

Procedures for Mobilisation of EMSA's Pollution Response Services

SAFEMED III SEMINAR

13-14 MAY 2014, LISBON

Lech Auriga

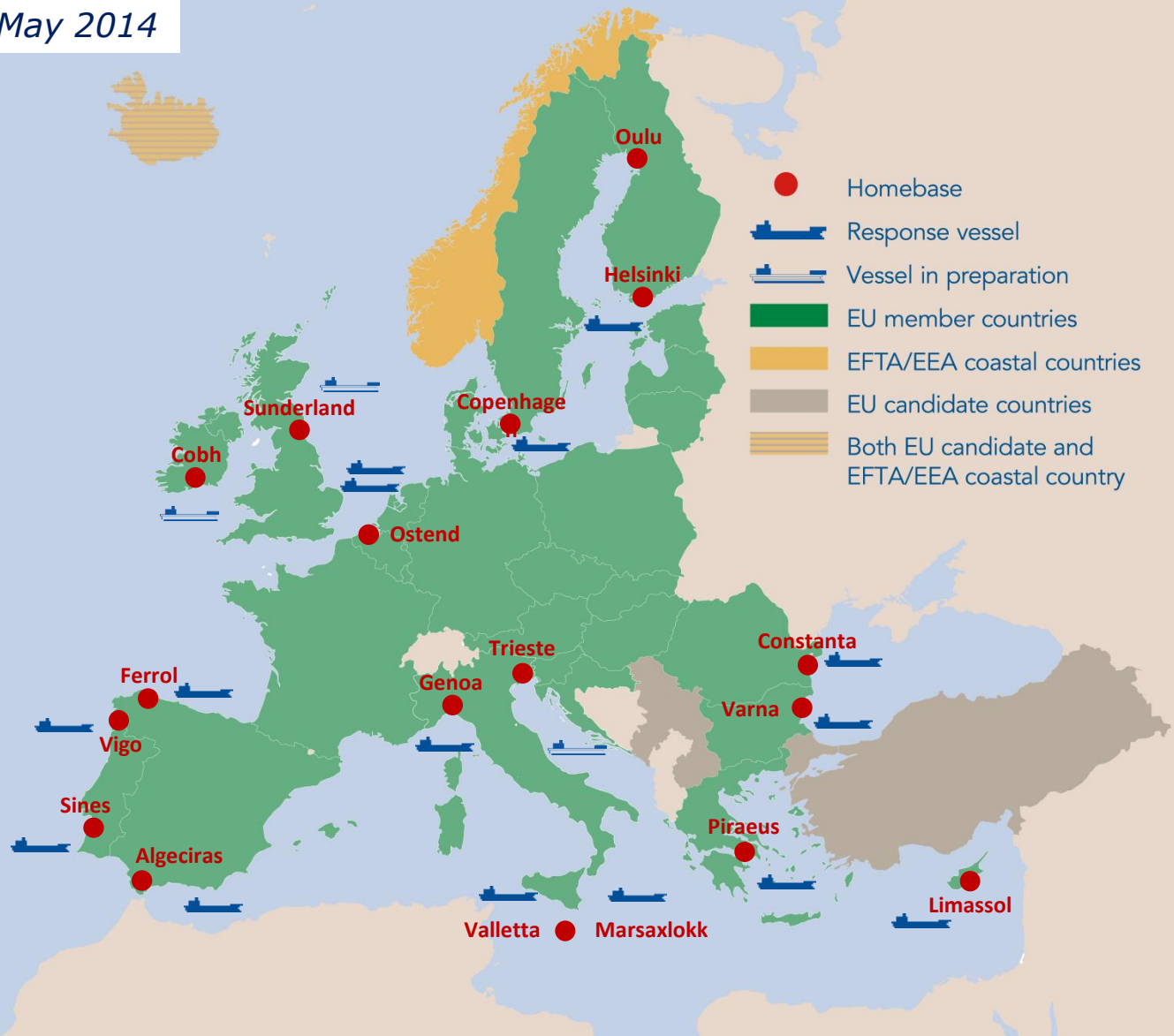
Senior Project Officer

Response Assistance

Pollution Response Services

15 Fully equipped vessels (+3 in Preparation Phase)

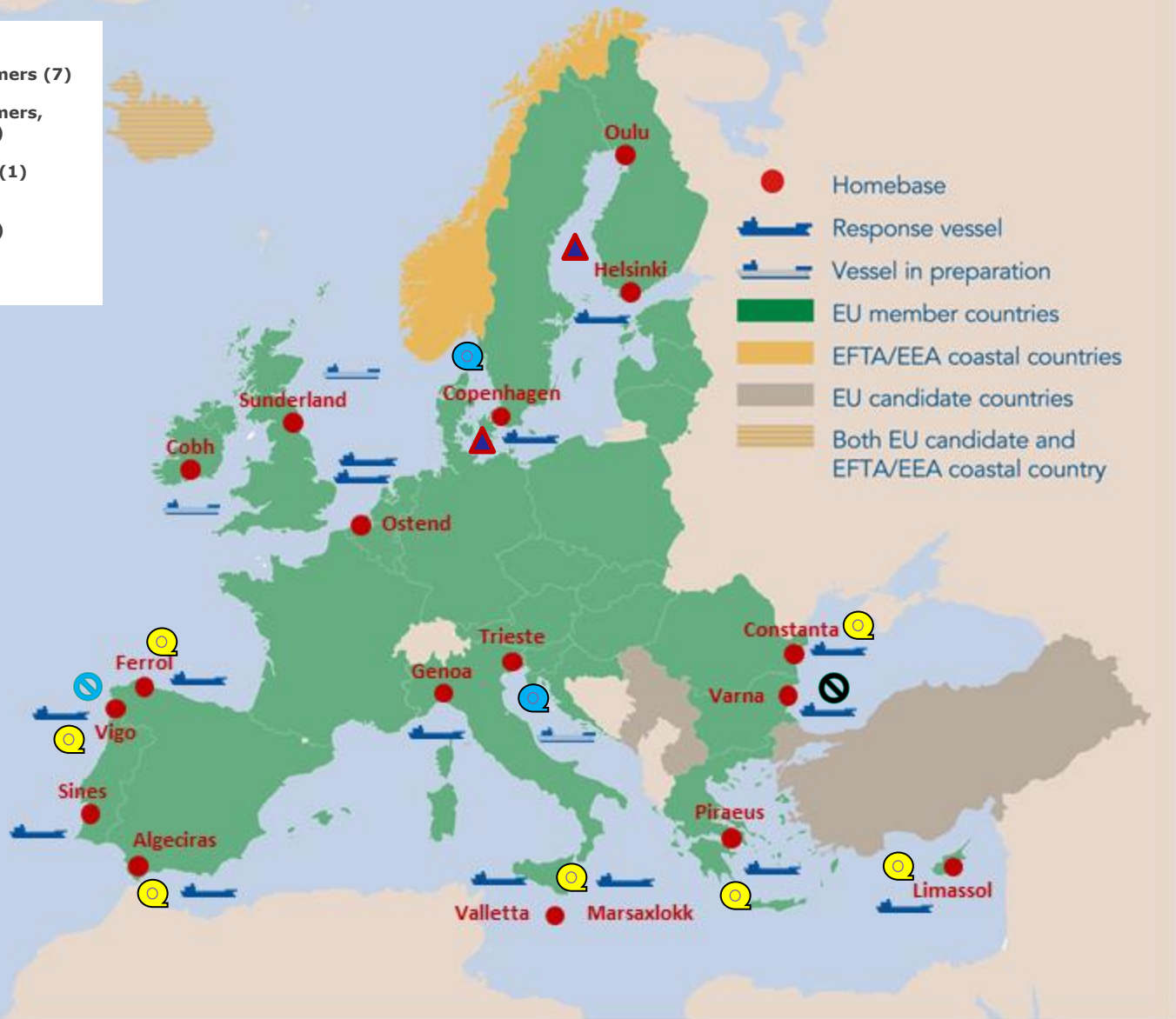
As of May 2014



Specialised Oil Spill Response equipment systems

- High-capacity skimmers (7)
- High-capacity skimmers, on-going project (2)
- Weir boom system (1)
- Weir boom system, on-going project (1)
- Arctic skimmers (2)

- Homebase
- Response vessel
- Vessel in preparation
- EU member countries
- EFTA/EEA coastal countries
- EU candidate countries
- Both EU candidate and EFTA/EEA coastal country



Who can request assistance ?

EMSA services are available upon request to:

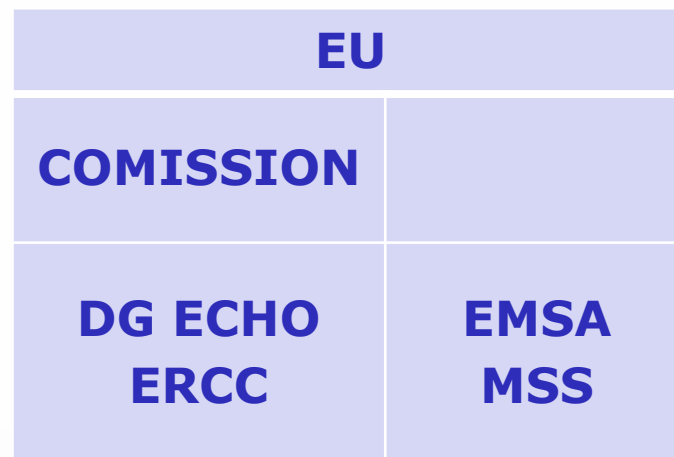
- European Union (EU) Member States,
- EU Candidate Countries,
- European Free Trade Association (EFTA) Member States,
- Third countries sharing a regional sea basin with the Union
- Third Parties

The request for assistance must always be made by the Competent Authority of the requesting State/Third Party.

Players

- EU Member States,
- EU Candidate Countries,
- EFTA Member States,
- ENP Countries
- Third Parties

ASSISTANCE
REQUEST



INCIDENT
RESPONSE
CONTRACT

NOTICE OF
POLLUTION
RESPONSE



EMSA Contractor (Vessel, Equipment)

Contact points

Emergency Response Co-ordination Centre (ERCC)

- Operated by the European Commission DG ECHO in Brussels
- Available on a 24/7 basis.
- 32 countries participating in the Civil Protection Mechanism (EU 28, the former Yugoslav Republic of Macedonia, Iceland, Liechtenstein and Norway).
- Any country, inside or outside the EU, affected by a disaster overwhelming national capacities, can launch a request for assistance through the ERCC.



ERCC Contact details:

Tel: **+32 2 29 21 112**

Email: ECHO-ERCC@ec.europa.eu

Contact points

EMSA Maritime Support Services (MSS)

- 24/7 facility located at EMSA headquarters in Lisbon.
- EMSA's coordination centre for maritime emergencies.
- A single point of contact via which Member States and the European Commission can request an emergency support from EMSA.



MSS Contact details:

Tel.: **+ 351 211 209 415**

Fax: **+ 351 211 209 480**

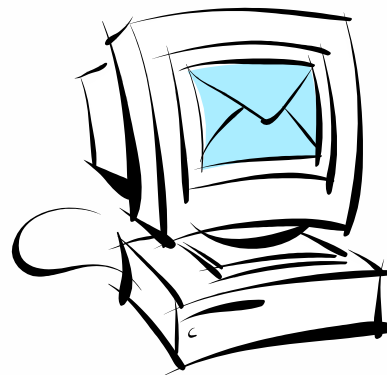
Email:

MaritimeSupportServices@emsa.europa.eu

Communication Tools

- **CECIS**

- **E-mail**



- **Fax**

- **Phone**



The Common Emergency Communication and Information System (CECIS)

- The Common Emergency Communication and Information System (CECIS) facilitates communication between the ERC and National Authorities.
- Exchange of information and experience between authorities responsible for Civil Protection and Marine Pollution.
- A database on potentially available assets for assistance, to handle requests for assistance on the basis of these data, to exchange information and to document all action and message traffic.

CONTRACT FORM INCIDENT RESPONSE CONTRACT	
1. Place and Date	2. Requesting State
3. Name, full address and full contact details of the contractor o Name: o Full address: o Tel.: o Fax: o E-mail: o Mobile of onshore responsible person:	4. Name of Institution: o Government body representing requesting state: o Full address: o Tel.: o Fax: o E-mail: o Mobile of onshore responsible person:
5. Name of Supreme on Scene Commander (SOSC) or equivalent: o Full address: o Tel.: o Fax: o E-mail: o Mobile:	6. Vessel's Owner, Name, Gross Tonnage and IMO number
7. Flag and Place of Registry	8. Oil Storage Capacity:
9. Class notation and Classification Society	10. Port of Departure
11. Place of Delivery	12. Place of Redelivery
13. Estimated Date and Time of Arrival to Delivery Place/Port	14. Oil Pollution Response Equipment and crew on Board (24h):

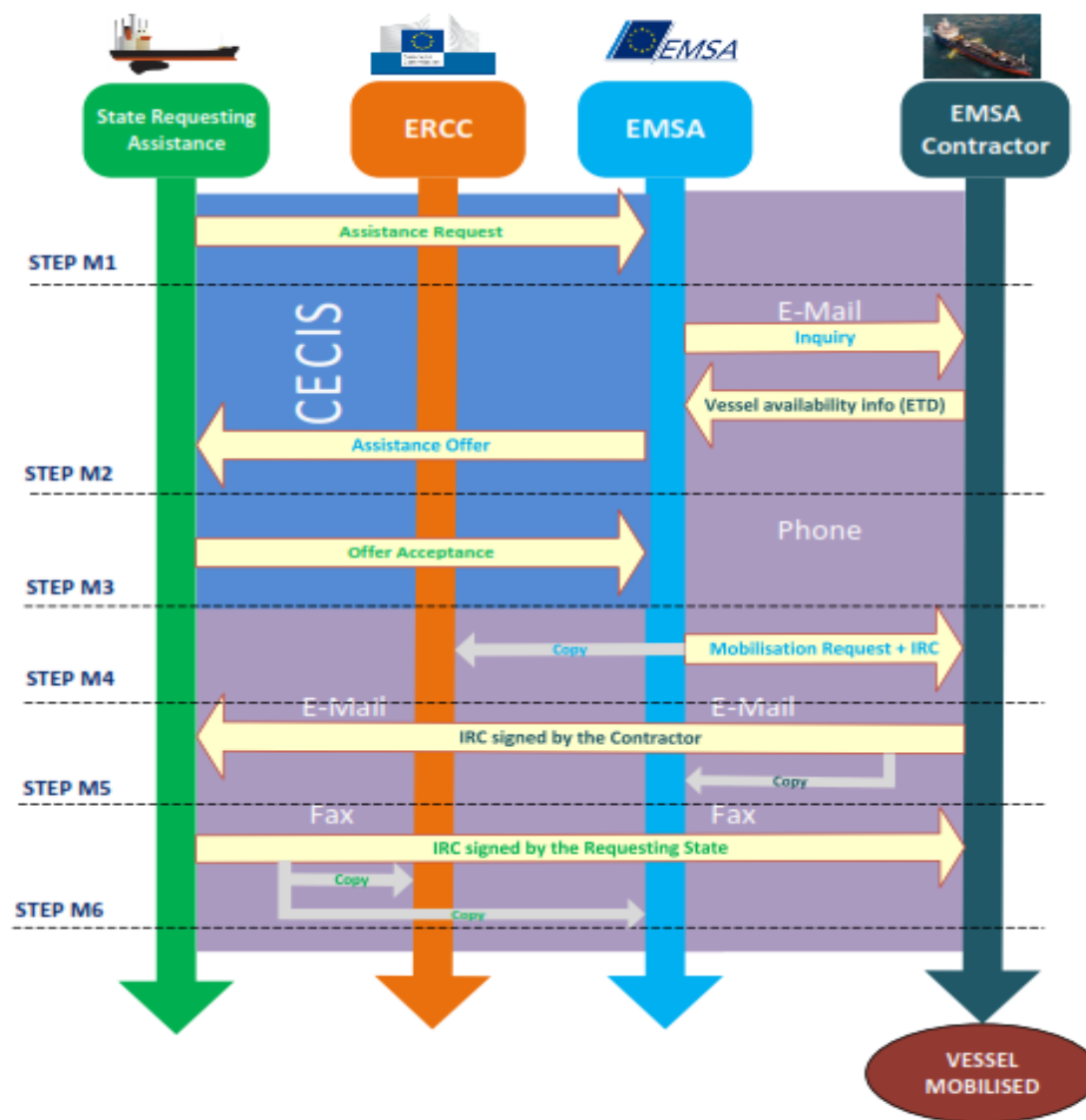
Incident Response Contract (IRC)

- The Incident Response Contract (IRC) covers the conditions for the provision of oil recovery services, including tariffs.
- The IRC Form is to be signed by the EMSA Contractor and the requesting State.

MOBILISATION OF EMSA CONTRACTED VESSEL(S) VIA CECIS

STEP-BY-STEP PROCEDURE ON MOBILISATION OF EMSA CONTRACTED VESSEL(S) VIA CECIS

Annex 1



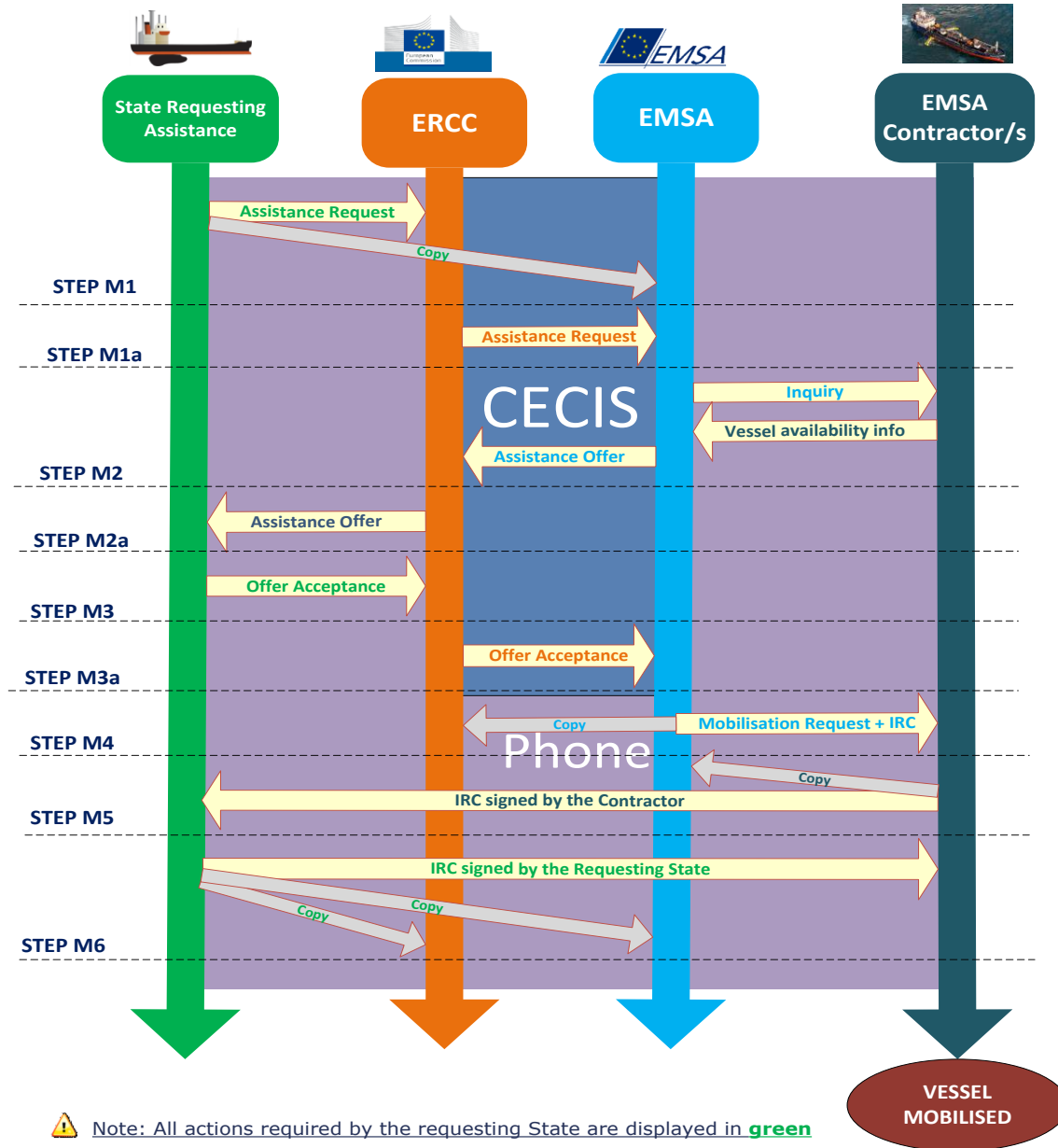
⚠ Note: All actions required by the requesting State are displayed in green

⚠ The mobilisation of the EMSA vessel(s) is considered completed when the IRC

MOBILISATION OF EMSA CONTRACTED VESSEL(S) BY EMAIL/FAX

STEP-BY-STEP PROCEDURE ON MOBILISATION OF EMSA CONTRACTED VESSEL(S) BY EMAIL/FAX

Annex 1a



Equipment loading and installation



Notice of departure

The EMSA Contractor sends to the requesting State a "Notice of Departure" (by fax/email, copy to EMSA) confirming that the vessel is fully equipped indicating :

- the earliest possible date and time for leaving the "Port of Departure" and the
- ETA at the "Place of Delivery".

The "Place of Delivery" is indicated by the requesting State in Box 11 of the IRC Form.



Oil Pollution Response Cycle

Step 0:
Mobilisation



Step 1:
Sailing to
spill site



Step 2:
Recovering
Oil

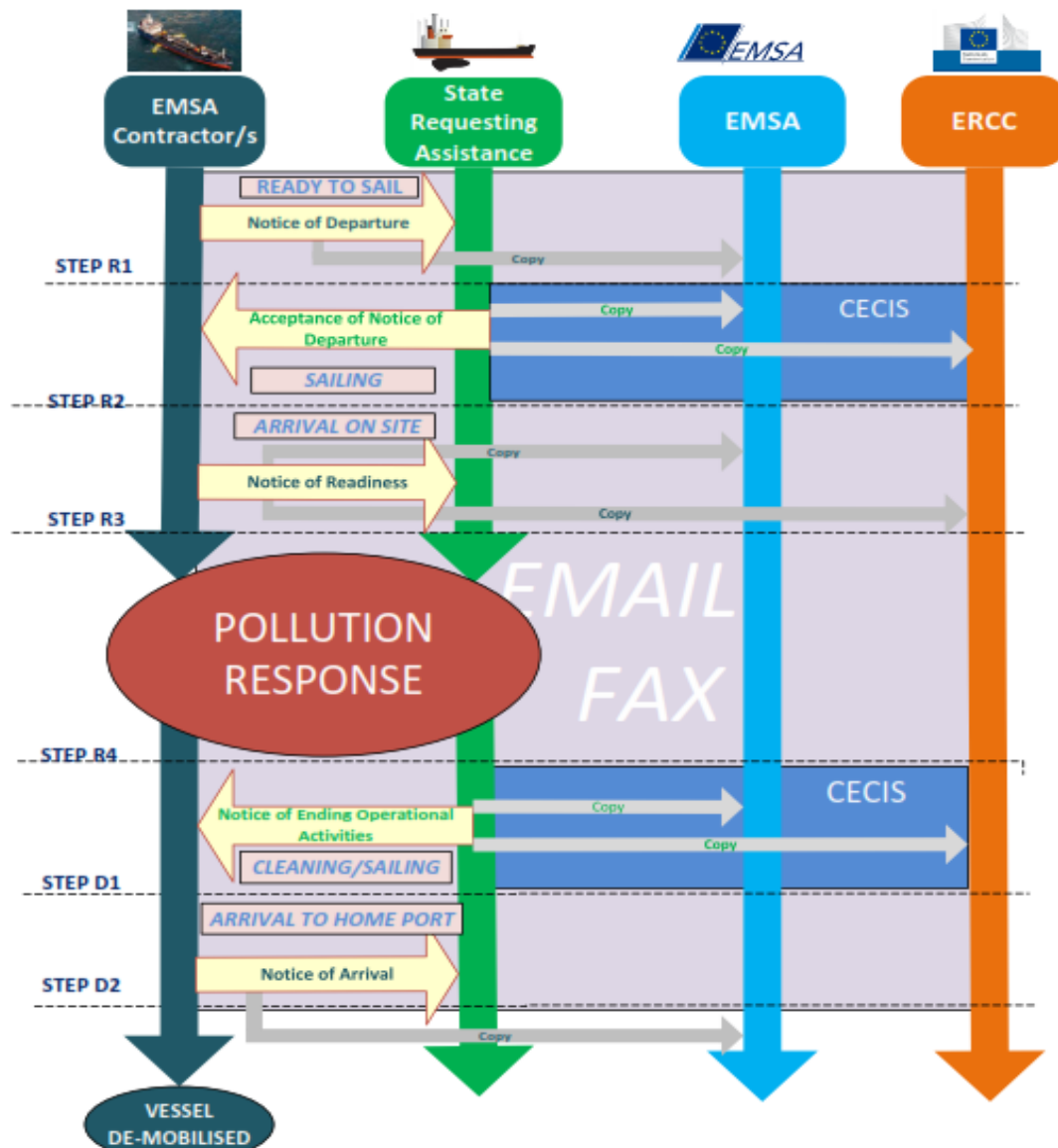


Step 3:
Sailing to
Discharging
Facility

Step 4:
Discharging
oil



OPERATIONS AND DE-MOBILISATION OF EMSA CONTRACTED VESSEL/S



⚠ Note: All actions required by the requesting State are displayed in green

⚠ The de-mobilisation of the EMSA vessel(s) is considered completed when the Notice of arrival is received by the requesting State.

**Scenario 1:
WELL BLOWOUT**

**Scenario 2:
SHIP COLLISION**

Legend

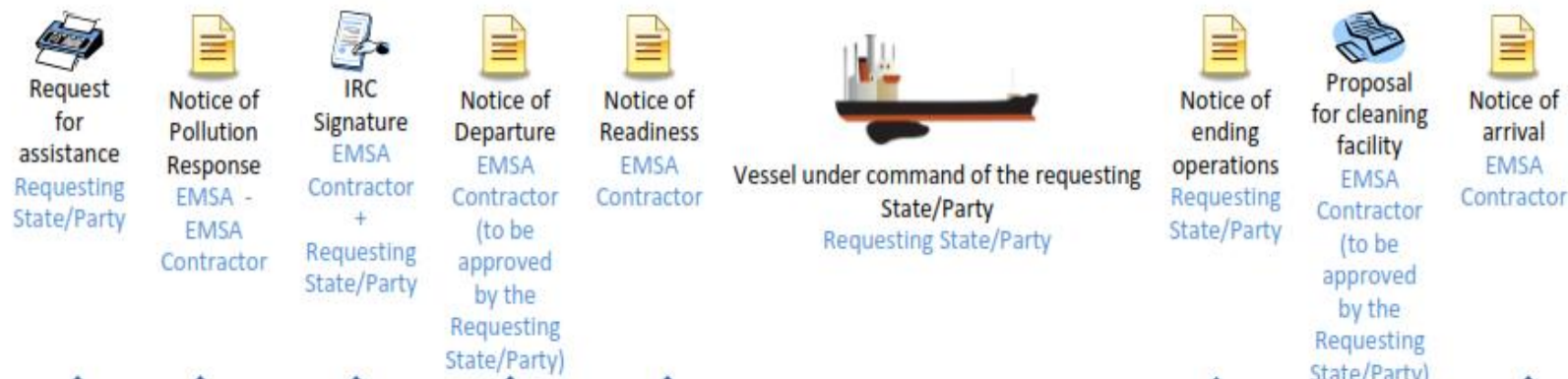
- EU Member States
- EU Acceding Countries
- EFTA/EEA Coastal Countries
- Candidate Countries

Notes:

- 1) Iceland is also an EU Candidate Country
- 2) FYROM - The former Yugoslav Republic of Macedonia
- 3) Kosovo- This designation is without prejudice to positions on status, and is in line with UNSCR 1244/99 and the ICJ Opinion on the Kosovo declaration of independence

The range shows the vessels which could reach the location of the incident (for both Scenarios) within 48h, 72h, at an estimated speed of 12 knots and counting 24h mobilisation time





	MOBILISATION			RESPONSE OPERATIONS				DE-MOBILISATION	
STATUS	Exchange of correspondence	Mobilisation time starts	EMSA Vessel in preparation (discharging cargo, loading equipment)	EMSA vessel is leaving the "Port of Departure"	EMSA Vessel arrives at "Place of Delivery"	EMSA Vessel performs oil spill recovery operations	EMSA Vessel is on stand-by (e.g. due to bad weather)	EMSA Vessel terminates oil recovery operations and proceeds to oil discharging and cleaning facilities	EMSA Vessel clean and with empty cargo tanks proceeds to "Place of Re-delivery"
COST TO BE COVERED BY THE REQUESTING STATE / PARTY	No cost	No cost	No cost	100% of Daily Operational Hire (IRC) + Fuel cost	100% of Daily Operational Hire (IRC) + Fuel cost + additional cost (tugs, pilots etc.)	100% of Daily Operational Hire (IRC) + Fuel cost + additional cost (tugs, pilots etc.)	Daily stand-by Hire (75% of Daily Operational Hire (IRC)) + fuel cost	Daily stand-by Hire (75% of Daily Operational Hire (IRC)) + fuel cost	Daily stand-by Hire (75% of Daily Operational Hire (IRC)) + fuel cost + cost of cleaning



EMSA Network of Stand-by Oil Spill Response Vessels

Mobilisation 'User Guide'

VERSION 1.1 May 2014

QUESTIONS ?