

**DEPARTMENT OF TRANSPORTATION
MARITIME ADMINISTRATION**

**Pre-Proposal Conference for Ship Managers
Evening Session**

July 8, 2004

DEPARTMENT OF TRANSPORTATION 2
MARITIME ADMINISTRATION
Pre-Proposal Conference for Ship Managers

[START TAPE 3 SIDE A]

J. BARILLE: Welcome back. I hope you all had a good lunch. We've received approximately 42 questions and, although we're going to try to give you responses today, please be aware that these questions will be posted along with the official response and possibly an amendment to whatever I say up here. So, I'll read the question and then the response.

If a ship or ship group is activated and not in the United States, such as OIF 2.5, how will this affect award and / or notice to proceed?

Well, it probably will not affect award but it may affect notice to proceed and we've had this happen in the past. First of all, we tend to phase our notice to proceed so you don't get all the ships the same day. Last time we either finished a voyage or we arranged with the outgoing ship manager and the incoming

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manager to do a complete crew turnover

overseas. This one that I'm thinking of happened... The ship was in the Japanese yard for repairs and at the end of the repair, the new crew went on, the old crew went off. They came home. That was it. So, we'll take it on a case by case basis.

Section C55132. Repatriation costs and one month's wages need to be reimbursable. Why one month's wages? Shouldn't this be, up to one month?

We'll reconsider. We'll look at the FAR, the CFR clause that requires us to pay it and we'll address and review it.

MALE VOICE: [inaudible]

J. BARILLE: It's a CFR clause.

5.8.12 states that transportation is not reimbursable if a crew member quits. Does this apply in ROS member leaving the program?

Again, we'll review it and give you the answer later.

It would be very useful to have a

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copy of today's PowerPoint presentation.

Is this possible?

Yes, and we'll post it on the
VOA.

FEMALE VOICE: It is posted.

J. BARILLE: It is? Okay. The
whole thing? Okay.

5.10.6 states that the Master or
MAR-610 [phonetic] which is Bill Trost
consents family members can ride ships.
Is this correct?

We will probably reword this a
bit to say that the government has to
grant the permission and then with the
concurrence of the Master, you can have a
family member aboard. Normally, our
procedure is, we don't like to have family
members or non crew members riding ships.
They are dangerous. They are out there to
be working. But there are some
exceptions. Occasionally we have grade
school children come on board for a tour
or we take somebody out to watch the

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Whitbread races. There are times that we make exceptions, but it should be the government's option first, to grant permission for it, and secondly with the Master's concurrence.

6.3 includes standards in section C6321, is this reference correct? Does MARAD require compliance with ISO-9002, 9000, 14000, and 18000? We'll address this in writing and review it.

J9, reimbursables by mail.

Government furnished a reimbursable. Is mail reimbursable in all phases?

Well, there are only two phases. In Phase O, it's definitely reimbursable and we will look and review Phase M.

An FOS crew earned vacation in excess of ROS. Upon return, if the member takes the ROS vacation earned on the ship, is the billet gapped?

The direct answer is, the billet itself is not gapped if he hasn't left the service of the ship permanently. The fact

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that he's on an extended leave, we will look at and address. And there are some other related questions to this that we came up with, so we'll address the whole package. But, just the question, is the billet gapped, if he's still a permanently hired person, he's permanently hired.

Confirm that the FOS crew is to be reimbursable. And I said see J9, number 46. It is.

Couldn't the radio officer also qualify as the security officer to reduce the load on STCW [phonetic] rest time requirements for other officers on the vessel?

Seems to go with or without security communication duties. Basically, the use of the crew is your decision. Yeah. I'll keep trying.

Isn't mandating a radio officer or a radio / electronics officer necessary to assure specialists in the complex communications of classified and

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unclassified traffic? And to end from the
vessel's plus computerized not contingency
maintenance and... This is very tiny
[laughs].

But it's a question on the use of
a radio officer. And, again, crewing is
your decision. And what the crew does on
board is your decision.

Training costs for security
awareness and ship security officers and
security drills, who will pay for this?

Check J9. If it is a government
required training and the Coast Guard is
part of the government, then we will
reimburse it.

All right. This one is on what
they called retention 10. And, it's a
several part question which we are going
to address separately. But it reads, do
you think it's realistic for the ship
manager to propose RET 10 instead of RRF
10 as it requires us to find and cost a
labor services in addition to the crew

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costs for a ten year period. RET 10

benefits the government as it saves
activation costs out of ship manager fixed
fees and risk.

Again, like I said, this is a
several part question. We're going to
address it, but if you look at the RFP, no
place do we call anything an RET 10. It's
all RRF 10. But we'll address the
question.

3.1.11.1 allows for the recovery
of funds for material purchased which was
available in the shore based spares.
Please clarify.

We're not exactly sure what it is
that you want clarified. Yes you can, if
you have incorrectly ordered material, and
it's been delivered to the ship, and it
was in a shore based warehouse, you may
take that equipment and try to get your
money back for it. But, eventually, it
was the government who funded the task
order so the money would come back to us.

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And if that wasn't the intent of the question, then somebody needs to elaborate more on the question.

Is there a notional schedule for operational days, ROF's versus FO [phonetic] days for price evaluation.

The notional schedule is listed in M6.2.

Jean Barille stated that MARAD wants us to hire a lawyer for crew claims. MARAD does not want to pay [laughter] and wants the ship manager to pay. Does this mean the ship manager should drive this estimated cost in its price proposal? Recommend that this be managed by the ship manager but the cost be reimbursable.

We'll look at it and give you an answer.

Can you provide previous RFP manning by ship as a base reference?

In the technical library. Yes, we can post it in there, but you're to be reminded that what you're going to be

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evaluated on is your proposed manning and
the realism of it. But we will give you
that in the technical library.

And now it's Iris' turn.

[off-mic comments]

I. COOPER: I need to, before I
actually go to the questions, a few
clarifications. Competitive range, and
Jean if you could hand me this please,
thank you. In case I was not clear, let
me reiterate what the slide said. Only
those offerers who meet the mandatory
requirements will be considered for
inclusion. It doesn't mean it's an
automatic. I'm just saying, that's what
it takes to pass that hurdle. Will be
considered for inclusion in the
competitive range. Remember, competitive
range also means [unintelligible] makes
the decision based on the technical
management, past performance evaluation,
and the result of the price evaluation.
That all goes in to the competitive range

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determination. But to be even considered for inclusion, you must pass the mandatory requirements. So, if there was any confusion, I apologize.

Attachment J7, and somebody would have to tell me what that was, now was reposted for an admin change. I'm just telling you that now. It's up there fresh.

The question also came up in passing. It wasn't submitted in writing. Can I cut and paste from a Word document into VOA?

Like any database, that's a difficult undertaking because if you do that, you run the risk of introducing strange characters and losing all formatting. There is an interim step you can take. You can cut and paste into Notepad and from Notepad into a database like VOA. That actually works better. But thank you. But that is the explanation I got from our techies.

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You're better off inputting it directly into the database if you want to eliminate strange characters and, you know, losing all formatting.

The other question had to do with the hard copy submission tied to the citizenship. We're going to look at this. We will give you an answer on that very quickly. We realize the due date on that and we'll talk about that due date in a minute.

In addition, let's see, future questions on VOA. If you have questions after today's meeting, feel free to submit them on VOA. We monitor that regularly. We'll make sure you'll get an answer posted, or, if necessary, amend what we need to amend. Yes sir?

MALE VOICE: [inaudible]

I. COOPER: There is no set cut off date. But you know, what Tim said certainly holds true. We would expect you to be prudent. I mean, you know, I need

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more than five minutes to even, and first

of all catch it, second, get you an
answer.

Now, to the questions. I need my
glasses here. Are the offerers required
to fill out / submit technical proposal
fields for each individual ship group?
Are any of the fields considered global,
meaning one submission covers all ship
groups?

Generally, they're global. There
is some differentiation between ROS and
RRF, but the offerer can differentiate by
ship type if desired. And there is a
second part to that question. We had a
separate question on, if I have, for
example, a different approach on
maintenance procedure... oh yeah. I have
one approach that would cost X. I may
come up with an alternate approach.

There is nothing that precludes a
company from submitting more than one
proposal. There never has been, actually.

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So, that is for you to decide and

consider.

MALE VOICE: One comment. You must be able identify to us the separate proposals. [inaudible] put a name on each one [inaudible].

I. COOPER: It's a separate, stand alone, proposal if that's what you choose to do. So don't give us data fields that say, see my first submission. That's not going to work. Okay? Separate. Stand alone. People are very creative.

MALE VOICE: [inaudible]

I. COOPER: Yes. Also keep in mind, I did say earlier... Let me go back to comp range. What I did say is, the CO [phonetic] always has a choice of limiting the competitive range for efficiency purposes. I'm just throwing that out.

MALE VOICE: [inaudible]

I. COOPER: Yeah. Okay. Next question. Section L72, citizenship,

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requires us to complete K7, but Section K
has a paragraph under K6.

We're going to look at this
because if the reference is incorrect we
will certainly fix it.

Does the same government
evaluator evaluate the same section of
every proposal? And that goes back to
what Tim said earlier.

Yes, there is one team that looks
at certain sections and they look at every
submission, those sections.

L9, past performance stage
[phonetic], two page limit,
[unintelligible] include or not include
the past performance, relevant factors in
the two page count. I am not real sure on
the wording. We will go back and look at
this and we will clarify that if need be.

Let's see, accrued sick leave
under current and past contract... how will
you handle the accrued unused sick leave
or... I should give points for handwriting.

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I understand the question. I think the question is how we're going to handle the accrued sick leave in the transition.

We're going to have to look at this and give you an answer to that. I understand that question came up earlier.

When will the following documents be available? T1 Section 9 ROS crew.

That is actually available now.

Attachment 1, that's J1, that's the DOL wage determination. We don't get this until we get the new CBAs which we will hand over to DOL who will then issue a wage determination. That what we are required to do is tell you what the floor will be. That's why the current applicable CBAs are now available on the web site. But, as soon as we have one, obviously, it will be posted.

We had several requests to extend the early submittal due date for the early submissions and mandatory requirements which are currently due on July 15th. We

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have looked at this and considered that.

We're going to extend that to 22 July for the mandatory submissions. It is our intent to issue an amendment today just for that issue to make sure it's out there and everybody knows it. We'll update the web site accordingly.

FEMALE VOICE: [inaudible]

I. COOPER: No, no. And I hope not to issue as many as we did last time, so...

[laughter]

MALE VOICE: The answer to your question is will [inaudible]

I. COOPER: Yeah. It will be clearly identifiable.

If a crew member takes unpaid leave, is the billet still considered filled?

We're going to have to look at this. We just need to go back and look at the exact wording.

Is MARAD continuing to be self

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insured for P & I liability? Presently, the ship manager does not buy P & I insurance. If MARAD expects the ship manager to pay for an attorney and / or costs of personal injury claims, should the ship manager purchase P & I insurance?

We had duplicate questions of that. We are going to go back and look at that and provide you a response.

What is the small business size standard and NAICS code for the 15 percent compliance to small business?

First of all, the question is not correctly phrased. It's not a 15 percent compliance with small business. It's a 15 percent vessel reserve for small business. Now, the NAICS code is 483111 for those of you who are really interested. The size standard is 500 employees. Let me give you the web page if you want to read more about NAICS codes. That's www.naics.com. We can add that too as a link to VOA so if you feel like reading more about business

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size standards, go right ahead.

Is the offer restricted to one
login name to access the historic
proposal?

You can have, for your company,
multiple logins, but only one login per
person. I would strongly recommend you
not share passwords. How you deal with
that within your company is up to you.
Just, you may want to determine up front,
who hits the final submit button.

MALE VOICE: [inaudible]

I. COOPER: Okay.

MALE VOICE: [inaudible]

I. COOPER: You can have, Pat,
you could have your login. You could have
a login. Doesn't make a difference to us
if you have multiple people with their own
logins.

MALE VOICE: [inaudible]

I. COOPER: That is correct.
That is correct.

MALE VOICE: Let me add. Version

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control is your problem, not ours.

I. COOPER: Version control.

MALE VOICE: So if he goes in and types good morning. And you go in this afternoon and change it, you go in a third time, that version control is yours not ours. You may look at what's in the web site.

MALE VOICE: [inaudible]

I. COOPER: We have, I can check to see who is signing on using your login. You share your password, I can't tell you who else is using it.

MALE VOICE: [inaudible]

MALE VOICE: No. What our normal procedure is, if you call in and say, I forgot my password. We will, to the best of our ability, we will require you to come in on your email to request a new password or to identify your company, and then we will go back and do that [inaudible]. No one gets a new password by calling on the phone.

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I. COOPER: I don't think that...

Well, your concern was somebody comes in and registers under Crowley. Is that your question?

MALE VOICE: [inaudible]

I. COOPER: Interesting question. I have to take it back to our techies. I don't think so, but...

MALE VOICE: [inaudible]

MALE VOICE: I did [inaudible]

MALE VOICE: [inaudible]

I. COOPER: I'll have to take that back to our techies. But we'll post that. Okay? I understand your concern.

MALE VOICE: [inaudible]

I. COOPER: It's an individual password tied to the proposal. We'll get the technical... There is a way to do this. I need to get back to our techies. I understand. But you can share, have multiple people work on the same proposal.

MALE VOICE: [inaudible]

I. COOPER: Section K7, the

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vessel owner operator... should all vessels that a company operates and that qualify be listed or should only one vessel be listed? That has to do with the mandatory requirement.

It is sufficient if you have one vessel that meets that mandatory requirement, to list that one vessel. There's actually a place in Section L, later where it asks you for a vessel listing that you can provide that. To meet the mandatory requirement, it is one vessel that has to meet it.

Let's see, during the presentation, it appeared as though MARAD was looking for ship specific and detailed presentation of a preventative maintenance plan as part of the proposal. Is it the intention or should the offer provide the methodology as how preventive maintenance plans will be developed and performed?

We're going to go back and look at the exact wording in Section L of what

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we're asking for. If that requires

clarification, we'll do that.

Does, in writing, quote unquote, versus, quote unquote, via email, mean the same? Ie, if a contract states in writing, is email acceptable?

That's really on a case by case for deliverables. We're going to have to look at it. I think we specify how they have to be delivered. For a lot of things, email is acceptable, but it's a case by case by deliverable. So we'll have to see what specifically it says.

Final questions due or comments due. We just addressed that. There's really no cutoff. Just be advised, I did say it earlier, when you submit a comment, that does not require us to respond to it. If you have a question to which you wish an answer, put it under the question section.

We need additional information on RMS. Um, yes. I have that question

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twice. Was that yours?

MALE VOICE: [inaudible]

[laughter]

I. COOPER: I know that [laughs]

Okay. Let's see, import / export interface, etc. This has the potential of being a, whatever that word means.

[laughter]

Your word, not mine. I want to go on record... Anyway, the RMS is in selection right now. We will address that as we have more information on it.

L74, minimum working capital. If under the initial mandatory submittal, you propose an alternative financing, company resources for example, and it is found inadequate, will you have a second chance to resubmit?

I need to go back and look at the exact wording of that. But we will answer that because we understand that it's urgent given the early submission date.

Another RMS question. Basically

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the same thing, so we'll have to kind of group these RMS questions and put a response out there.

For past performance, should current ship managers provide contract information for existing performance? And I assume that's referencing the existing contracts. Would each ship group, awarded as a separate contract, be considered separately?

My recommendation on past performance, to any offerer, is always provide everything that you consider to be relevant and current.

I did say I recognize that, that only MS Office 97 is allowed per the slides today. Section L says MS Office version 97 or higher. I'm going to have to verify. I think our technical guy is coming back over. I want to make sure that "or higher" actually works, okay?

MALE VOICE: [inaudible]

I. COOPER: Hm? It does not?

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Okay, then we will have to fix that

problem. But we will... I'm going to go
back and verify.

Does MARAD have monies to acquire
more ships?

That's really not an RFP
question, so...

MALE VOICE: Particularly if
there's no answer.

I. COOPER: We don't have an
answer, so...

MALE VOICE: [inaudible]

I. COOPER: Thank you Pat. We
don't know. But that's not an RFP
question so, you know, I would refrain
from even posting. That's really not
related.

15 July submission date. We have
addressed that. Amendment should be
posted later today.

Will MARAD publish questions and
answers as discussed at the recent
American Maritime Congress briefing where

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some ship managers were not invited.

No. Well, let me clarify that. First of all, what you saw today, in the acquisition part of the briefing, is exactly a carbon copy of what was briefed to AMC. We did not catalog questions during that session. We're going to go back, look at our notes to make sure that there was nothing else we possibly could have answered that, you know, you're not getting. So, I hope that addresses that.

MALE VOICE: [inaudible]

I. COOPER: No. The technical briefing was not provided at all. This was strictly, how does the business process work, how does VOA work. There's not secret. What you saw today is what was briefed then.

Um, make sure I don't have anything else. I had one generic question on EIS for those of you who are currently using EIS, that had to do with a mechanism to upload data to EIS to populate the

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input screen - separate from the

spreadsheet that's currently there. There are actually a list of modifications that have been proposed to MARAD. My understanding is they are currently under review. We addressed that yesterday at the ACO conference. So, I will go back and see. It's not really RFP related. It will be a future issue, but I know there is a list of modifications we're looking at.

MALE VOICE: [inaudible]

I. COOPER: That's a valid point.

MALE VOICE: [inaudible]

I. COOPER: But then it should..

Yeah. I agree, but it also should be considerably cheaper than last time when you had to submit all the backup documentation in multiple copies. Right? Okay. Anything else?

J. BARILLE: Well, I'd like to introduce the last of our team members and probably the greatest, Bill Cahill.

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[laughter]

[off-mic comments]

BILL CAHILL: Is there any more questions?

MALE VOICE: [inaudible]

BILL CAHILL: Okay. Then that's fine, but could you move to the mike?

MALE VOICE: [inaudible]

[off-mic comments]

BILL CAHILL: Any other questions? Use the mike for me please. Thank you.

MALE VOICE: There were a few questions concerning P & I insurance. Is MARAD envisioning that we will not obtain P & I insurance and cover the deductible for any shipboard incidents?

BILL CAHILL: As we previously stated, we'll answer that question in writing. But I don't think we're seeing a change in policy.

MALE VOICE: [inaudible]

[sound cut]

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[END TAPE 3 SIDE A]

[START TAPE 3 SIDE B]

MALE VOICE: ...request as we got by the show of hands. And I counted the seven, so... I wasn't going to go above ten anyway. So we will make an announcement when that training will become available here in Washington.

Since we're talking about insurance, one of the things within J9 indicates that one of the reimbursables specifically states, foreign agents. And one of the issues that comes up is, without the engagement of domestic agents for certain services, that does not allow us to cover MARAD with certain insurance coverages for like, tugboats and pilots, which creates a little bit of a problem underneath the commercial purchasing procedures. So, if there is not going to be reimbursement for domestic agents within the contract, that needs to be specifically addressed.

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MALE VOICE: Thank you.

MALE VOICE: Now we're able to get a hold of... They're on their way over? If there's no other questions, can we take another break? Our database people are coming over and we'll try to address a brief discussion with them. We'll try to address your security issues.

[sound cut]

MALE VOICE: Bill Cahill. Hey Bill. You get your brownie. I said I wouldn't start until you got your brownie.

[laughter]

I. COOPER: Okay. I think we have Pam and Atiba here so if I say anything terribly wrong, they'll going to jump up and strangle me.

Security on VOA. So, I have to revise my earlier answer. When you, in your company, have multiple people working on one proposal, you actually must share the email and password.

MALE VOICE: One, one...?

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I. COOPER: Of one. Let's say you go in and create the email account and the password. The email is your user ID. You control who else has that. They can work on your proposal. So, not... You got to alleviate your concern. In addition if someone were to call in and say, well, I forgot my password, but I'm from Crowley, that doesn't really work. There is a forgotten password option in there. If they click this, it goes back to the person who initially created that email account. So... Yes sir.

MALE VOICE: If you have multiple people that log in at the same company, working under the same password, can they work at the same time on separate sections? They obviously can't work on the same section.

MALE VOICE: Yeah. There's nothing that restricts you from doing that, but it's not advised.

MALE VOICE: When you go in there

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[inaudible] if one person is working alone

[inaudible]

[crosstalk]

I. COOPER: No. But, it goes back to Tim's answer on version control earlier. Atiba is correct. It's not advisable if you don't... You must establish the procedure within your company. The system does not restrict you from doing it. But you have to ensure that your own people don't overwrite each other's work.

[crosstalk]

MALE VOICE: ...on two separate sections.

MALE VOICE: He's saying that it's technically possible but to be very careful. My suggestion to you is, I'll restate it again, is to print out a copy of that and in some other word processing document, create your proposals, then transcribe that proposal into VOA. VOA is not a word processing document. You're

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not going to get spell check. You're not

going to get that kind of information.

So, we highly recommend that you guys do

it offline and then transfer your final

one from your company into VOA.

I. COOPER: But the system does not restrict you from having multiple people working on different sections. Now, in addition to that, the earlier question, if you were to create more than one proposal, you must generate a separate email account and user password to do that. Because each proposal is tied to that user ID that you create. So if you have a second proposal, you would go in, register again on the bidder's mailing list using a different email, different password, which would allow you then to create a second proposal.

[pause]

We'll spell this out in detail in our response, but, does that answer the earlier question on security? Okay,

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great. Anything else? Any other

questions we can answer?

MALE VOICE: Any other questions
on VOA?

MALE VOICE: [inaudible]

MALE VOICE: [inaudible] ...the
warnings we're getting about [inaudible]
is what you see what you get? I see it
looks a certain way on my computer screen
before [inaudible]. Are you going to see
what I see or could there still be hidden
characters you'll see that I don't see in
that case?

FEMALE VOICE: [inaudible]

MALE VOICE: So, we can take the
risk and if it doesn't work, we can erase
it [inaudible]

MALE VOICE: Assuming you save.

I. COOPER: Yeah.

MALE VOICE: I think the answer
is, you have to save it and then recall it
and look at it again.

MALE VOICE: Okay. All right.

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I. COOPER: If you want to ensure that. But it comes, it doesn't lose anything in the translation to us.

MALE VOICE: All we're trying to do is pass on previous awards experiences when they have tried to directly do it. And we have seen problems at two ends of the spectrum, those which had very little technical experience trying to submit a proposal had a great deal of problems. And, believe it or not, those who think they are the technical wizards, on the other end of the spectrum, they had just as much difficulty.

MALE VOICE: [inaudible]

I. COOPER: Yeah. And I passed on your tip earlier. You can cut and paste into Notepad and then... That interim step tends to minimize the weird characters and formatting issues.

MALE VOICE: We don't know what your Internet connectivity is. But, truly, if you try to create from the

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hundreds of off [phonetic] awards that

I've talked to under the port security
[inaudible] if you attempt to create right
there on the screen, you will get timed
out.

I. COOPER: Especially..

MALE VOICE: Difficulties also
will be directly associated with how well
your Internet connectivity is.

MALE VOICE: [inaudible] more
than one proposal, so my question is this.
[inaudible] how do you prohibit the use,
the unauthorized use of [inaudible]

I. COOPER: I will tell you that
that is the same safeguard I would have on
a hardcopy submission. Somebody could
walk in my office, submit it under Matson
and I'd have your proposal. You know,
this is not a system problem that has
created that. That has always existed. I
mean, somebody could conceivably submit a
proposal in your name. How would I know?
It's not my job to verify that who hands

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me the proposal with Matson's name on it signs the... It's really who signs it. You know, our job is...

MALE VOICE: Generally speaking, I don't know of many proposals that the government hasn't had a question on. And so therefore, when we would be communicating back to you, one would hope that comes up.

MALE VOICE: Also, [unintelligible] requirements and stuff, you're providing letters, you know, the Articles of Incorporation and stuff like that so. There's a safeguard there. It's not foolproof, but there's a reasonable...

MALE VOICE: But Iris is correct. When we do IFP's or RFP's, how can I guarantee that someone hasn't submitted a proposal in my name?

I. COOPER: One would really hope that nobody would expend the effort to submit something under somebody else's name.

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[laughter]

But, you know, we very carefully, and I think, Dale [phonetic] had a good point, we review the mandatory requirements. It's also the Section K certifications. One would hope they're very consistent for the same company. I mean, they do get reviewed and they get reviewed for consistency. I mean, they are in the review process, one would hope that if there is some wildly diverging information, we catch that.

Yes sir.

MALE VOICE: So, if you plan on putting two proposals in, you have to do two sets of the [inaudible] requirements, at this point in time.

I. COOPER: That is correct. Responsiveness to the RFP is measured for each proposal. So, like I said earlier, don't give me, see proposal number one. That is not sufficient.

Anything else? Bill do you have

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anything you'd like to add? Mr. Cahill?

Tim? Our techies, anything? Okay.

Well, in that case, I think we can wrap it up. I really appreciate you coming out. And, I think we got some very good questions. We'll work diligently on the answers and, hopefully, by this afternoon, see an amendment to extend that submission date and we'll update the web page accordingly.

MALE VOICE: And we'll try to schedule the training as soon as possible.

I. COOPER: But it will be on the web page so it's available to all, even those who didn't participate today. Thank you very much.

[background voices]

[sound cut]

[END TAPE 3 SIDE B]