors, if used. If multiple investigators are involved, describe the role of each individual.

References. The names, contact persons, and telephone numbers of firms for which the respondent recently performed services shall be included. A minimum of three such references is suggested.

Conflict of Interest. Describe all financial, business or personal ties contractor has to Alyeska Pipeline Service Company or members of the Alyeska consortium, excluding normal commercial purchases of petroleum products.

4. SUBMITTAL AND EVALUATION PROCESS

A. Evaluation Criteria. Proposals will be evaluated based on, but not limited to, the following:

- 1) **Proposal Format.** Does the proposal follow the requested format?
- 2) **Proposed Scope of Work.** Does the proposal clearly address the requested scope of work?
- 3) **Technical Approach.** Is the proposed approach to the scope of work technically feasible?
- 4) **Qualifications.** Does the principal investigator possess expertise and experience to assure successful completion of the scope of work?
- 5) **Management Scheme.** Will the proposed management scheme reasonably lead to successful development of the deliverables?

Citizens promoting environmentally safe operation of the Alyeska terminal and associated tankers

- 6) **Schedule.** Is the proposed schedule for completion of the scope of work in accordance with the requested project duration and schedule?
- 7) **References and Conflicts of Interest.** Does a reference check indicate proposer has the potential to successfully complete the proposed scope of work? If conflicts of interest are stated, are they sufficiently relevant to preclude an offer to perform the work for PWSRCAC?
- 8) **Budget and Cost Justification.** Is the budget reasonable and adequate for the work proposed? Does the budget provide good value for the funds requested?

B. Contract Award. The successful proposal will be the one that, in PWSRCAC sole opinion, best meets the needs as outlined in this RFP. In the event that PWSRCAC determines that no proposal completely meets all of the needs as outlined in the RFP, PWSRCAC shall have the option not to accept any proposal or enter into any contract whatsoever. In the alternative, PWSRCAC may select the proposal or proposals that, in its sole view, most nearly conform to its needs as outlined in this RFP; and then negotiate directly with that contractor to refine the proposal to achieve a contract that fully satisfies PWSRCAC needs.

C. Professional Services Contract. A copy of PWSRCAC's standard professional services contract form can be found at www.bit.ly/PWSRCAC-ServicesAgreement, or can be made available upon request.

D. PWSRCAC Information. The following information about PWSRCAC is available upon request to the project manager:

PWSRCAC/Alyeska Contract

PWSRCAC Bylaws

PWSRCAC Observer Newsletter

PWSRCAC Brochure

PWSRCAC Annual Report

Citizens promoting environmentally safe operation of the Alyeska terminal and associated tankers

RFP#8010.21.01

Form revised 3/2010