Appendix 1 to the Tender Specifications – List of equipment

Enclosed to Procurement Procedure No EMSA/CPNEG/4/2021 - Service Contract for Equipment Assistance Service (EAS) – Northern Baltic Sea

Competitive procedure with negotiation

Phase II – Invitation to Tender

1. List of initial equipment

The initial equipment package to be stored, maintained and operated within the EAS Northern Baltic Sea arrangement is listed under point 1 below, and will be integrated in the arrangement during the preparation phase.

1.1 NOFI Current Buster 6 system (2 pcs)

The systems were purchased new and delivered in June 2019, and each is stored in one standard 20ft ISO container weighting approx. 8 tonnes, and two standard 10ft ISO containers weighting approx. 4 tonnes and 5 tonnes. The value of each system is approx. 650,000 EUR.

The systems were only deployed during Equipment Condition Tests and exercises, with less than five deployments in total and were never deployed in real emergencies.

The systems are in a very good operational condition, with no current technical issues / limitations affecting the operational status of the equipment and with the maintenance service performed in line with the manufacturer's recommendations.

1.2 Desmi Speed Sweep system (2 pcs)

The systems were purchased new and delivered in April 2019, and each is stored inside a standard 20ft ISO container weighting approx. 7 tonnes. The value of each system is approx. 250,000 EUR.

The systems were only deployed during Equipment Condition Tests and exercises, with less than five deployments in total and were never deployed in real emergencies.

The systems are in a very good operational condition, with no current technical issues/limitations affecting the operational status of the equipment and with the maintenance service performed in line with the manufacturer's recommendations.

1.3 Desmi Ro-Trawl system (3 pc)

The systems were purchased new and delivered in May 2019, and each is stored inside a standard 20ft ISO container weighting approx. 6 tonnes. The value of each system is approx. 200,000 EUR.

The systems were only deployed during Equipment Condition Tests and exercises, with less than five deployments in total and were never deployed in real emergencies.

The systems are in a very good operational condition, with no current technical issues/limitations affecting the operational status of the equipment and with the maintenance service performed in line with the manufacturer's recommendations.

1.4 Lamor High Capacity Skimmer LUT 5 80 (1 pc)

The system was purchased new and delivered in May 2019, and it is stored inside a 20ft container weighting approx. 15 tonnes plus one 10ft container with the power pack weighting approx. 4 tonnes. The value of the system is approx. 800,000 EUR.

The system was only deployed during Equipment Condition Tests, with less than five deployments in total and was never deployed in real emergencies.

The system is in a very good operational condition, with no current technical issues/limitations affecting the operational status of the equipment and with the maintenance service performed in line with the manufacturer's recommendations.

1.5 Lamor Oil Storage Barge (3 pcs)

The barges were purchased new and delivered in July 2019, and each is stored inside an aluminium container (dimensions: 2.82m/1.3m/1.67m) weighting approx. 1.1 tonnes. The value of each system is approx. 75,000 EUR.

The barges were only deployed during Equipment Condition Tests, with less than five deployments in total and were never deployed in real emergencies.

The barges are in a very good operational condition, with no current technical issues/limitations affecting the operational status of the equipment and with the maintenance service performed in line with the manufacturer's recommendations.

1.6 Lamor Oil Offloading System (1 pc):

The oil offloading system is meant to complement the oil storage barges by providing oil offloading capability. The system was purchased new and delivered in July 2019, and it is stored inside a standard 10ft ISO container and weighting approx. 3 tonnes. The value of the system is approx. 50,000 EUR.

The system was only deployed during Equipment Condition Tests, with less than five deployments in total and was never deployed in real emergencies.

The system is in a very good operational condition, with no current technical issues/limitations affecting the operational status of the equipment and with the maintenance service performed in line with the manufacturer's recommendations.

1.7 NOFI Current Buster 4 (1 pcs)

The systems were purchased new, with one system delivered in May 2021, and the second expected to be delivered in Q2 2022. Each is stored inside a standard 10ft ISO container and weighting approx. 4 tonnes. The value of each system is approx. 250,000 EUR.

The system delivered was only deployed once during Equipment Condition Tests and was never deployed in real emergencies.

The systems are in a very good operational condition, with no current technical issues/limitations affecting the operational status of the equipment and with the maintenance service performed in line with the manufacturer's recommendations.

1.8 Lamor V-Sweep System (2 pcs)

The systems were purchased new and delivered in May 2021, and each is stored inside a standard 10ft ISO container and weighting approx. 3.2 tonnes. The value of each system is approx. 20,000 EUR.

The systems were only deployed once during Equipment Condition Tests and was never deployed in real emergencies.

The systems are in a very good operational condition, with no current technical issues/limitations affecting the operational status of the equipment and with the maintenance service performed in line with the manufacturer's recommendations.

1.9 Lamor Medium-Sized Brush Skimmer (2 pcs)

The systems were purchased new and delivered in May 2021, and each is stored inside a standard 10ft ISO container and weighting approx. 3.2 tonnes. The value of each system is approx. 70,000 EUR.

The systems were only deployed once during Equipment Condition Tests and was never deployed in real emergencies.

The systems are in a very good operational condition, with no current technical issues/limitations affecting the operational status of the equipment and with the maintenance service performed in line with the manufacturer's recommendations.

1.10 Lamor Brush Skimmer LFF100 (1 pc)

The system was purchased new and delivered in July 2010, and it is stored inside onto a 20ft flat rack weighting approx. 4 tonnes. The value of the system is approx. 130,000 EUR.

The system was deployed more than 10 times during vessel drills and during Equipment Condition Tests and exercises and were never deployed in real emergencies.

The system is in an average operational condition, with no current technical issues/limitations affecting the operational status of the equipment and with the maintenance service performed in line with the manufacturer's recommendations.

1.11 Lamor Arctic Skimmer LRB150 (2 pcs)

The systems were purchased new and delivered in May 2020, and each is stored inside a standard 10ft ISO container and weighting approx. 11 tonnes. The value of each system is approx. 350,000 EUR.

The systems were only deployed once during Equipment Condition Tests and exercises and were never deployed in real emergencies.

The systems are in a very good operational condition, with no current technical issues/limitations affecting the operational status of the equipment and with the maintenance service performed in line with the manufacturer's recommendations.

1.12 Lamor Arctic Skimmer LAS125 (2 pcs)

The systems were purchased new and delivered in May 2006, and each is stored onto a standard 20ft flat rack weighting approx. 4 tonnes and provided separately with a hydraulic power pack. The value of each system is approx. 80,000 EUR.

The systems were deployed more than 10 times times during vessel drills and during Equipment Condition Tests and exercises and were never deployed in real emergencies.

The systems are in an average operational condition, with no current technical issues/limitations affecting the operational status of the equipment and with the maintenance service performed in line with the manufacturer's recommendations.

1.13 Systems recently ordered (6 systems)

In addition to the existing equipment systems described above, EMSA currently ordered several near-shore pollution response systems, expected to be commissioned and delivered in the first half of 2022, before the start of the implementation of the new contract, as follows:

a) Lamor work boat (2 pcs): contains one workboat (7m long) onto a road trailer, together with booms and other recovery equipment. The value of each system is approx. 300,000 EUR;

b) Solid flotation boom (1 pcs): the 400m of boom are stored in two metal crates, each weighting approx. 1 tonne in total. The value of each boom system is approx. 20,000 EUR;

c) Oil Storage Barge (2 pcs): the barge has a storage capacity of 10m^3 of recovered oil and is also provided with a pump. The barge is stored inside a compact metal container weighting less than 1 tonne. The value of each system is approx. 50,000 EUR.

For more information on the existing systems part of the initial equipment package, please consult the relevant info-sheets on the EMSA website: www.emsa.europa.eu ➔ "What we do" ➔ "Sustainability" ➔ "Operational Pollution Response Services" section with access to the EAS Info-sheets.

2. Other potential additional equipment to be stored within the EAS Northern Baltic Sea

Additional equipment sets of different types may be integrated in the EAS stockpile at any time, either during the Preparation Phase or the Stand-by Phase. These sets could be either newly purchased by EMSA, as well as equipment sets already available as part of the Network of Stand-by Oil Spill Response Vessels (e.g. skimmers, booms on reels, power packs, sweeping arms). Such additional equipment may be containerised, installed on flat racks or as stand-alone. Therefore, appropriate means of transport for containerised and non-containerised equipment must be envisaged (i.e. standard 20ft/40ft trailers, low flatbed trailers), in order to allow proper mobilisation of equipment within the maximum mobilisation time.

Regarding the equipment to be transferred from EMSA's vessel arrangements, the scope of the services will be more limited, mainly for temporary storage, with only a basic preventive maintenance program, no deployment/testing on water and no emergency mobilisation.

For any additional equipment to be integrated in the EAS arrangement, EMSA will clearly indicate whether it will be integrated as part of the EAS equipment to be mobilised for emergencies or just for temporary storage.

For more details about EMSA's Network of Stand-by Oil Spill Response Vessels including all the oil pollution response equipment items, please see the "Network of Stand-by Oil Spill Response Vessels – Handbook 2014" available on the EMSA website (www.emsa.europa.eu) under the following link:

http://emsa.europa.eu/oil-spill-response/oil-recovery-vessels/items.html?cid=121&id=1439