

## **Annex VI of the VAC**

### **Technical specifications for the mobilisation procedures**

#### **Enclosed to Procurement Procedure No. EMSA/CPNEG/17/2016 concerning Service Contracts for stand-by oil spill recovery vessels**

#### **Competitive procedure with negotiations**

#### **Phase II - Invitation to Tender**

### **1. Introduction**

The contracted vessel will normally be engaged in commercial activities. In the event of a large oil spill and following the Agency's request, the vessel will be mobilised. Mobilisation means that the vessel has to cease its commercial activity, transform into an oil response vessel (with the pollution response equipment on board and contracted net storage capacity) and conduct pollution response activities.

The mobilisation starts from the moment the contractor receives from EMSA (by fax and/or e-mail) the Notice of Pollution Response and is completed when the vessel transformed into an "oil recovery mode" is ready to sail.

Following the receipt of the Notice of Pollution Response the Contractor discharges the cargo or make the contracted net storage capacity available, loads and installs the oil recovery equipment on board.

Quick and efficient mobilisation of the contracted vessel is essential for the effectiveness of the pollution response.

The time required to undertake the vessel transformation from commercial activities to spill response vessel will, in part, be determined by the situation and status of the vessel at the moment when it is "activated" for spill response.

There is a range of possible alternative approaches that can be adopted by a company/consortium in order to provide the spill response service at the necessary specification. A key element is how a company/consortium intends to ensure that the appropriate trained crew and equipment are on board a suitable vessel in a timely manner. For example an arrangement might intend to utilise an additional/separate team for the actual operation of the specialised spill response equipment.

Another key aspect to consider is whether the equipment would be permanently on board or not. This factor will influence the mobilisation time. In case the equipment stockpile (see also point 4 below) is stored onshore, the bid must indicate the procedure to handle, transport and install the equipment on board when the vessel is mobilised.

## **2. Mobilisation time**

### **The mobilisation time must be no more than 24 hours.**

The steps of the mobilisation process and related time standards are described below.

## **3. Overview of the mobilisation procedure**

The steps of the mobilisation procedure and related time standard are described below:

1) After receiving request for assistance from the Requesting Party<sup>1</sup> the Agency requests from the contractor information regarding the contracted vessel status (geographical position, estimated time of arrival to the home port, time needed to discharge cargo and load/install pollution response equipment and time of readiness to sail to the pollution site).

Information must be provided within 1 hour.

2) EMSA sends to the Contractor a Notice of Pollution Response. The Notice contains information regarding the pollution incidents, details of the Requesting Party in the affected country and request to enter into the Incident Response Contract (IRC) with that Requesting Party. The IRC-V form is attached to the Notice.

From the moment of receipt of the Notice of Pollution Response the mobilisation time is counted.

3) The contractor fills in the IRC-V form, signs and sends it (fax and/or e-mail) to the competent Authority/Institution in the affected country.

Time for preparing and sending the signed IRC-V form must not be longer than 2 hours.

4) The Requesting Party fills in and signs and sends it back to the contractor.

This part normally should not take more than 4 hours.

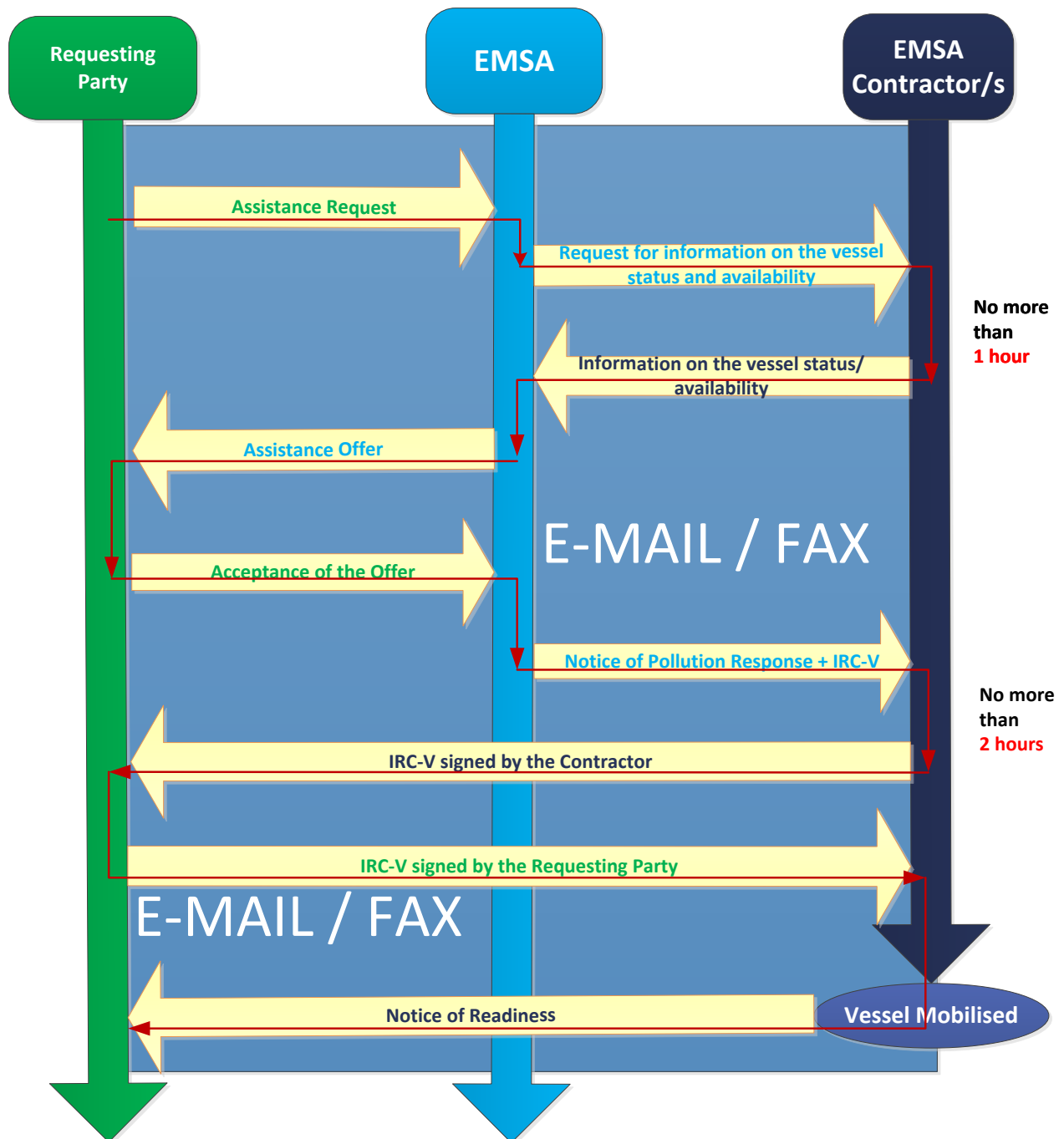
5) Contractor completes the vessel preparation and sends to the competent Authority/Institution in the affected country the Notice of Readiness.

This should be done immediately when the vessel reaches status “ready to sail”.

The simplified vessel mobilisation procedure is illustrated by the following flow chart:

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<sup>1</sup> The definition of Requesting Party is in Annex III - Incident Response Contract



#### **4. Logistical arrangements**

a) Equipment storage conditions

- In case the equipment is stored onshore, the storage place must comply with the following conditions:
- It must be fenced, secured, covered by a roof, and with adequate lighting.
- It must be provided with electricity and fresh water to facilitate maintenance of equipment.
- The equipment must be stored in such a way that there is sufficient space to handle it safely and with adequate access for means of transportation.
- In case the equipment is stored on board the vessel, all parts must be well protected against the negative influence of the weather and seawater with canvas, containers or similar.

b) Equipment transportation and handling

- The contractor must ensure adequate means for the equipment transportation from the storage area to the vessel and appropriate handling resources.
- Means for the equipment transportation and handling must be arranged in a way that they will be available for the vessel mobilisation at any time.

c) Cargo discharge

The contractor must arrange the cargo discharge facilities available for the vessel mobilisation (if needed) at any time.

#### **5. Evaluation of the Mobilisation Plan**

The completeness and quality of mobilisation procedures, including the logistical and organisational arrangements will be evaluated based on the Vessel Mobilisation Plan submitted by the tenderer.

The plan to be presented must be realistic. It must be noted that there is no standard form for presentation of this plan as each case is different. However, candidates are expected to submit this plan explaining how they would react in case of emergency in order to have the vessel ready to sail for pollution response operations with the equipment on board.

The mobilisation plan submitted by the tenderer must include the following elements:

- Usual or expected trade patterns of the ship.
- Indication of whether it is planned to store the equipment on board or on shore.
- Consideration of different scenarios: vessel loaded, empty, sailing to loading facility, engaged in commercial operations, loading, discharging, in port X, in port Y, etc.
- Indication of the probabilities of each scenario based on the expected trade patterns of the vessel.
- Re-fuelling or additional supplies necessities.
- Internal procedures for mobilisation.
- Staff responsible for mobilisation and description of tasks and responsibilities
- Crew considerations – additional or different crew necessities.
- Mobilisation time for each scenario.
- Logistical arrangements including storage, transportation, handling of the pollution response equipment.
- Discharge of cargo arrangements.