PERFORMANCE WORK STATEMENT

Port Operations: Port Security Barrier (PSB) Operation

Naval Support Activity, Naples Detachment (NSAND) Gaeta, Italy

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C 1.0 SCOPE

Port Operations Gaeta requires contractor support to operate its Port Security Barrier (PSB). Due to a lack of internal capabilities, this contract covers all requirements for opening and closing the PSB's Main and Side Gates. This service is essential for any vessel requiring access to or from Gaeta's harbor, allowing U.S. Navy assets to meet operational requirements and providing host nation vessels with necessary harbor access.

Non-Personal Services: The services provided under this contract are non-personal. The Contractor's personnel are not subject to the supervision and control typically found in relationships between the Government and its employees. The Contractor is responsible for all costs associated with their vessel(s), including fuel, maintenance, and any necessary replacements. The Government will not provide additional payment for these items.

C 1.1 Requirement Description

The services to be furnished include the opening and closing of the Port Security Barrier (PSB) at Naval Support Activity, Naples Detachment (NSAND) Gaeta. The Contractor shall provide all necessary management, personnel, supplies, tools, equipment, and vehicles to perform these services on an "as needed" basis. The Contractor will plan, schedule, coordinate, and ensure the effective completion of the following primary tasks:

- Provide PSB Gate Operation (per Section C 3.0)
- Provide contract data, plans, and reports (per Section C 4.0)
- Ensure safety and quality control standards (per Section C 5.0)

The NSAND Gaeta PSB System consists of interconnected floating elements designed to:

- Control access points.
- Reduce exposure and protect critical assets from sea-based threats.
- Deter or stop watercraft with hostile intent.

The PSB is equipped with two gates for harbor access: a Main Gate (~150 meters) and a Side Gate (~50 meters). These gates accommodate all U.S. Department of Defense (DOD) assets, contractor vessels, and Allied Nation craft.

C 1.2 Points of Contact (POC)

Title	Name & DSN	Email

Officer in Charge	LCDR Karen Buchanan, DSN: 626-8301	karen.j.buchanan2.mil@us.navy.mil
Leading Chief Petty Officer	MMCS Malcolm Willis, DSN: 626-8335	malcolm.r.willis.mil@us.navy.mil
Asst. Leading Petty Officer	BM2 Juanpaulo Capati, DSN: 626-8363	juanpaulo.s.capati.mil@us.navy.mil

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C 2.0 REGULATORY COMPLIANCE

C 2.1 The Contractor shall comply with all applicable host nation (Italy) and maritime safety standards and regulations. All required safety equipment and lighting must be installed, maintained, and in good working order for safe day and night PSB operations.

C 2.2 The Contractor warrants that all performance shall fully comply with applicable international conventions, U.S. and Italian laws, and regulations from the Department of Defense (DoD), Italian Coast Guard, and United States Coast Guard (USCG).

C 2.3 The Contractor shall not pollute the environment and warrants compliance with all DoD, Navy, EPA, OSHA, and local base instructions. The Contractor is responsible for any spills they cause and must immediately notify NSAND Gaeta of any such incident.

C 2.4 The Contractor shall comply with Italian environmental laws and MARPOL Annex I. For hazardous materials, the Contractor must adhere to all applicable Italian environmental laws for use and disposal.

C 2.5 The Contractor must comply with all requests from Harbor Patrol Boats, including vessel searches. The U.S. Government reserves the right to inspect vessels and equipment at any time.

C 3.0 OPERATING REQUIREMENTS

C 3.1 The Contractor shall operate (open/close) the PSB to facilitate access for United States, Host Nation, and Allied vessels. Gate operations are measured in "movements"; one opening and one closing constitutes two movements. The Contractor may be required to operate the Main and Side gates concurrently and can expect approximately 60 main gate and 140 small gate movements annually.

- **Ship Movements:** The majority of movements will use the Main Gate. The Contractor must have a team on-site within one hour of notification from the Technical Point of

Contact (TPC) via phone, message, or email. This applies during and after working hours, including weekends and holidays.

- **Training and Inspections:** The Contractor shall support gate openings/closings for drills and inspections during normal working hours, occurring approximately twice a month.
- **Refueling and Full Power Runs:** The Contractor shall support Side Gate operations for refueling and full power runs during normal working hours, occurring approximately once a week.
- **Other Requirements:** The Contractor must be ready to support any gate operation within one hour of notification at any time, including nights, weekends, and all U.S. and Italian holidays.

C 3.2 The TPC will provide a daily schedule of PSB movements by 1730 each day for the following day. The TPC will also notify the Contractor of any cancellations or additional unscheduled requirements.

C 3.3 Normal working hours are Monday through Friday, 0800-1600. The Contractor is required to have personnel present on the NSAND Gaeta waterfront during these hours. The Contractor must also be on call 24/7, including holidays, for scheduled and unscheduled movements.

C 3.4 In an emergency, the Contractor shall be on station and performing PSB movements within one hour of official notification from the TPC.

C 3.5 The Contractor shall not operate the PSB without first gaining permission from the TPC.

C 3.6 The Contractor shall communicate the status of the PSB with Harbor Security via VHF Channel 14 before and after all operations using the following standard phrases:

- “Harbor Security, this is PSB Operator. Opening [Main/Side] Gate.”
- “Harbor Security, this is PSB Operator. Closing [Main/Side] Gate.”
- “Harbor Security, this is PSB Operator. [Main/Side] Gate open.”
- “Harbor Security, this is PSB Operator. [Main/Side] Gate closed.”

C 3.7 The Contractor must be capable of operating the PSB in all weather conditions, including winds up to 45 knots.

C 3.8 The Contractor’s vessel(s) must be a registered tugboat in good working condition, seaworthy, and capable of towing the PSB gates. Hulls, machinery, and equipment must be maintained in efficient operating condition.

C 3.9 All work must be completed in the safest manner possible, adhering to all applicable Italian and maritime safety standards.

C 3.10 Per the agreement with the host nation, the U.S. Navy must be able to open the barrier within two hours of notice. The TPC is authorized to direct the contractor to operate the barrier at any time to meet this requirement.

C 4.0 CONTRACT DATA, PLANS, AND REPORTS

C 4.1 The Contractor shall prepare and submit the plans and reports listed below to the Contracting Officer for review and approval. All revisions must be resubmitted within 14 days of receiving Government feedback.

The following plans must be submitted to the Contracting Officer or Contracting Officer's Representative for approval no later than 30 days after contract award:

- **C 4.1.1 Quality Management System Plan:** A plan as described in Section C 5.1, to be updated as changes occur.
- **C 4.1.2 Safety Plan:** A plan as described in Section C 5.2, to be updated as changes occur.
- **C 4.1.3 Personnel Contingency Plan:** A plan in accordance with Section C 6.5.6.
- **C 4.1.4 Drug Testing Plan:** A plan for random drug testing as described in Section C 6.5.4.

C 4.2 Accident Report

In any incident involving damage to vessels, property, or equipment, or resulting in bodily injury or death, the Contractor must submit a detailed report to the Contracting Officer and TPC within 24 hours. The report must include the facts of the incident, the extent of damages or injuries, and recommendations to prevent recurrence.

C 4.3 Watercraft and Equipment Non-Availability Notice

The Contractor shall immediately advise the TPC and Contracting Officer of any equipment failure. Within 12 hours of this notice, the Contractor must provide an estimated time and cost for repair.

C 4.4 Periodic Reports

The Contractor will complete and submit the following reports to the TPC and Contracting Officer:

Frequency	**Report**
Monthly	Monthly Operational Summary Report & Invoice
Annual	Annual Operational Summary Report
As Required	Accident Report

- **Operational Reports:** The Contractor shall submit a report to the TPC within two working days of any gate operation. These reports must be in English and include:
  - Date of operation.
  - Time the gate was opened and closed.
  - Which gate was operated (Main/Side).

    - Any discrepancies found. Discrepancies must be reported immediately to the TPC by phone, followed by an email within 24 hours.
- **Monthly Reports and Invoices:** The Contractor shall provide monthly reports and invoices no later than 20 days after the end of the month. Each report shall summarize all PSB movements, with an asterisk (*) denoting movements outside of normal working hours.

C 5.0 SAFETY AND QUALITY CONTROL

C 5.1 Quality Management System

The Contractor shall maintain a Quality Management System focused on preventing, controlling, and detecting discrepancies. The system shall be detailed in a Quality Management System Plan that includes:

- An inspection system covering all services, specifying areas and frequency of inspections.
- Methods for identifying and preventing service defects before performance becomes unacceptable.
- On-site records of all inspections and corrective actions, available to the Government upon request.
- A description of how the Contractor will meet the Acceptable Quality Levels (AQLs) in the Quality Assurance Support Plan (QASP).

C 5.2 Safety Program

The Contractor shall establish and maintain a safety program that promotes a hazard-free working environment. The program must incorporate all applicable DoD, Navy, U.S. Coast Guard, and Italian regulations.

C 5.3 Hazardous Materials (HAZMAT)

The Contractor shall manage, store, and dispose of all HAZMAT in accordance with applicable regulations. The Contractor is liable for any expenses or fines resulting from non-compliance or negligence.

C 5.4 Health Precautions

The Contractor shall ensure personnel follow all current health precautions in accordance with Italian Decree Law.

C 6.0 PERSONNEL REQUIREMENTS

C 6.1 The Contractor shall maintain sufficient personnel to meet all mission requirements.

C 6.2 Contractor employees will be supervised exclusively by Contractor management. They shall perform duties independently and without the supervision of any Government official.

- **Inherently Governmental Functions:** The Contractor is prohibited from performing any inherently governmental functions as defined in the Federal Acquisition Regulation (FAR), such as making purchases on behalf of the Government, approving travel, or making budget decisions.

C 6.3 Operator Qualifications

All personnel operating vessels must hold an Italian boating license for vessels over 80 HP operating within 12 nautical miles of land. They must also possess the requisite experience and skill for safe operation in the area.

C 6.4 Manager

The Contractor shall designate a manager who has the authority to direct all Contractor employees. This manager must be able to speak and comprehend basic conversational English and will serve as the single point of contact for the TPC, available on-call 24/7.

C 6.5 General Personnel Requirements

- **Appearance:** Personnel shall maintain a clean, groomed, and professional appearance.
- **Communication:** At least one employee must be able to communicate clearly in English.
- **Identification:** All employees must carry their Government-furnished identification badges at all times.
- **Medical:** The Contractor must develop a drug-testing program and ensure all personnel are medically and psychologically fit for their duties.
- **Entry Approval:** No employee may enter NSAND Gaeta without prior entry approval. The Contractor must submit required information to the TPC 30 days before an employee's arrival.
- **Contingency Plan:** The Contractor must develop a plan to ensure no interruption of service due to labor disruptions or personnel shortages.
- **Permits & Compliance:** The Contractor is responsible for obtaining all necessary licenses and permits and for complying with all applicable laws.
- **Substitutions:** Substitute personnel must meet or exceed the qualifications specified in this contract.
- **Training:** All required training and certifications must be kept current throughout the contract period.
- **Military Training:** The Contractor will allow designated Port Operations military personnel to assist in or monitor gate operations for training purposes.
- **Manpower Reporting:** The Contractor shall report all required labor data via the System for Award Management (SAM) at SAM.gov by October 31 of each year.

C 6.6 Removal of Personnel

The Government may direct the Contractor to remove any employee deemed incompetent, careless, insubordinate, or who disregards safety or security protocols. For safety or security violations, removal shall be immediate.

C 7.0 SECURITY

C 7.1 Operational Security (OPSEC)

- Contractor employees shall not disclose any information concerning base operations that could lead to a security breach.
- All inquiries from outside parties must be directed to the Public Affairs Officer.
- Violations of these security provisions may result in immediate contract termination for default and/or criminal liability.
- The Contractor must ensure personnel adhere to all base regulations and is responsible for removing any employee deemed objectionable by the Government.
- The Contractor shall ensure all personnel obtain required badges and vehicle passes and return them upon contract completion or employee termination.
- The Contractor shall ensure only authorized personnel access work areas and that all work areas are vacated at the end of the workday. Pets are not permitted in or around Contractor-occupied spaces.

C 7.2 Base Entry Clearance

The Contractor must obtain base entry clearance for all personnel by submitting the following information to the TPC:

- **Personnel:** Full Name, Date of Birth, Place of Birth.
- **Vehicles:** License Plate Number, Make, Model, Year.

C 8.0 PROPERTY MANAGEMENT

C 8.1 PSB Equipment Condition

- The Contractor shall report any damage, degradation, or issues observed on the PSB to the TPC to facilitate repairs.
- If the barrier breaks away from the vessel due to contractor error, the Contractor's vessel shall render services to save the barrier without any claim for salvage.

C 8.2 Contractor Equipment

- In the event of a vessel breakdown, the Contractor shall provide a replacement vessel that meets contract requirements at no additional cost to the Government.

- The Government will provide berth space for the Contractor's vessel. The Contractor is responsible for any damage that occurs at the berth space while their vessel is moored there.

C 9.0 ACRONYMS AND DEFINITIONS

Term	Definition
CDR	Contractor Deficiency Report
KO	Contracting Officer
FAR	Federal Acquisition Regulation
Gate Evolution	The act of opening and/or closing a barrier gate.
HAZMAT	Hazardous Material
HPU	Harbor Patrol Unit; waterfront security.
NSAND	Naval Support Activity Naples Detachment Gaeta, Italy
PSB	Port Security Barrier
TPC	Technical Point of Contact
Working Day	Monday through Friday, excluding holidays.

C 10.0 TECHNICAL EXHIBITS

- **Technical Exhibit 1 -** Port Security Barrier (PSB)

Port Security Barrier

Technical Exhibits 1

Technical Exhibit 1: Port Security Barrier

- This in an aerial view of Naval Support Activity, Naples Detachment, Gaeta, Italy's Harbor.
- The white line and dots that outline the harbor is the Port Security Barrier
- The green line is the Side Gate.
- The red line is the main gate.

Technical Exhibit 1: Port Security Barrier Side Gate

- The PSB Side Gate will be used for small boat operations in and out of the harbor. As well as refueling and training.
- The opening/closing mechanism for the Side Gate is located on the right of this picture.
- The Side Gate is approximately 50 meters in length.

Technical Exhibit 1: Port Security Barrier Main Gate

- The PSB Main Gate will be used for all ships and large boat movements in and out of the harbor. As well as training evolutions.

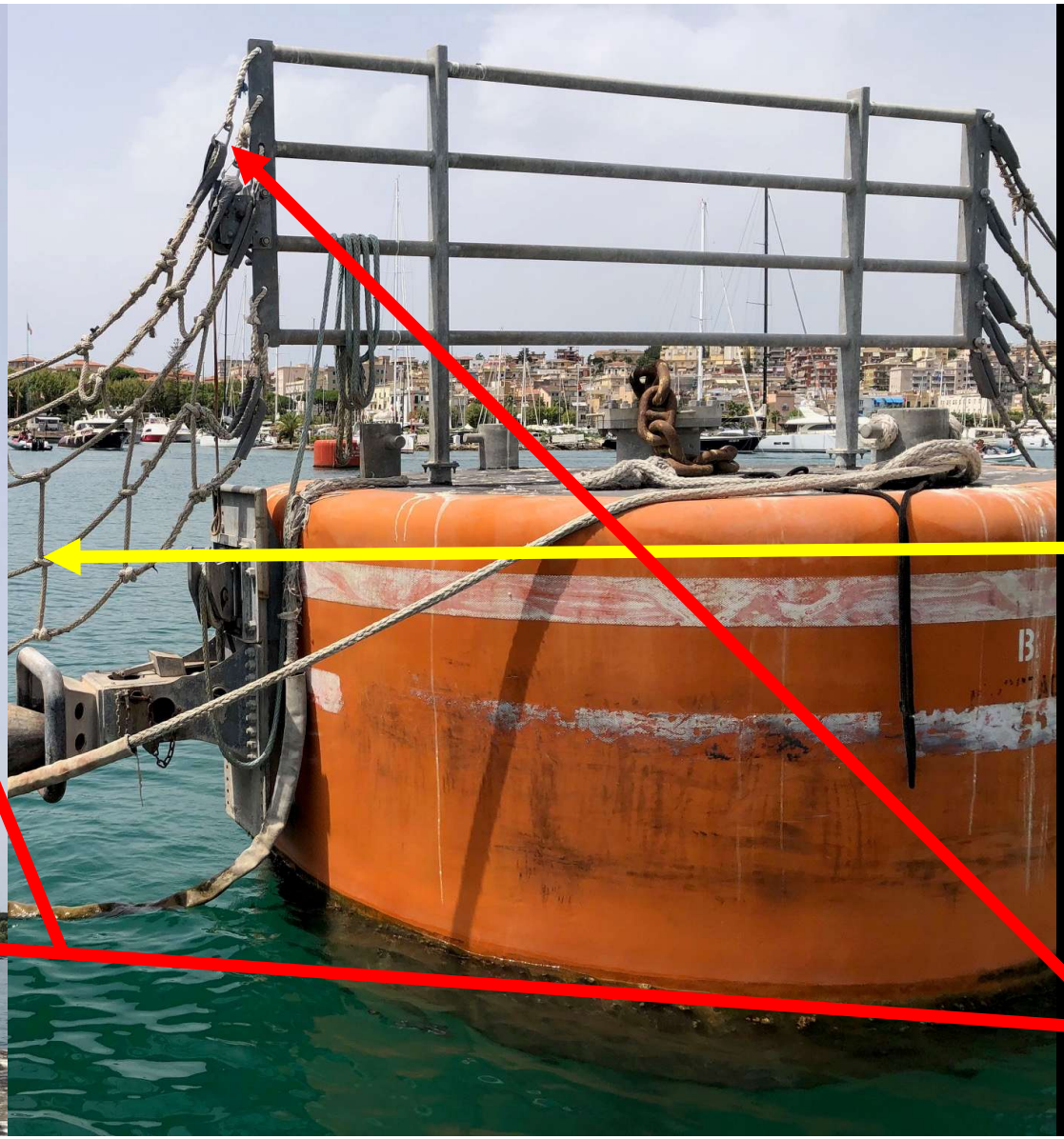
- The main gate is approximately 150 meters in length.

Technical Exhibit 1: Port Security Barrier Components

- The PSB components are the same for the Main and the Side Gate. The following picture explaining the gate components are from the PSB Side Gate but will also pertain to the Main gate as well.

Lead Line: is the shorter line permanently attached to the moveable section of the Gate and tied off to the orange buoy. The line was added as extra security if the gate breaks away from the orange buoy
The lead line will be the main towing line when opening and closing the Gates.

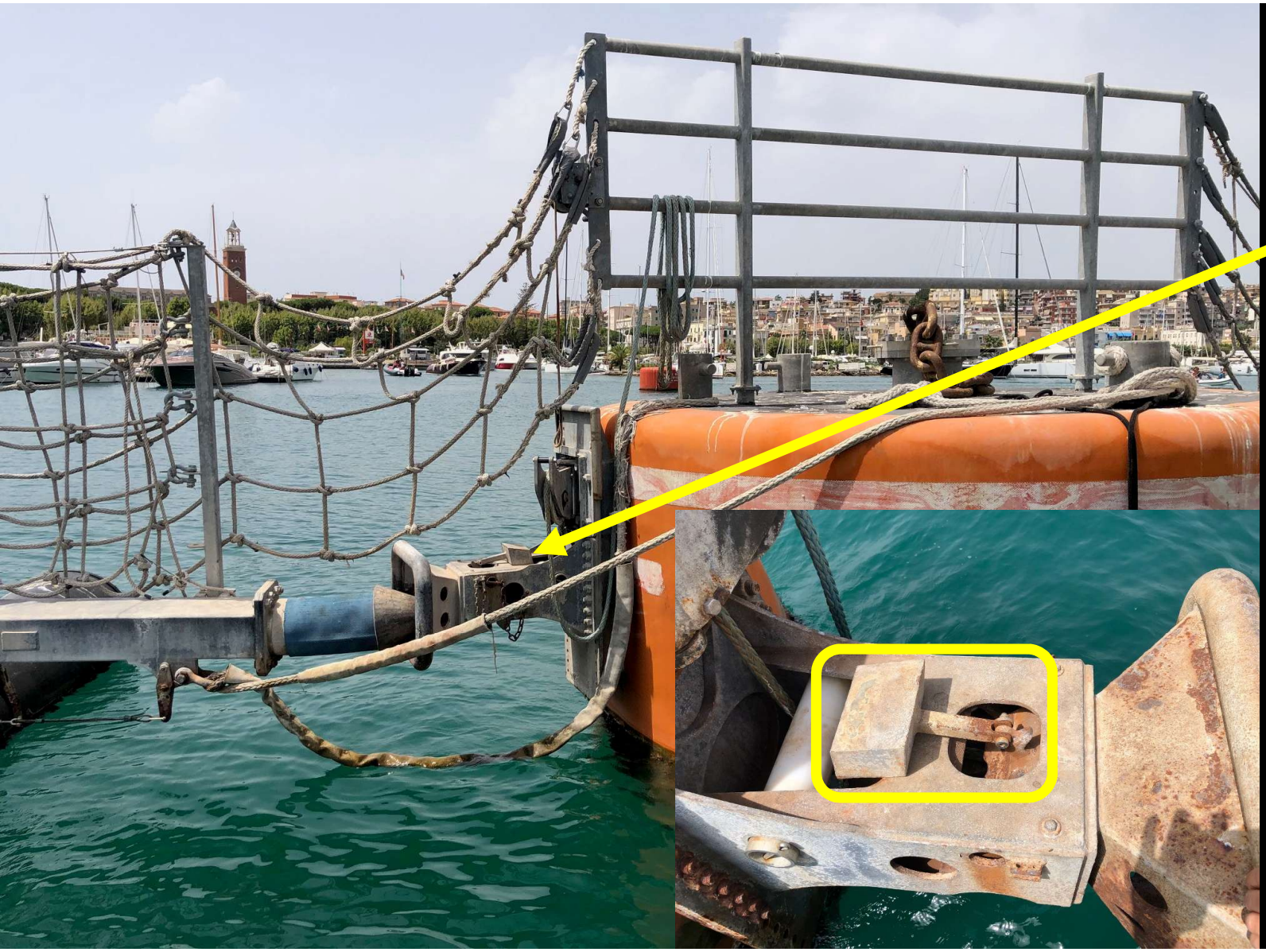
Secondary Line: is the longer line permanently attached to the moveable section of the Gate and tied off to the orange buoy. The line was added as extra security if the gate breaks away from the orange buoy. The secondary line will be the secondary towing line in the event that the Lead Line breaks when opening and closing the Gates.



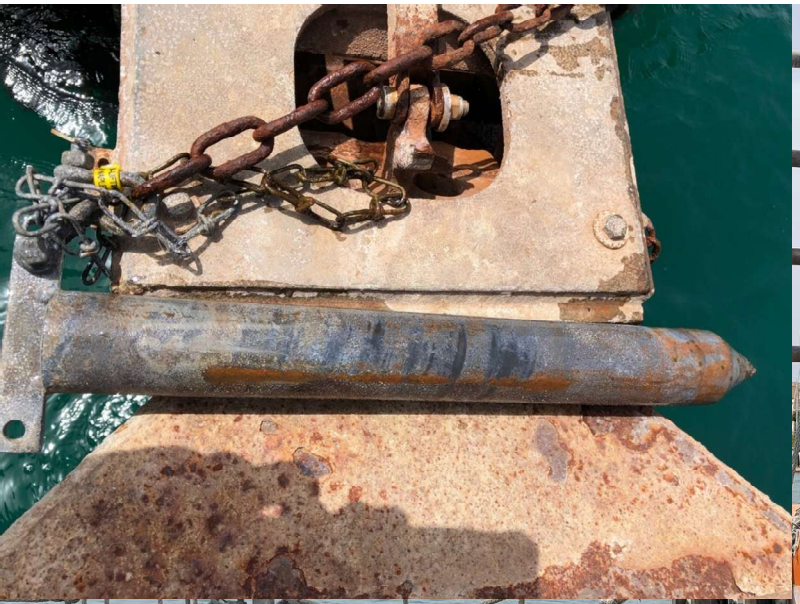
<u>Barrier Netting:</u> This will need to be removed prior to opening the Gates and reconnected when the gates are secure. They can be removed by opening the permanently attached carabiner on the steel fence located on top of the orange buoy and removing the soft eye of the line. There are five connections to remove.

Permanently mounted carabiner.

<u>Connection Mouth:</u>
The flanged mouth allows for an easier seating connection point it's where the Gate enters the locking mechanism. Which is connected to the orange buoy.



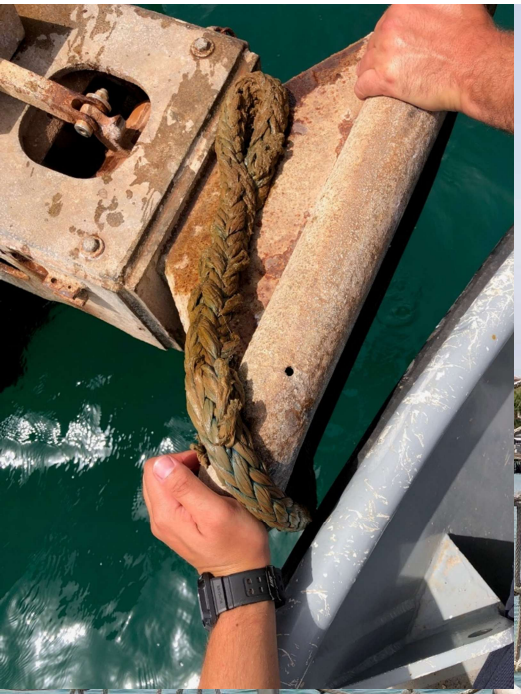
<u>Chain Locking mechanism:</u> Locks the Gate chain in place so the gate cannot detach from the orange buoy. When the locking weight is laying towards the orange buoy it is locking the gate chain in place. When it is laying towards the connection mouth it is unlocked and the gate will move freely with the current.

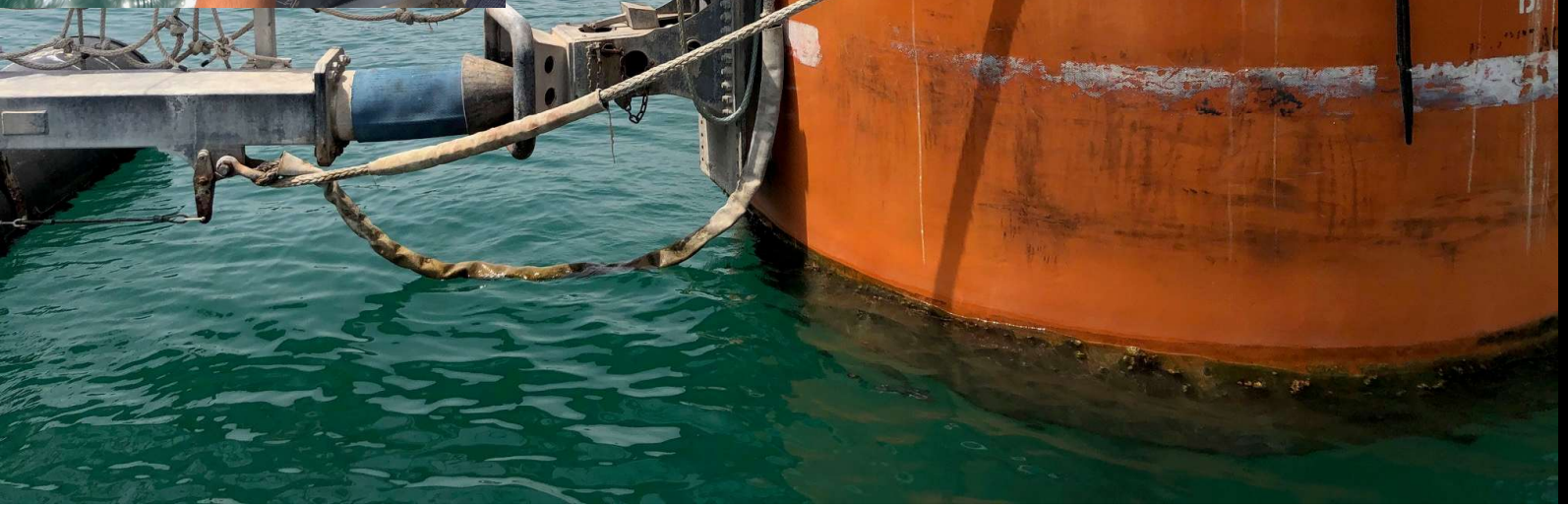


Locking Pin: Acts as a back up system to keeping the gate from coming disconnected from the orange buoy. The pin prevents the chain locking mechanism from unlocking when pushed through the chain housing.

CAUTION: If locking pin is not removed prior to opening the gate, damage will occur to the pin.

Gate Chain: located in the chain housing marked by the yellow box. The Gate chain connects the Gate to the retrieving line that runs through a pulley system making it much easier to close the gate. This connection point allows for the alignment of the gate and the connection mouth to close evenly.





<u>Retrieving line and Pulley:</u> The retrieving line has a soft eye at one end that is used to connect to the open chain link that is on the Gate chain. This allows for ease of install and removal when opening and closing the gate. The other end is connected to the vessel closing the gate. The pulley allows the retrieving line to pull the gate closed with ease and without it chaffing.

<u>Winch and Winch Line:</u> Can be used in conjunction with the Retrieval line and pulley during heavy weather conditions to close the gate. Can also be used alone during calm seas to close the gate manually.

DANGER: If solely used during heavy weather conditions the gate could cause too much tension and snap the line causing damage to equipment and/or personnel.