

**State of Washington
Department of Transportation
Notice to Consultants
Safety, Security Assessment & Operational Planning for LNG fueled
Ferries**

This solicitation has been updated

Washington State Department of Transportation (WSDOT) solicits interest from consultants in assisting Washington State Ferry (WSF) in conducting a safety and security assessment and development of operational plans in preparation for a possible conversion of WSF Issaquah class vessels for the use of liquefied natural gas (LNG). WSDOT intends to award one (1) Agreement for an estimated duration of approximately (6) months. If necessary, at the option of WSDOT, the agreement may be supplemented for additional time and/or money.

Project Description

WSF is considering a conversion of the Issaquah class vessels to Liquefied Natural Gas (LNG) propulsion. The conversion would entail retrofitting LNG tanks on the top decks of vessels, situated between the exhaust stacks. The retrofit would also entail the installation of associated cryogenic piping. The potential benefits for fuel cost savings and emissions reduction warrant such a proposal for this class of vessels. An integral **component of WSF's** decision to go ahead with such a conversion will require a thorough safety and security assessment, the development of a risk management plan, and writing of an LNG operations **manual that can be incorporated into WSF's existing Safety Management System**, all of which must be reviewed and approved by the United States Coast Guard.

Task 1: Conduct a Safety and Security Risk Assessment

The safety and security assessment of WSF's proposed LNG operations will use a methodology that meets generally accepted risk-based decision-making industry standards and meets with United States Coast Guard approval. The assessment will outline in writing conditions that could result in a release of LNG, be it accidental (e.g., collisions, groundings, equipment failure, etc.) or intentional (e.g., terrorist act, sabotage, etc.). The goal of the safety and security assessment is to discern and understand the individual risks in terms of threats, vulnerabilities, and consequences, so that appropriate risk management strategies can be developed. The safety and security assessment will include:

1. A written characterization of the routes where LNG fueled ferries may operate. The assessment will provide a written catalogue and describe all WSF ferry routes and may sub-divide the routes into segments based on a logical methodology. For the assessment, the consultant will confer with local waterway users.
2. The assessment will document in writing, and graphically depict, the density and character of marine traffic along each segment of the waterway as outlined in 33 CFR 127.007. The assessment will examine, identify and document commercial, military, and recreational vessel use along proposed routes.

3. Using the "Zones of Concern" listed in enclosure (9) of NAVIGATION AND VESSEL INSPECTION CIRCULAR (NVIC) NO 01-2011 or other zone sizes acceptable to the United States Coast Guard, Commandant (CG-5222), Vessel and Facility Operating Standards Division, the assessment will model the length of each transit to determine the main areas of concern along the waterway. The assessment will include graphics that depict the outer perimeter of the zones of concern that is appropriate with WSF operations along the entire vessel transit route in order to assess what port and community features fall within zones of concerns.
4. The assessment will identify in writing the critical infrastructure and key assets along the routes and compare this information with those listed in the Area Maritime Security Plan.
5. The assessment will describe in writing the waterfront community demographics and important structures including industrial, commercial, residential districts; city centers; military installations; schools; hospitals; cultural centers; etc, along the entire LNG **fueled ferries' transit routes and describe the impact of WSF's proposed LNG operations.**
6. The assessment will describe in writing and graphically depict the population density along the routes and classify them into two categories. The categories are **"High density populations"**, which will designate areas with 9,000 persons per square mile or greater and **"Medium density populations"**, which will designate areas with 1,000 to 9,000 persons per square mile.
7. The assessment will evaluate and describe in writing the risks of accidental releases of LNG. The assessment will include incidents that may lead to an accidental release and identifies the likelihood and consequences of those events. The assessment will then graphically depict where zones of concern intersect with population areas, critical infrastructure and key assets, critical waterways, and commercial, industrial, or environmentally sensitive areas in and adjacent to the transit route. This will identify those areas where an accidental release of LNG would have the most significant consequences.
8. The assessment will examine and document security risks for an intentional release of LNG. The assessment will include three separate sub-assessments: threat, vulnerability, and consequence. The assessment for security will examine the probability of an event of threat and vulnerability. The assessment will evaluate the ways in which a particular attack may be carried out. The assessment will address specific attack scenarios to include sabotage, projectiles, aerial, and surface threats. The assessment will identify areas in the port such as manmade structures, tributaries and land masses along the transit waterway from which an attack could be launched.
9. The assessment will include a vulnerability analysis that will identify the exposures that might be exploited to ensure the success of an attempted terrorist attack. The assessment will consider two types of vulnerabilities, asset and system. The asset vulnerabilities are physical properties of the target that may influence the likelihood of success of a terrorist attack. The system vulnerabilities are the ability of the terrorist to successfully launch an attack. The assessment will then graphically depict where zones of concern intersect with population areas, critical infrastructure and key assets, critical waterways, and commercial, industrial, or environmentally sensitive areas in and

adjacent to the transit route. This will identify those areas where an intentional release of LNG would have the most significant consequences.

Task 2: Risk Management Plan

Based on the findings of the safety and security assessment, the consultant will develop a risk management plan that identifies the best methods to prevent an identified attack or accident from occurring. The plan will also develop measures to mitigate the consequences should a breach of the LNG fueled ferry occur. The plan will identify how these measures may be applied to comport with the changes in the Maritime Security (MARSEC) Levels and the regulation found in 33 Code of Federal Regulation Subchapter H. The plan will integrate local fire fighting, security and emergency response resources. The plan will comport with local fire codes, and regulations. The consultant will identify possible risk management strategies for areas of risk identified by the safety and security risk assessments and in consultation with WSF and the US Coast Guard Captain of the Port, Puget Sound. The consultant will then determine which risk management strategies are appropriate.

Task 3: Review and Approval of the Safety and Security Assessment and the Risk Mitigation Plan

WSF anticipates that there will be a review of the Safety and Security Assessment and the Risk Mitigation Plan by a knowledgeable peer review group. That group would be selected by the US Coast Guard Captain of the Port, Puget Sound. The appointees to this group could be drawn from groups that represent large segments of the maritime community in the Puget Sound area. Appointees could also be selected to represent specific segments of the maritime community, i.e. fire departments, law enforcement, shipping, waterways users, etc. This group would advise the Sector Commander in making a final determination on the proposed operations. The consultant will assist WSF in preparing for, managing, participating and making presentation to any group that the Coast Guard selects.

Task 4: LNG Operations Manual

On behalf of WSF, the consultant will write and submit for review and approval, an operations manual to the US Coast Guard Captain of the Port, Puget Sound. The contents of the operation manual shall contain at a minimum and as appropriate the information outlined in 33 CFR 127.305 and any other information required by US Coast Guard Captain of the Port, Puget Sound.

Task 5: Submission of Emergency Manual

On behalf of WSF, the consultant will write and submit for review and approval, an emergency manual to the US Coast Guard Captain of the Port, Puget Sound. The contents of the emergency manual should contain at a minimum, and as appropriate, the information outlined in 33 CFR 127.307 and any other information required by the US Coast Guard Captain of the Port, Puget Sound.

Timeline:

From the award of a contract, the consultant will have six (6) months to complete the above mentioned tasks.

Evaluation Criteria

Pursuant to state and federal regulations, a value-based selection process will be used to select a consultant for this project. The following information and criteria will be used to evaluate and rank responses:

1. Qualifications/Expertise of Firms on Team; 25pts
2. Qualifications of Proposed Project Manager(s); 10pts
3. Key Team Members Qualifications; 20pts
4. **Firm's Project Management System**; 10pts
5. Experience with Risk Assessments and Operational Planning in the Maritime Environment; 25pts
6. Cost Factors; 10pts
7. References/Past Performance; 0pts

The link to the definitions and value for each of the proposed criteria may be found on the first page of this advertisement web site.

NOTE: It is imperative that the consultant review the definitions of the scoring criteria. We have included requirements and/or limitations for the information that is being requested.

Submittal Process

Consultants are invited to submit their proposals at their own cost. WSDOT assumes no obligation for expenses incurred by any respondent to this solicitation. The proposal should be submitted as a separate Adobe Reader compatible (PDF) files and formatted as follows: Submitted only on single sided typed 8.5" x 11" paper and with font size no smaller than 12 point. If charts and/or graphs are utilized, text must be no smaller than 8 point.

Your proposal/submittal must be broken into two (2) separate packets. Your **proposal/submittal "Packet A" must consist of:**

- Your responses to scoring Criteria 1 through 5.
- Packet A is limited to 30 sheets, not including the front and back cover.

Your proposal/submittal **"Packet B" must consist of the following information only:**

- Your letter of transmittal;
- Your response to scoring criteria 6 and 7, and
- Your Submittal Information Packet forms.
- Packet B has no page limitation.

The proposal/submittal shall meet the following requirements or may be deemed non-responsive and may not be eligible for consideration of this work

- Title of the Request for Proposals, and your firm clearly identified on the cover of the **submittal Packets "A" and "B"**, and the letter of transmittal;

- Proposals broken into “Packet A” and “Packet B” as indicated above;
- Responses to all evaluation criteria;
- Meeting page limitations and font size requirements; and
- Meeting submittal deadline date.

Faxed submittals will not be accepted. Submittals must arrive at the following **email address no later than 4:00 pm on ~~Wednesday, July 11, 2012~~ Friday August 10, 2012**.

SUBMITTAL EMAIL ADDRESS: CSOSubmittals@wsdot.wa.gov

NOTE: Submitters may want to consider setting your email to automatically receive a “Delivery/Read Receipt” for confirmation purposes.

MULTIPLE EMAILS ARE ACCEPTABLE DUE TO FILE SIZE LIMITATIONS OF 10MB PER EMAIL.

Any questions regarding the submittal process should be directed to the Consultant Services Office at 360-705-7104. All other questions regarding this solicitation must be provided in writing and sent via email to (Mr. Darnell Baldinelli) at baldind@wsdot.wa.gov.

If necessary, WSDOT may produce a “Question & Answer” document that will be posted under a separate link on the main page of this advertisement.

Public Records

Any information contained in the response that is proprietary or confidential must be clearly designated. Marking of the entire submission as proprietary or confidential may be rejected as non-responsive.

To the extent consistent with chapter 42.56 RCW, the Public Disclosure Act, WSDOT shall maintain the confidentiality of the **Consultant’s information marked confidential or proprietary**. If a request is made to view the **Consultant’s proprietary information, WSDOT** will notify the Consultant of the request and of the date that the records will be released to the requester unless the Consultant obtains a court order enjoining that disclosure. If the Consultant fails to obtain the court order enjoining disclosure, WSDOT will release the requested information on the date specified.

WSDOT’s sole responsibility shall be limited to maintaining the above data in a secure area and to notify the Consultant of any request(s) for disclosure for so long as WSDOT retains the **Consultant’s information in WSDOT records per state law**. Failure to so label such materials or failure to timely respond after notice of request for public disclosure has been given, shall be deemed a waiver by the Consultant of any claim that such materials are exempt from disclosure.

The department has an overall Disadvantaged Business Enterprise (DBE) goal. The DBE goal for participation will be obtained through a combination race-neutral/race-conscious means as

outlined in WSDOT's "Disadvantaged Business Enterprise Program Plan". The department encourages disadvantaged, minority, and women-owned consultant firms to respond.

Persons with disabilities may request this information and it will be prepared and supplied in alternate formats by calling collect 206-389-2839. Persons with hearing impairments may call 1-800- 833-6388 (Washington State Telecommunications Relay Service) and ask for 206-515-3683.

Dates of publication in the Seattle Daily Journal of Commerce: Tuesday, May 29, 2012 and Tuesday, June 5, 2012.

Submittal Due Date and Time: ~~Wednesday, July 11, 2012,~~ **Friday, August 10, 2012, 4:00 pm PST.**