

AMHS Reform Initiative

Feeder Vessel Requirements Report

Step One of the Long-Range Capital Plan and Deployment Strategy recommended in the Phase Two report for replacing the existing fleet of vessels with new standardized vessels

Objective

- Conduct a gap analysis and identify the pros and cons of an Alaska Class Ferry (ACF), with appropriate modifications, to serve as the 24/7 Feeder vessel as notionally envisioned in the Reform Initiative Phase 2 Report, and in alignment with the current understanding of future AMHS service needs.
- Evaluate the feasibility of the M/V HUBBARD to be modified to the Feeder requirements.

Deliverable

The deliverable from this task would be an engineering report outlining any changes required of an ACF to be used as a 24/7 Feeder vessel, and the alignment of the HUBBARD to those requirements. The impact on acquisition costs for new vessels, and potential HUBBARD modifications, will be discussed in relation to current ACF procurement information.

The report can be submitted approximately 3 weeks after Notice to Proceed, mid-August. This will provide time for review/comment and inclusion in the September Southeast Conference Annual Meeting, if desired.

Scope of Work

24/7 Feeder Vessel Requirements Review

The AMHS Reform Initiative's Strategic Business and Operation Plan, Phase Two Final Report, outlines a notional standardized fleet of vessels to achieve system-wide efficiencies and service improvements. One vessel design in that fleet is a 24/7 Feeder vessel with the capability to serve both Southeast Alaska and Prince William Sound. For this task, EBDG will first review with AMHS the operational requirements for this vessel, discuss the implementation of the vessel into the detail service schedule, and confirm the final vessel performance requirements. This will include review of the LCONTE and AURORA vessels currently providing the service, and historical development of the ACF design, to ensure all performance concerns are addressed. Specific issues to be discussed are: vehicle loading and capacity, passenger capacity and services, passenger cabin requirements (if any), service speeds, and critical routes.

Vessel Gap Analysis

With the Feeder vessel requirements identified in detail, and known capabilities/configuration of the ACF, EBDG will conduct a gap analysis of the two vessels. We will identify the changes that would be required in an ACF to perform the functions of the Feeder vessel, and areas where the ACF may already be compliant.

Vessel Design Modification Impact Analysis

EBDG will evaluate the identified gaps and provide a discussion on the cost implications of constructing future 24/7 Feeder vessels from the existing ACF design. The pros and cons to the AMHS system as a whole will also be addressed: community and passenger service frequency and capacity, operational costs, maintenance costs, etc .

M/V HUBBARD Upgrade Feasibility Analysis

As a subset to the impact analysis, EBDG will evaluate the potential opportunity to modify the HUBBARD, still under construction in the Vigor AK shipyard, to the finalized 24/7 Feeder requirements. These modifications could include minimal crew cabins, passenger cabins, full galley service, bars, retail space, vehicle loading modifications, and others that may be revealed in the requirements analysis. The pros and cons of implementing the Feeder requirements, or some subset of design changes, on the HUBBARD will be provided with a discussion on how this may, or may not, advance the standardized fleet transition and enhance AMHS service to the communities of Lynn Canal and Prince William Sound.

Berners Bay Terminal Analysis

EBDG understands that discussions continue regarding the opportunity to construct a new terminal in the Berners Bay area. The implications of that new terminal on service to Lynn Canal by the current ACF design will also be analyzed to determine if the deployment strategy is likely to yield economic advantages and improved transportation.