Israel Electric Corp. Ltd
Request for Information (RFI)
Risk Assessment while tank manoeuvring in the South Multi Buoy Mooring (MBM) in Eshkol power station (ASHDOD)

October, 2015

The Israel Electric Corporation (hereinafter: the "IEC") is the owner of two (2) offshore fuel pipelines, which supply heavy fuel to IEC's power stations site. The offshore fuel pipelines 16" (the southern) and 24" (the northern) are located at the Eshkol power station (at the city of Ashdod). Both of the pipelines are located near the port of ASHDOD and there is a plan to build a new port and a new lee breakwater closed to the southern 16" pipeline.

The new lee breakwater is only 330 metres away from the centre of the MBM berth. This poses a threat to manoeuvring and moored tankers in conditions with winds from Northern directions (NW to NE).

The arrival and departure manoeuvres for the South Multi Buoy Mooring (MBM) berth at Ashdod that were performed on the META simulator at Akko on the 6-8 of September. One of the main conclusions was to assess possible incidents apart from the standard vessel manoeuvring. Such risk assessment shall assess the possible hazards, the probability of an incident to happen, the consequences of the incident and possible mitigation measures. This assessment may conclude that additional measures must be taken.

The South MBM berth does no longer comply with the original design philosophy of an MBM and should as soon as possible be relocated.

To continue operations, for the interim period during which an alternative location for the MBM is realised, a risk assessment is needed.

1.1. Pipeline Description:
    Diameter: 16"
    Fluid: Oil #2 and refined oil
    Length: ~1300 meter
As-Built Wall thickness: ~12-13 [mm]
Water depth at offshore end: ~17 meter
Year of Installation: ~2015

2. **The information requested**
   
   The assessment shall at least include but not be limited to:
   
   - Possible collision of the tanker with other traffic while manoeuvring
   - Other traffic passing over the anchors and anchor chain
   - The nature of the cargo of the vessel
   - Technical failure of vessel propulsion and steering
   - Failure to correctly drop the anchor(s) and/or break the anchor chain(s)
   - Failure of the mooring lines
   - Failure of the tug and/or tow line
   - The possible effect of wave reflection on the lee breakwater and the development of confused seas at the Southern MBM
   - The effect of vapour release during loading of the tanker

2.1. The risk assessment shall include:

   2.1.1. HAZID- Hazard Identification
   2.1.2. HAZOP- Hazard Operation
   2.1.3. QRA- Quantitative Risk Assessment
   2.1.4. PCP Port Certification Procedure

3. **How to submit information**
   
   The proposal shall be sent by October 29 2015 by email as follows:
   
   **Subject:** “IEC- Risk Assessment RFI - name of your company"
   
   **Mail recipient:** rami.menashe@iec.co.il
4. **Contact**

Any questions regarding this RFI may be submitted by email:
rami.menashe@iec.co.il

5. **Supplement:**

5.1. **Response Form #1 – Potential contractor's Information & contact Details:**

<table>
<thead>
<tr>
<th>Item</th>
<th>details</th>
<th>Please Insert all data in this column</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Company Profile (name, address, location(s), web page, number of years in the market)</td>
<td></td>
</tr>
<tr>
<td>2.</td>
<td>Main services</td>
<td></td>
</tr>
<tr>
<td>3.</td>
<td>Main market/customers</td>
<td></td>
</tr>
<tr>
<td>4.</td>
<td>Quality management assurance system(s)</td>
<td></td>
</tr>
<tr>
<td>5.</td>
<td>Description of services that are already delivered to customers today, and could be comparable to what is requested in this RFI</td>
<td></td>
</tr>
<tr>
<td>6.</td>
<td>Reference customers using comparable services (including contact information)</td>
<td></td>
</tr>
<tr>
<td>7.</td>
<td>Reference customers using your services today, although they are not comparable with what is requested in this RFI (including contact information)</td>
<td></td>
</tr>
</tbody>
</table>
5.2. **Response Form #2 – Potential contractor's experience and capabilities in risk assessment from the last 6 years (Use separate sheets for each assessment):**

<table>
<thead>
<tr>
<th>Item</th>
<th>Contract details</th>
<th>Please insert all data in this column</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Risk assessment description</td>
<td></td>
</tr>
<tr>
<td>2.</td>
<td>location</td>
<td></td>
</tr>
<tr>
<td>3.</td>
<td>Customer contact person details</td>
<td></td>
</tr>
</tbody>
</table>

5.3. **Response Form #3 – Preliminary Budgetary Estimation:**

<table>
<thead>
<tr>
<th>Item</th>
<th>Engineering Activities</th>
<th>Price</th>
<th>Please insert all data in this column</th>
</tr>
</thead>
<tbody>
<tr>
<td>1.</td>
<td>Risk assessment report</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

6. **LEGAL STATUS OF THIS REQUEST:**

Neither participation in this RFI nor the provision of any information to IEC hereunder or otherwise, shall grant participants any right, legal or otherwise, regarding participation in any current and/or future purchasing process conducted by IEC. IEC will not be obligated to engage with any person/entity that participates in this RFI for the purpose of procurement of the services/equipment/system/goods or data that are the subject of the RFI or for the purpose of development, implementation, manufacturing or construction thereof.

IEC will be entitled to use the information obtained through the RFI, as well as any datum, solution, process, technique or proposal included in any response and/or documents/materials in connection with the responses, as submitted to IEC in this context.

Without derogating from the aforesaid, IEC shall keep all information provided in this RFI confidential and shall use it or permit use thereof only for its own purposes, in connection with this RFI and/or any other purchasing process undertaken by IEC, subject to the right of perusal as specified below.
IEC shall not be required, whether pursuant to this document or otherwise, to enter upon any purchase process of any type or kind.

Response to the RFI will not provide an advantage in any procurement process, if and to the extent publicized, to any person/entity that responds to the RFI and will not obligate IEC to include such person/entity in any procurement process.

Any reservation, amendment or supplement to the provisions above (whether included in the response to the RFI or otherwise) will have no legal effect and will not bind IEC.

A participant in this RFI process shall have the right to peruse the procurement process documents as set forth in the Mandatory Tenders Regulations, 5753-1993, only if, following the RFI process, IEC initiates a tender/procurement process that is awarded to the provider of such information.
Appendix No.2

The location of the South Multi Buoy Mooring