

## **Waterways Commerce Cutter Frequently Asked Questions**

**Does the waterways commerce cutter (WCC) have to perform all three parts of the inland aids to navigation (ATON) mission set (inland construction, river buoy tending and inland buoy tending) simultaneously?**

No, these three ATON mission sets are not concurrent operations.

**What is the WCC alternatives analysis (AA), and what does it include?**

The WCC AA is an independent analysis of potential ways to meet the mission need. This AA satisfies the statutory requirement for the program's analysis of alternatives (AoA) as required by [14 U.S. Code 572](#) and will identify and document viable solutions to meet the Coast Guard's ATON mission needs currently covered by the inland tender fleet.

The overarching goal of the WCC AA is to assess what type of materiel solution is needed as well as the appropriate mix of materiel and non-materiel solutions, e.g., electronic aids to navigation, leased vessels and ATON maintenance contracts, among other options. The AA results will allow the Coast Guard to make an informed acquisition decision based on cost and performance trade-offs among different types and combinations of materiel and non-materiel solutions.

The WCC Program has partnered with the Naval Sea Systems Command (NAVSEA) to conduct the AA and ensure its independence, as required by statute. In addition, the Coast Guard and NAVSEA have designated an AA study plan director from the Research and Development Center to serve as a liaison to the AA team. Information on innovative capabilities that could potentially allow the Coast Guard to perform the inland ATON mission in a safer, and more cost-efficient and effective way is welcomed and may be provided to the AA study plan director at [research@uscg.mil](mailto:research@uscg.mil).

**What is the WCC Program's schedule so far?**

The WCC Program currently aims to reach initial operational capability by fiscal year 2024 and full operational capability by fiscal year 2030.

The program will be able to provide more information once an acquisition strategy is determined, following completion of the AA.

**How many WCCs is the Coast Guard acquiring?**

The current inland tender fleet comprises 35 cutters of various sizes and configurations. The WCC Program will replace the capability provided by these tenders, but has not yet determined the number of WCCs that will be needed. The number and types of WCCs to be acquired will be determined after completion of the AA.

**Will the WCC be a monohull vessel, tug and barge, or some combination of these ship types?**

This determination will be made following the AA and could include a monohull vessel, tug and barge, or some combination.

**How many WCC configurations will there be?**

The determination of the number of configurations will be made following the AA.

**What are the length, beam and draft restrictions and maximum load for the WCC? What happens if assessment indicates a tender design can't be developed to meet all of those requirements?**

The WCC Program provided notional requirements for length, beam, draft, load and other items in [a request for information \(RFI\) released in February 2018](#). However, the Program welcomes feedback regarding the cost and performance implications of the notional requirements. In addition, the Program welcomes recommended requirements changes and associated rationale based on cost, schedule and performance trade-offs.

**Can I still submit information related to a previously released RFI?**

Yes, the Coast Guard is still accepting responses to all RFIs it has released. The information can be submitted via the Federal Business Opportunities (FBO) website (see below links) or to [wcc@uscg.mil](mailto:wcc@uscg.mil).

WCC RFIs released to date:

[WCC RFI \(February 2018\)](#)

[WCC RFI Part 2 \(June 2018\)](#)

[WCC Marine Crane RFI \(October 2018\)](#)

[WCC Pile-Driving Systems RFI \(February 2019\)](#)

NOTE: The Coast Guard uses contracted support to assist with its acquisition programs, and these contractors are all required to sign nondisclosure agreements with the Coast Guard. Please notify the Coast Guard in advance if you plan to submit proprietary information, as this will allow the contracting officer to begin any needed nondisclosure agreements between your company and government contractors supporting the WCC Program. If you consent to the Coast Guard's contracted support accessing any submitted proprietary information, please note that in your submission.

**Does the Coast Guard have an estimate of how much each WCC will cost?**

There is currently no firm estimate of the cost per WCC. The Program will make this determination as the acquisition process continues.

**Will the WCC be required to follow any classification society rules?**

The WCC will be built to American Bureau of Shipping (ABS) rules and classed by ABS, as required by [14 U.S. Code 573\(c\)\(3\)\(A\)](#).

**Will the program be holding one-on-one meetings with industry? If so, when?**

The WCC Program currently plans to hold one-on-one industry engagement meetings in 2019. Any information about potential meetings will be provided via FBO and this website.

**Is the Coast Guard accepting information such as white papers and capability statements from industry? Where can I send this information?**

Industry members can submit information to [wcc@uscg.mil](mailto:wcc@uscg.mil). However, the Coast Guard is not currently providing feedback on information submitted.

**Where can I find the February 2019 pile-driving systems RFI?**

<https://www.fbo.gov/spg/DHS/USCG/GACS/RFI-USCG-WCC-2019-1-PILE/listing.html>