NATIONAL PARK SERVICE
FINANCIAL ASSISTANCE: NOTICE OF INTENT TO AWARD

This announcement is not a request for applications.
This announcement is to provide public notice of the National Park Service's intention to award financial assistance for the following project activities. *Refer to Section 2. Grants.gov Posting Determination.*

ABSTRACT	
Grants.gov Opportunity Number	P20AS00062
Project Title	Developing a Whale-Avoidance Training Curriculum
Recipient	Maritime Pilot's Institute
Anticipated Federal Funding	$425,000
Non-Federal Cost Share	$0.00
Total Anticipated Award Amount	$425,000
Award Instrument	☐ Task Agreement ☑ Cooperative Agreement ☐ Grant Agreement
Anticipated Period of Performance	May 15, 2020 - May 14, 2025
Legal Authority	54 USC §101702. Cooperative agreements
CFDA # and Title	15.944 – Natural Resource Stewardship
Single Source Justification Criteria	Unique
National Park Service Point of Contact	

Section 1. Project Summary

PROJECT GOALS AND OBJECTIVES

The objectives for this project are to produce a whale avoidance training curriculum which includes: 1) realistic whale graphic; 2) scripted simulator modules; 3) short video; and 4) train the trainer video. The curriculum will be focused on whale avoidance for training mariners, including marine pilots and cruise ship deck officers and will use full-mission bridge simulators with the ultimate goal of reducing the chance of cruise ship-humpback whale lethal collisions.

STATEMENT OF PUBLIC PURPOSE

This project addresses a fundamental public purpose as it seeks to utilize and couple the science of whale behavior using knowledge accrued by NPS biologists, with the discipline of operating large cruise ships from experienced marine pilots, to create a training curriculum intended to reduce the impact of cruise visitation to marine resources in Glacier Bay. In doing so, the project will further the mandate of conserving park resources while simultaneously supporting visitor use.

STATEMENT OF WORK SUMMARY

The project will include research testing of several key concepts in a full-mission bridge simulator, and the development, production, testing, and distribution of whale-avoidance training products. Training products will include (1) a realistic whale graphic to be used in simulator training modules; (2) scripted modules in a full-mission bridge simulator whereby a trainee runs through a number of common whale-encounter scenarios that builds in complexity, allowing the trainee to understand and practice whale avoidance in a controlled setting; (3) a short video to be viewed by each trainee prior to participating in the simulator modules, that provides necessary context to the issue of ship strikes and importance of whale avoidance; and (4) a train-the-trainer video that provides instruction to the simulator operator about how to run the modules and the data that will be collected during each training. Products will be generated in such a format that they are transferable/compatible with different simulator frameworks where Alaska pilots and deck officers train including AVTEC (Seward, AK), Pacific Maritime Institute (PMI, Seattle), Maritime Pilots Institute (MPI, Covington, LA), and importantly, Carnival's CSMART facility (Almere, Netherlands) where all Carnival, Holland America, and Princess deck officers are trained.

RESPONSIBILITIES OF THE PARTIES

A. The recipient shall be responsible for the following items under this agreement:

1 Oversee the development of a 'whale graphic' capable to be utilized in full-mission bridge simulators compatible with frameworks where Alaska pilots and cruise ship deck officers train including but not limited to simulator frameworks.
2. Coordinate conference calls/consultation correspondence to generate input from pilots and NPS staff regarding the types and characteristics necessary for the cues to exhibit close fidelity to what mariners view during encounters with whales for assessing avoidance maneuvers when operating ships in and near Glacier Bay.
3. Spearhead and oversee the development of scripted modules in a full-mission bridge simulator focused on training pilots on whale avoidance. Organize a kick-off meeting to generate input with regards to defining intent and scope of scenarios, length of training, goals for availability, etc., in collaboration with NPS and pilots.
4. Oversee scripting of the modules including multiple whale-encounter scenarios which defines, among others, participant roles including the pilot, Helmsman, Lookout and Captain; type of encounter between whale and ship (distance, bearing, etc.); location and environmental conditions during scenario; and confounding factors such as presence of other vessels.

B. The NPS Responsibilities:

☐ A task agreement is proposed;

☑ A cooperative agreement is proposed;

therefore substantial involvement by NPS is anticipated during the period of performance of this agreement. In support of this agreement NPS will:

1. Participate in an annual organizational in-person meeting to assist in crafting an annual work plan, review products, and identify priorities.
2. Provide to MPI photos, video, data, and other information that will help develop the whale graphic to accurately depict what mariners see when whales surface around the ships. Graphics and data will be provided in a timely manner and in a format most compatible with graphic development (as identified by the recipient).
3. Provide timely comments and review of drafts of the whale graphic.
4. Provide MPI with graphics, videos, stills, in-person interviews, and other video relevant to maximize content clarity of the train-the-trainee video.
5. Assist in writing text for simulator module scripts and provide edits, comments, and feedback in a timely manner.
6. Travel to MPI for an annual research testing and organizational meeting throughout the project.
7. Spearhead correspondence with cruise companies regarding participation and support of whale avoidance training curriculum for deck officers assigned to ships on the Alaska route, including Glacier Bay.

☐ A grant agreement is proposed, therefore no substantial involvement on the part of the NPS is anticipated for the successful completion of the statement of work. It is anticipated that involvement will be limited to actions related to monitoring project performance and technical assistance at the request of the recipient.

Section 2. Grants.gov Posting Determination

☐ The National Park Service intends to award a task agreement under a previously competed or single source justified award.

☑ The National Park Service intends to award a single source justified cooperative agreement. *Refer to Section 3 Single Source Justification.*

☐ The National Park Service intends to award a single source justified grant agreement. *Refer to Section 3 Single Source Justification.*

Section 3. Single Source Justification

NATIONAL PARK SERVICE
SINGLE SOURCE POLICY REQUIREMENTS

National Park Service Policy FAP&P 1443-2015-06 requires a written justification which explains why competition is not practicable. The justification must address one of the following criteria.

In order for an assistance award to be made without competition, the award must satisfy one or more of the following criteria:

(1) Unsolicited Proposal – The proposed award is the result of an unsolicited assistance application which represents a unique or innovative idea, method, or approach which is not the subject of a current or planned contract or assistance award, but which is deemed advantageous to the program objectives. The unsolicited proposal must demonstrate an innovative capability or concept not currently available to the government, and prepared without Government involvement. ;

(2) Continuation – The activity to be funded is necessary to the satisfactory completion of, or is a continuation of, an activity presently being funded, for which competition would have a significant adverse effect on the continuity or completion of the activity;

(3) Legislative intent – The language in the applicable authorizing legislation or legislative history clearly indicates Congress' intent to restrict the award to a particular recipient of purpose;

(4) Unique Qualifications – The applicant is uniquely qualified to perform the activity based upon a variety of demonstrable factors such as location, property ownership, voluntary support capacity, technical expertise, or other such unique qualifications. Successful past performance, familiarity with existing requirements, capabilities that can be obtained or matched by a competitor, or a positive reputation, are not considered to be unique qualifications.

(5) Emergencies – Program/award where there is insufficient time available (due to a compelling and unusual urgency, or substantial danger to health or safety) for adequate competitive procedures to be followed.

NPS did not solicit full and open competition for this award based the following criteria:

☐ Task Agreement issued under previously competed or single source master cooperative agreement per Section 2 above. Single Source Justification not applicable.

☑ Unsolicited Proposal ☐ Continuation ☐ Emergency

☐ Legislative Intent ☐ Unique Qualifications

Explanation of the proposed recipient's qualifications or the criteria of the proposed project which requires use of the single source criteria cited.

Cruise ships that enter Glacier Bay are typically commanded by an Alaska state-licensed marine pilot with the rest of the bridge team consisting of company-employed deck officers including the captain, mates, helmsman, and lookouts. In 2012, several experienced marine pilots affiliated with MPI approached NPS personnel describing how they were developing a suite of actions to reduce collision risk, termed 'active whale avoidance'. These actions include, among others, transit planning for reduced speeds, narrowing search areas in a 'Cone of Concern', and initiating maneuvers, including changes in course in response to a sighted whale. The group also lamented that while pilots and cruise ship deck officers undergo continuous training centered on, among other things, minimizing the chance of grounding and avoiding collisions with other vessels, no comprehensive training program exists for reducing the chance of collisions with whales. Consequently, inexperienced mariners either disregard the ability to avoid whales or must learn by trial and error during decades on the water.

Section 4. Department of the Interior Secretary's Priorities

This award will support the following DOI Secretary priority(ies):

Other Key Initiatives:

- [ ] Employment of veterans.
- [ ] Supporting DOI Infrastructure needs.
- [ ] Creating jobs in the American economy.
- [ ] Access to outdoor recreation opportunities.

Priority 1: Creating a conservation stewardship legacy second only to Teddy Roosevelt

- [x] Utilize science to identify best practices to manage land and water resources and adapt to changes in the environment.
- [ ] Examine land use planning process and land use designations that govern public use and access.
- [ ] Revise and streamline the environmental and regulatory review process while maintaining environmental standards.
- [ ] Review DOI water storage, transportation, and distribution systems to identify opportunities to resolve conflicts and expand capacity.
- [ ] Foster relationships with conservation organizations advocating for balanced stewardship and use of public lands.
- [ ] Identify and implement initiatives to expand access to DOI lands for hunting and fishing.
- [ ] Shift the balance towards providing greater public access to public lands over restrictions to access.

Priority 2: Utilizing our natural resources

- [ ] Ensure American energy is available to meet our security and economic needs.
- [ ] Ensure access to mineral resources, especially the critical and rare earth minerals.
- [ ] Refocus timber programs to embrace the entire 'healthy forests' lifecycle.
- [ ] Manage competition for grazing resources.

Priority 3: Restoring trust with local communities

- [ ] Be a better neighbor with those closest to our resources by improving dialogue and relationships with persons and entities bordering our lands.
- [ ] Expand the lines of communication with Governors, state natural resource offices, Fish and Wildlife offices, water authorities, county commissioners, Tribes, and local communities.

Priority 4: Ensuring sovereignty means something

- [ ] Support tribal self-determination, self-governance, and sovereignty.
- [ ] Solidify mutual interests between the U.S. and the freely associated states and territories.

Priority 5: Generating additional revenues to support DOI & National interests

- [ ] Ensure that the public receives the full market value for the natural resources produced on Federal lands.
- [ ] Ensure that fees or costs levied for DOI services are reasonable and targeted to achieve cost recovery.
- [ ] Consider the impact of DOI decisions on economic development and job creation.

Priority 6: Protecting our people and the border

- [ ] Actively support efforts to secure our southern border.
- [ ] Ensure DOI law enforcement staffing addresses public safety risks anticipated on DOI land.
- [ ] Promote a "public service" demeanor within our law enforcement community.

Priority 7: Striking a regulatory balance

- [ ] Reduce the administrative and regulatory burden imposed on U.S. industry and the public.
- [ ] Ensure that Endangered Species Act decisions are based on strong science and thorough analysis.

Priority 8: Modernizing our infrastructure

- [ ] Support the White House Public/Private Partnership Initiative to modernize U.S. infrastructure.
- [ ] Remove impediments to infrastructure development and facilitate private sector efforts to construct infrastructure projects serving American needs.
- [ ] Prioritize DOI infrastructure needs to highlight:
    1. Construction of infrastructure;
    2. Cyclical maintenance;
    3. Deferred maintenance.

Priority 9: Reorganizing for the next 100 years

☐ Improve alignment and integration of the DOI organizational structure. Redistribute organizational resources (people and funding) to enhance mission achievement and improved public service.

☐ Improve organizational alignment with Executive Branch counterparts with major land management assets or influence.

Priority 10: Achieving our goals and leading our team forward

☐ Senior executives are expected to provide leadership in achieving goals of the President and the Secretary.

☐ The Management Team is expected to:

1. Ensure cost-effective operations and quality service to the public;
2. Facilitate organizational cooperation and conflict resolution;
3. Ensure the workplace environment is conducive to employee productivity and safety;
4. Hold individuals accountable for actions that violate DOI policies and requirements.

The proposed project does not support any of the DOI Secretary priorities, but the project is being funded for the following reasons: