

September 2, 2011

**REQUEST FOR PROPOSAL
SECTION 51/SECTION 20
FUEL SPILL RESPONSE SERVICES
STATEWIDE**

PROBLEM STATEMENT

This Request for Proposal (RFP) is for contractor services to respond, contain, and remove any oil spills in compliance with United States Coast Guard (USCG) Requirements. Per the rule, all self-propelled vessels of 400 gross tons or greater carry oil as fuel for main propulsion and operating on the navigable waters of the United States must prepare and submit a non-tank vessel response plan (NTVRP). The Department of Transportation and Development (DOTD), including the Crescent City Connection Division (CCCD), operates a total of ten (10) vessels of this type at six (6) ferry crossings statewide. The services outlined in the scope below are in accordance with the Department's NTVRP.

SCOPE

The Contractor shall perform such services and shall be responsible for the following as the need arises:

1. Response services including all resources to respond to a discharge up to the vessel's average most probable discharge volume (as defined by the USCG). Resources shall include the following:
 - a. Containment boom in a quantity equal to twice the overall length (LOA) of the largest vessel involved in the transfer and capable of being deployed at the site of the transfer operations within 1 hour of detection of a spill.
 - b. Oil recovery devices and recovered oil storage capacity capable of being at the transfer site within 2 hours of the detection of a spill during transfer operations.
2. Response services including all resources to respond to a discharge up to the vessel's maximum most probable discharge (as defined by the USCG).
 - a. Sufficient containment boom, oil recovery devices, and storage capacity for any recovery of up to the maximum most probable discharge planning volume.
 - b. These resources shall be positioned such that they can arrive at the scene of a discharge within 24 hours.
3. The above noted response services and resources are to be capable of being provided within the given timeframes to each of the following locations (also see attached vicinity maps):
 - a. Cameron Ferry (LA 27 & LA 82 across the Calcasieu River/Ship Channel)
 - b. Edgard/Reserve Ferry (LA 18 across Mississippi River, river mile 138.0)
 - c. Plaquemine/Sunshine Ferry (LA 75 across Mississippi River, river mile 207.4)
 - d. Gretna/Canal Street Ferry Crossing (between miles 97.2 AHP and 98.4 AHP, Lower Mississippi River)
 - e. Algiers Point/Canal Street Ferry Crossing (mile 95 AHP, Lower Mississippi River)

- f. Lower Algiers/Chalmette Ferry Crossing (mile 88.7 AHP, Lower Mississippi River)

4. Vessel Specific Information

Vessel Name	LOA	Avg. Most Probable Discharge (1%)	Max. Most Probable Discharge (10%)
M/V Ascension	154.5'	163 Gal	1,628 Gal
M/V Acadia	142.7'	162 Gal	1,611 Gal
M/V Cameron II	204.0'	202 Gal	2,015 Gal
M/V New Roads	142.7'	163 Gal	1,628 Gal
M/V St. Francisville	142.7'	163 Gal	1,628 Gal
M/V Capt. Neville Levy	196.0'	543 Gal	5,429 Gal
M/V Louis B. Porterie	140.0'	213 Gal	2,128 Gal
M/V Sen. Alvin T. Stumpf	196.0'	543 Gal	5,429 Gal
M/V St. John	142.7'	163 Gal	1,628 Gal
M/V Thomas Jefferson	142.4'	146 Gal	1,462 Gal

SPECIAL NOTES

The Contractor must be an Oil Spill Response Organization recognized by the United States Coast Guard as capable of responding to a spill as described above in the Scope of Services section elsewhere herein. The Contractor shall be capable of providing the described responses services within the specified timeframes to the locations described elsewhere herein.

Goals and Objectives:

- a. Monitoring Plan: In the event these services become necessary, all actions will be undertaken in accordance with the USCG Approved DOTD Non-tank Vessel Response Plan. All actions will be coordinated with and as directed by the DOTD Representative(s) and the USCG.
- b. Performance Measures: Successful response by the consultant will result in full containment and mitigation of any such fuel spill, subject to the approval of the DOTD Representative(s) and USCG Representative(s) on the scene of the incident.
- c. Cost Benefit Analysis: Due to the unlikely and infrequent occasions in which these fuel spill response services would be necessary, securing these services by contract is advantageous from a cost perspective. The alternative of continually training Department personnel in addition to supplying, maintaining, and replenishing the necessary equipment and materials to accomplish the services does not offer value for the Department.

CONTRACT TIME

The period of any contract resulting from this RFP will be an initial twelve (12) month period tentatively scheduled to begin on **October 15, 2011** through **October 14, 2012**. DOTD has the right to renew the contract at the same terms and conditions for additional two twelve-month periods with the concurrence of the Contractor and all appropriate approvals. In no event shall the contract term exceed 36 months.

ESTIMATED COST

Payment to the Contractor will be made only as service is required. Estimated compensation for response to a maximum most probable discharge volume is not expected to exceed \$20,000 per event. Total contract compensation for initial twelve month period and additional amended contract time, shall not exceed a total maximum compensation of \$49,999.

PROPOSAL SELECTION

The Project Review Committee selected for this project will review and evaluate all proposals received using the criteria established as follows:

1. Experience on similar projects
2. Experience as related to the project
3. Proposer's understanding of the project.

DEADLINE FOR RECEIPT OF PROPOSAL

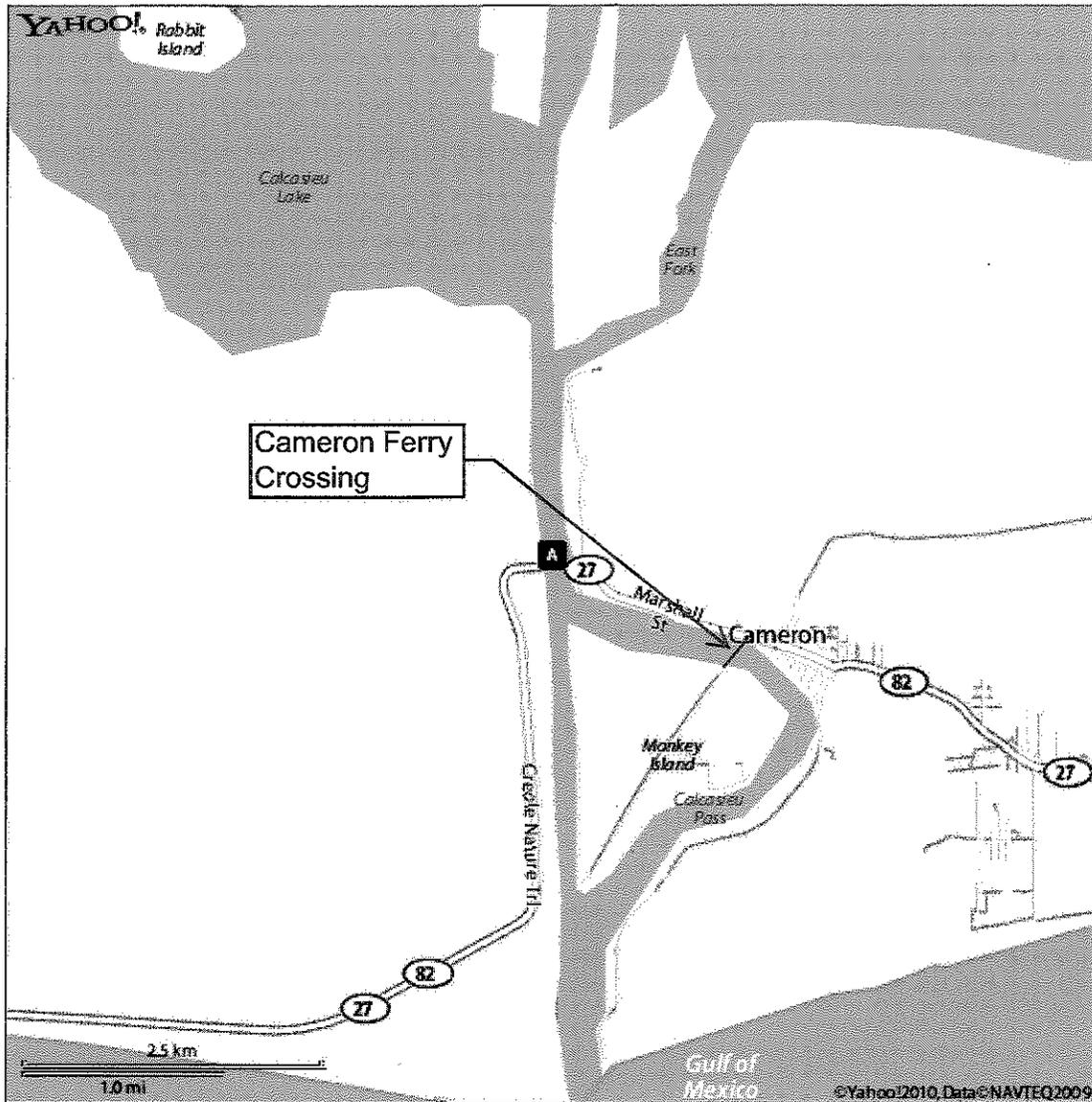
A copy of the proposal must be received by DOTD by the close of business day of **Friday, September 30, 2011.**

Proposals should be submitted to:

Mr. Kevin J. Reed
Ferry Systems Engineer
Bridge Maintenance Section
Louisiana Department of Transportation & Development
1212 East Highway Drive
Baton Rouge, LA 70802
Phone: 225-379-1916
Kevin.Reed@LA.GOV

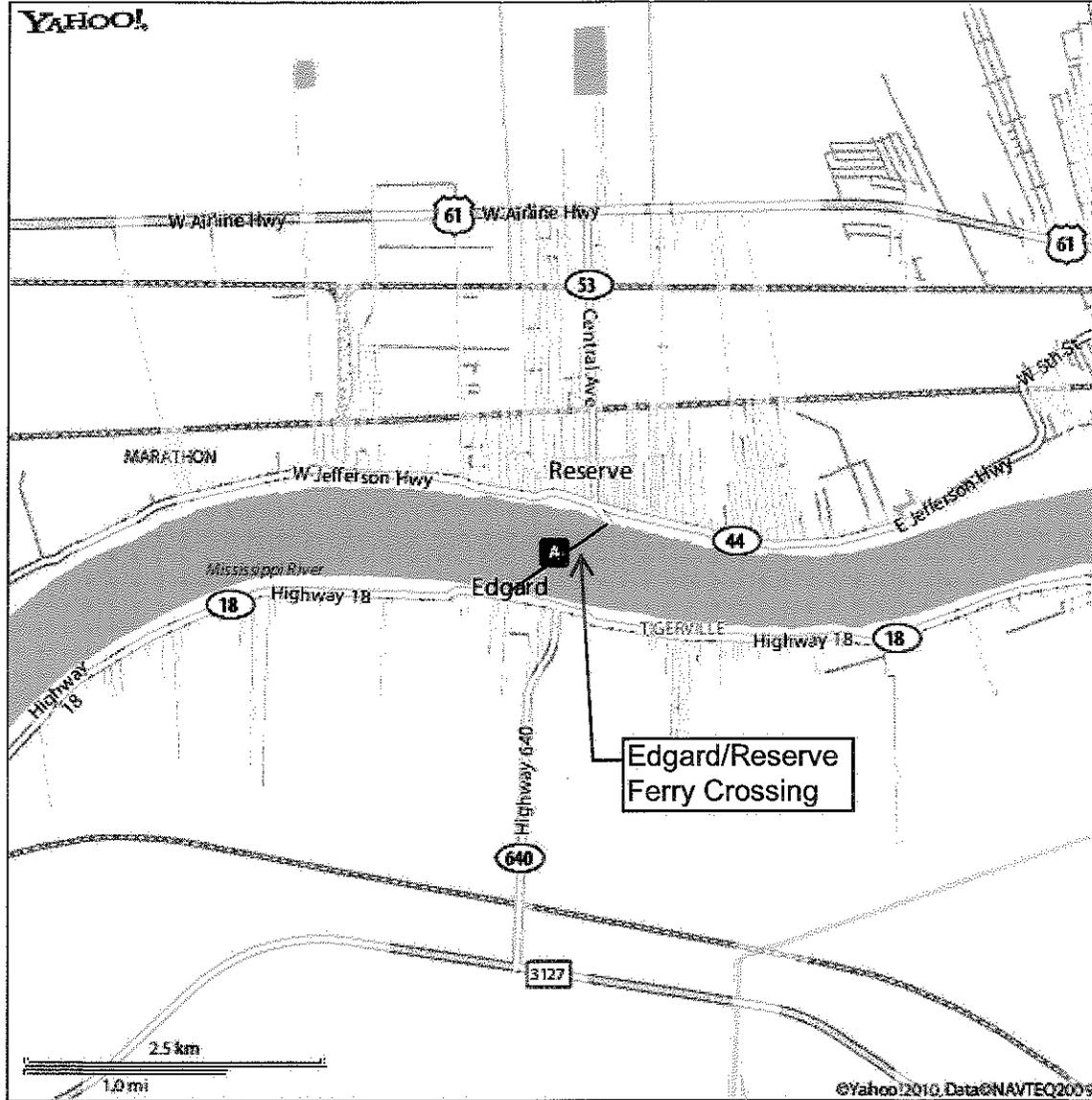
To equitably answer questions regarding this Request for Proposals, the Louisiana Department of Transportation and Development (LADOTD) website, <http://notes1/agrestat.nsf/WebAdvertisements?OpenPage> will be updated with questions and answers and related documents regarding the project. The LADOTD makes these documents available for informational purposes only to aid in the efficient dissemination of information to interested parties. The LADOTD does not warrant the documents against deficiencies of any kind. The data contained within this website will be periodically updated. Interested parties are responsible to be aware of any updates. Questions regarding this RFP should be submitted in writing to the DOTD contact person. Questions must be received by close of business seven calendar days prior to deadline date.

Map of 29.804918,-93.34702

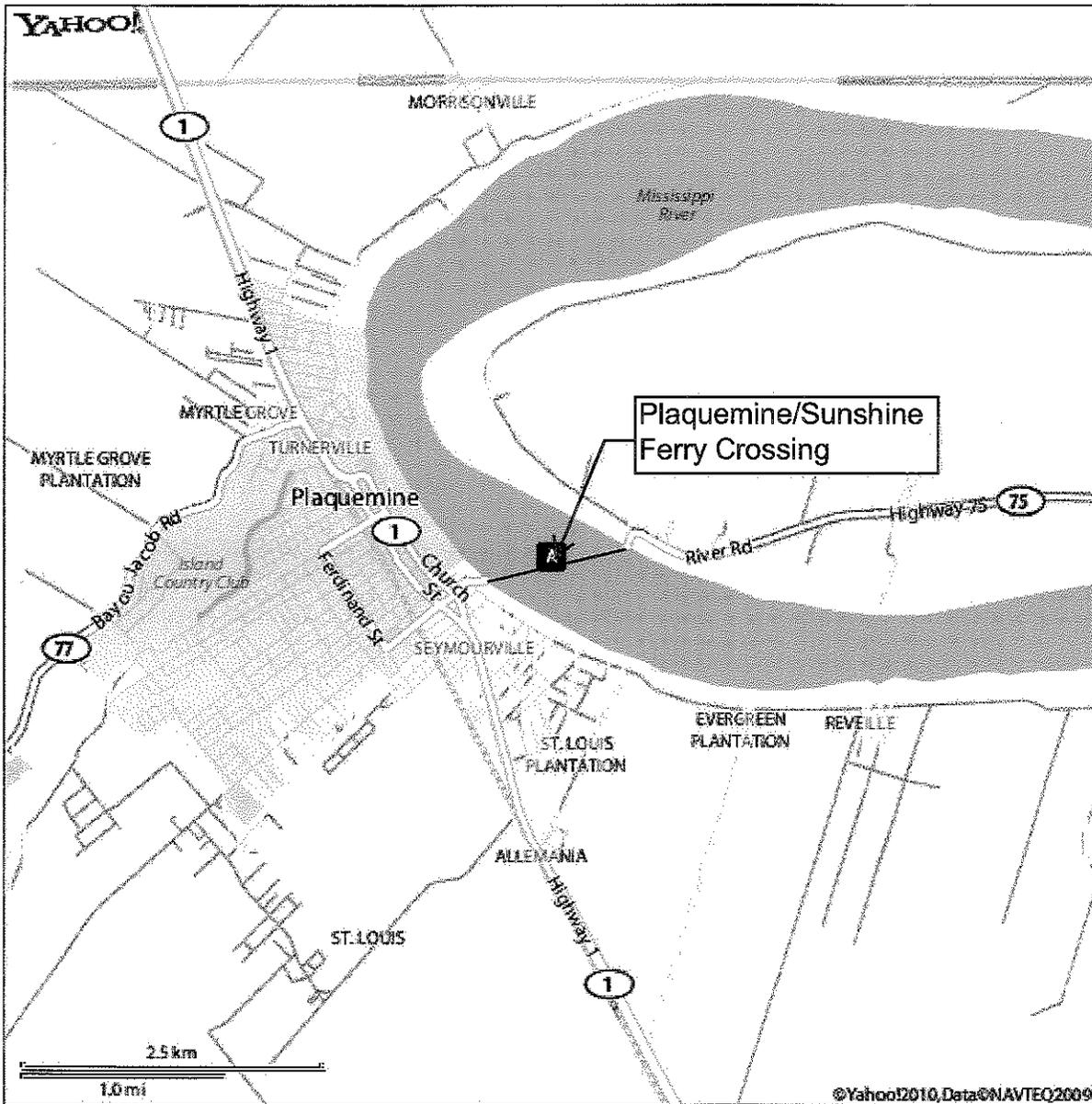


When using any driving directions or map, it's a good idea to do a reality check and make sure the road still exists, watch out for construction, and follow all traffic safety precautions. This is only to be used as an aid in planning.

Map of 30.049796,-90.555377

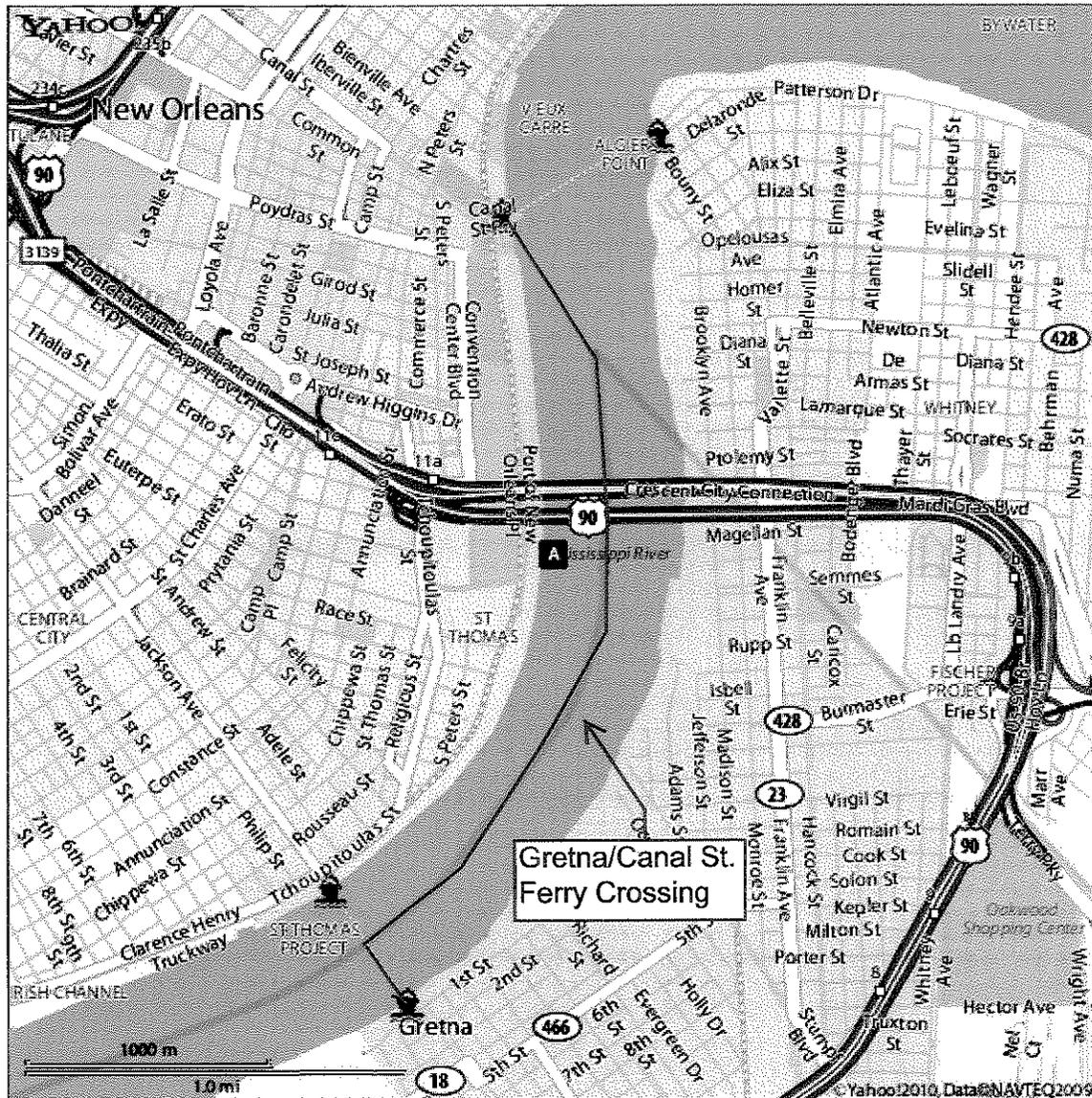


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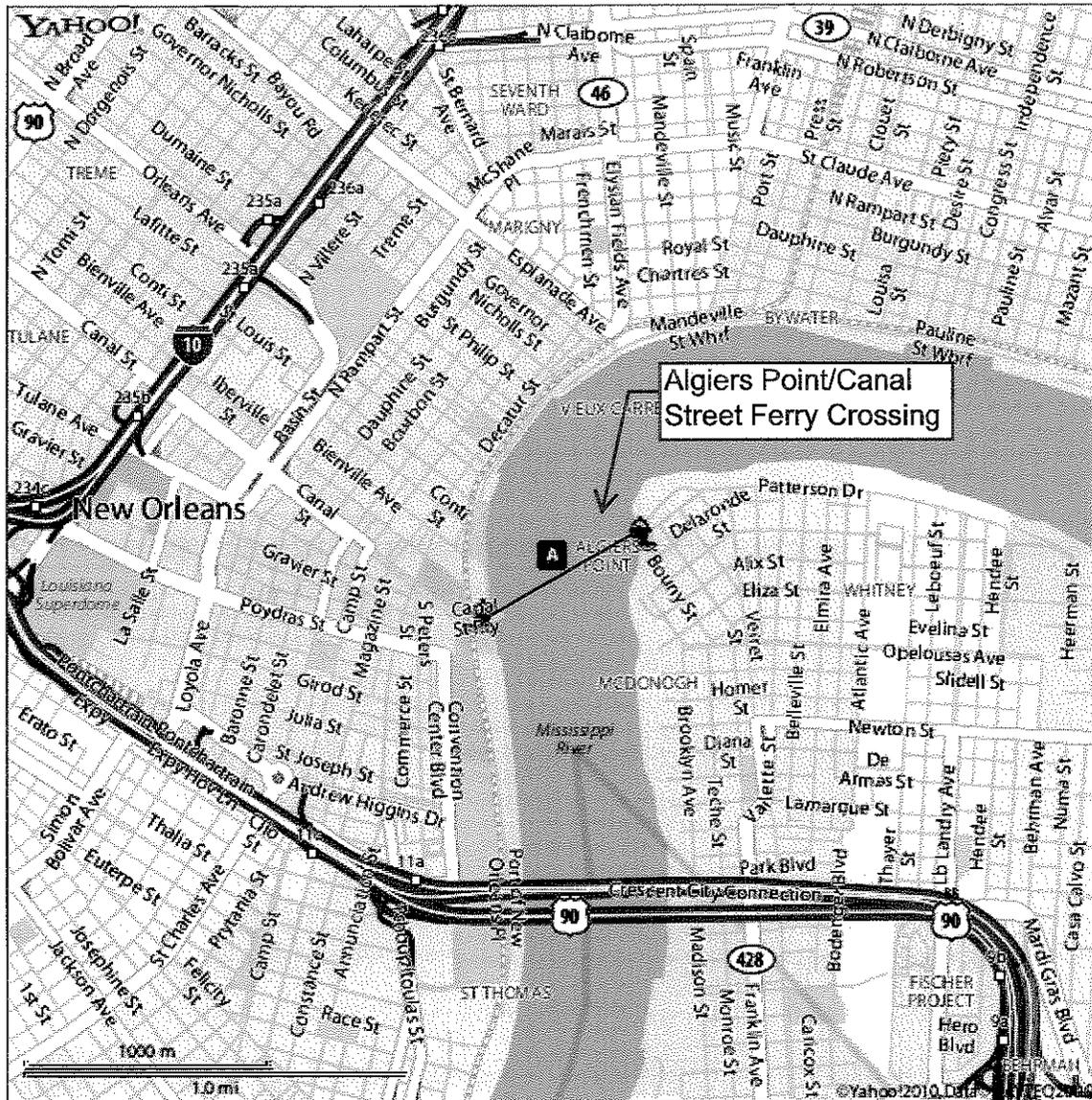
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Map of 29.936225,-90.060416



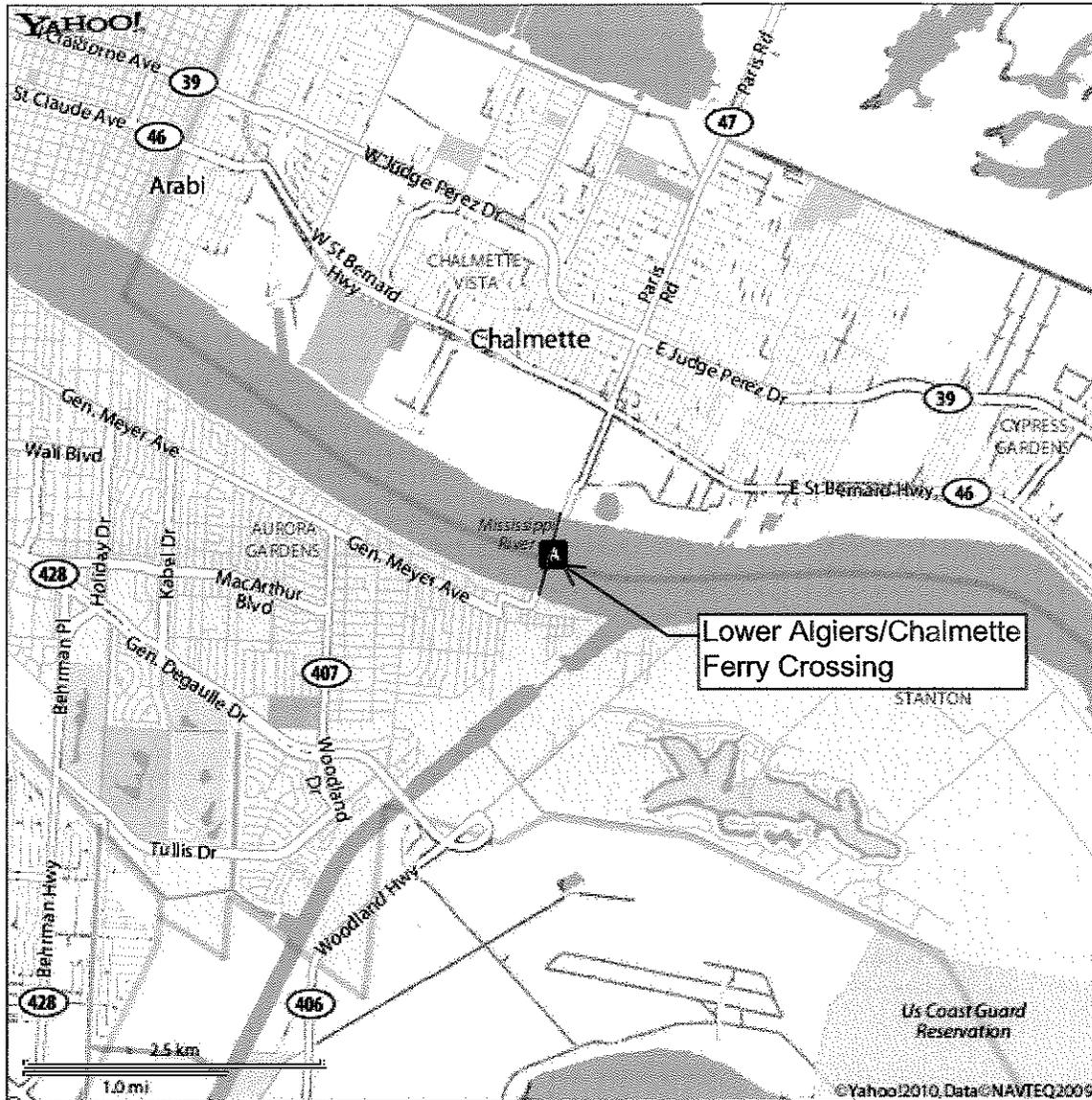
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Map of 29.952336,-90.059574



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Map of 29.925201,-89.971728



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