



EMSA NEG/1/2015

Stand-by Oil Spill Recovery Vessels

Information Meeting

Pollution Response Services Unit

NEG12015@emsa.europa.eu

Madrid and Gdynia / 27 and 29 January 2015



Provision of information regarding the Negotiated Procedure EMSA/NEG/1/2015:

- EMSA's At-sea Oil Recovery Service
- Scope of procurement
- Contract Structure
- How to apply
- Questions and Answers

Introduction to EMSA's At-sea Oil Recovery Service

Establishment and tasks

- Post Erika (2002: EMSA established)
- Post Prestige (2004: new task Marine Pollution Preparedness & Response)

Decentralised Agency of the European Community

- Own legal identity
- No legislative role
- Technical and operational support
- 250 staff and approx. 54 mEUR annual budget

Legal basis

Regulation 1406/2002 as amended (amendment from 2013 – a new task related to offshore installations' spills)





Maritime safety

Prevention of pollution caused by ships



Maritime security



Response to pollution caused by ships



Response to pollution caused by oil and gas installations

- Network of Stand-by Oil Spill Response Vessels
- CleanSeaNet and Illegal discharges
- HNS Operational Support: MAR-ICE Network
- Experts: On-site/Office-based



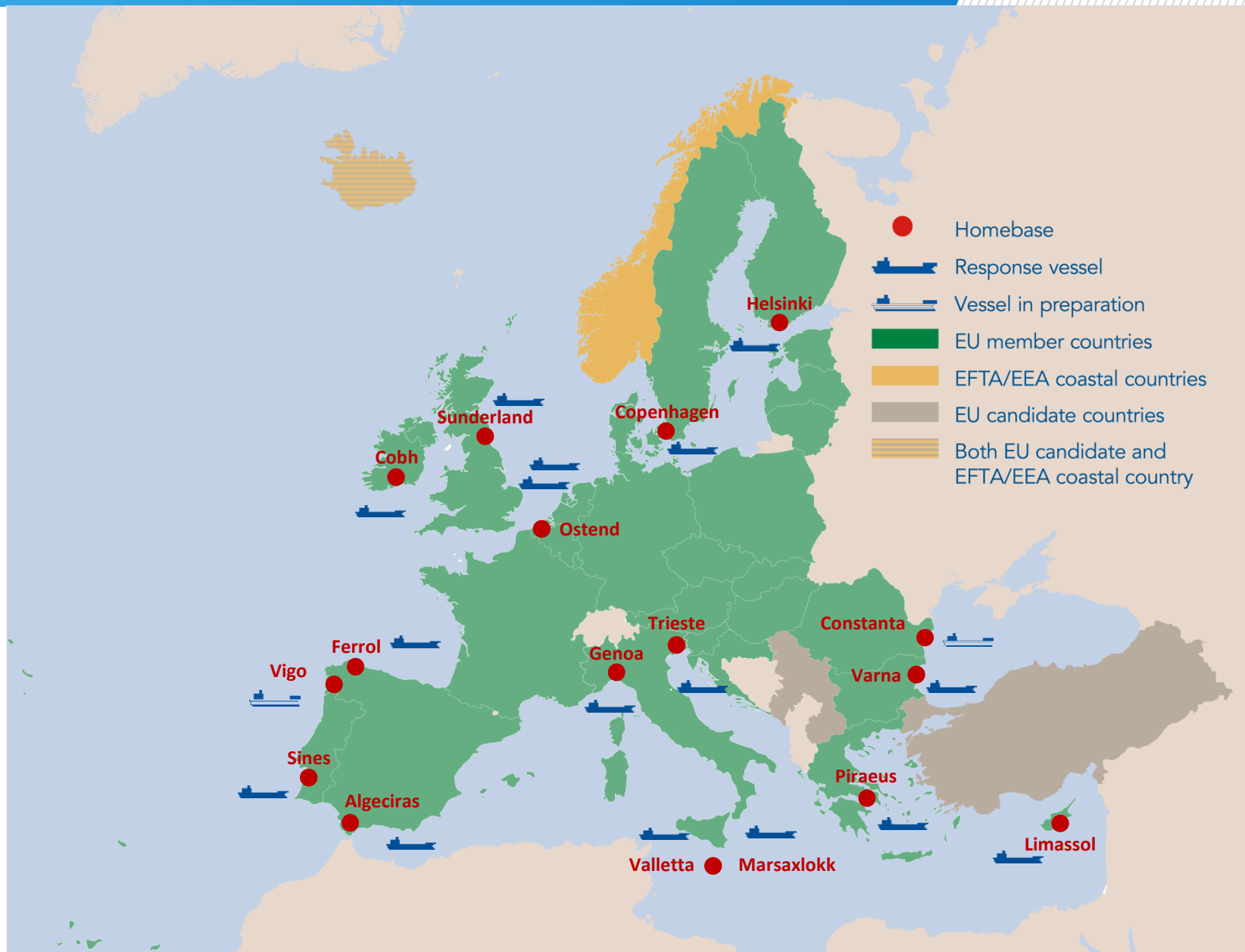
Dispersant Application Service

- Limited quantities of dispersants stored in selected EMSA depots
- Seaborne dispersant spraying arrangements in Malta and Cyprus (Atlantic area to be implemented in 2015) as part of the oil recovery vessel set-up
- 1-2 Airborne dispersant spraying arrangements, to be located in a selected location in Europe, in conjunction with chartered airplane(s)

Equipment Assistance Service (EAS) (proposal)

- Oil Spill Response (OSR) equipment stockpiles in selected locations for use primarily by Vessels of Opportunity (VOO)
- Primarily, focus on OSR equipment not often available in EU Member States e.g. fire booms, combined containment and recovery systems

Network Map as of January 2015



- “Top-up” Member States pollution response capabilities
- “European Tier” of resources
- Mobilisation by EMSA at request of MS/EFTA/CC or Commission
- Channelled through “EU Community Mechanism”
- Emergency Response Coordination Centre (ERCC) managed by DG ECHO (former MIC)
- Under “operational control” of the affected coastal State

Main Objective: Stand-by At-sea Oil Recovery Service

Contractor must ensure that:

- Vessel undertakes normal commercial activities; and
- At request, transformed & mobilised at short notice for at-sea oil recovery services



Simplified mobilisation procedure



Request for assistance is sent to EMSA



EMSA contacts the vessel contractors to gather data about the position of the vessels and mobilisation time



Requesting Party decides which vessel(s) to mobilise



The vessel contractor and Requesting party sign the Vessel Availability Contract



The vessel stops commercial operations, loads the OSR equipment and mobilises the vessel within 24 hours



The vessel is ready for response operation under the command of the Requesting Party



Type of Vessels



Tankers



Dredgers



Icebreaker



Offshore supply vessels



Sweeping arms



Booms



Skimmers



Oil Slick Radars



Combined systems



Dispersant spraying

- Large storage capacity (EMSA largest is 7,458m³)
- Prepared to deal with oil (heating, filling, discharging)
- Flexibility for decanting
- Flashpoint
- Unrestricted sea-going service



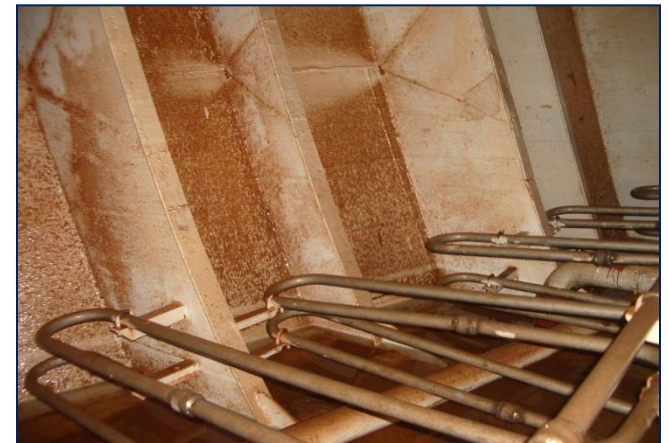
- Space on deck
- Speed
- Low speed
- Manoeuvrability
- Crew number
- Accommodation



- Deck Space
- Equipment Deployment
- Less pre-fitting for installing equipment
- Manoeuvrability and Low Speed
- Speed
- Visibility
- Accommodation for EMSA and liaison officer



- Storage capacity limited to 1,000 – 1,500m³
- Bad weather – swell washes the aft with oil (slippery)
- Good weather – dirty equipment – oil spreads quickly
- Flashpoint
- Significant pre-fitting (e.g. piping and heating)



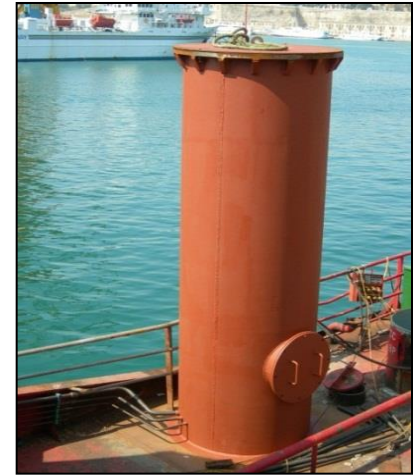
Preparatory Phase

- Purchase/transfer of oil spill response equipment
- Pre-fitting the vessel for equipment installation
- Crew Training

Stand-by Phase

- Vessel available and ready to respond within mobilisation time (24h.)
- Equipment maintenance
- Drills and Exercises

- Pre-fitting, conversion works
- Purchase/transfer and installation of OPR equipment
- Mobilisation Plan, Operational Procedures
- Crew Training
- Certification by Classification Society (Class Notation)
- Acceptance Test



Quarterly drills: 4 times a year

Scope:

- To verify the level of readiness of vessels, crews and OSR equipment
- To train crews in oil pollution response: equipment operation with other units at sea

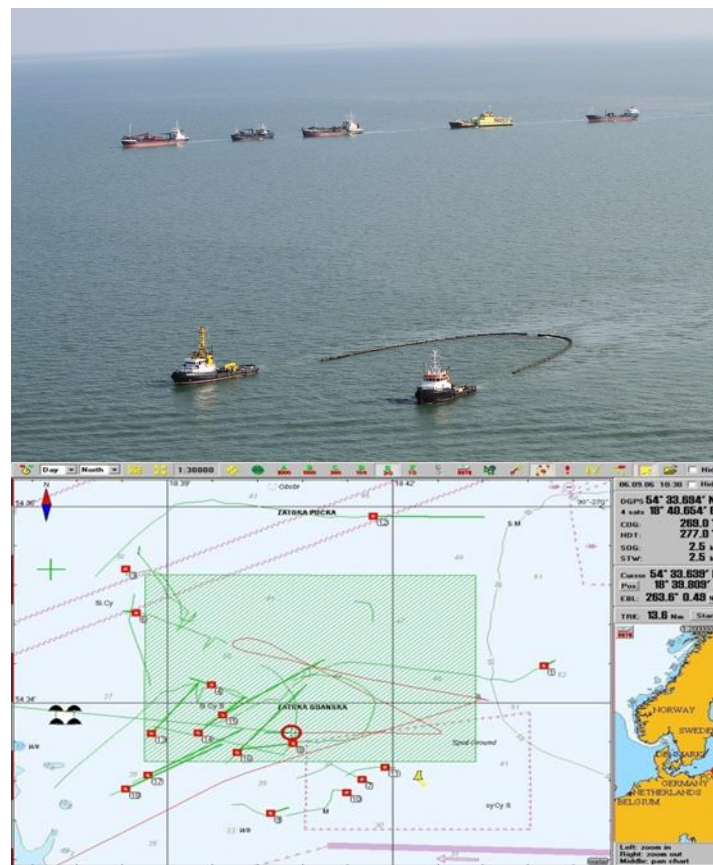


Type:

- Notification
- Operational (max. 10 days/year)

Scope:

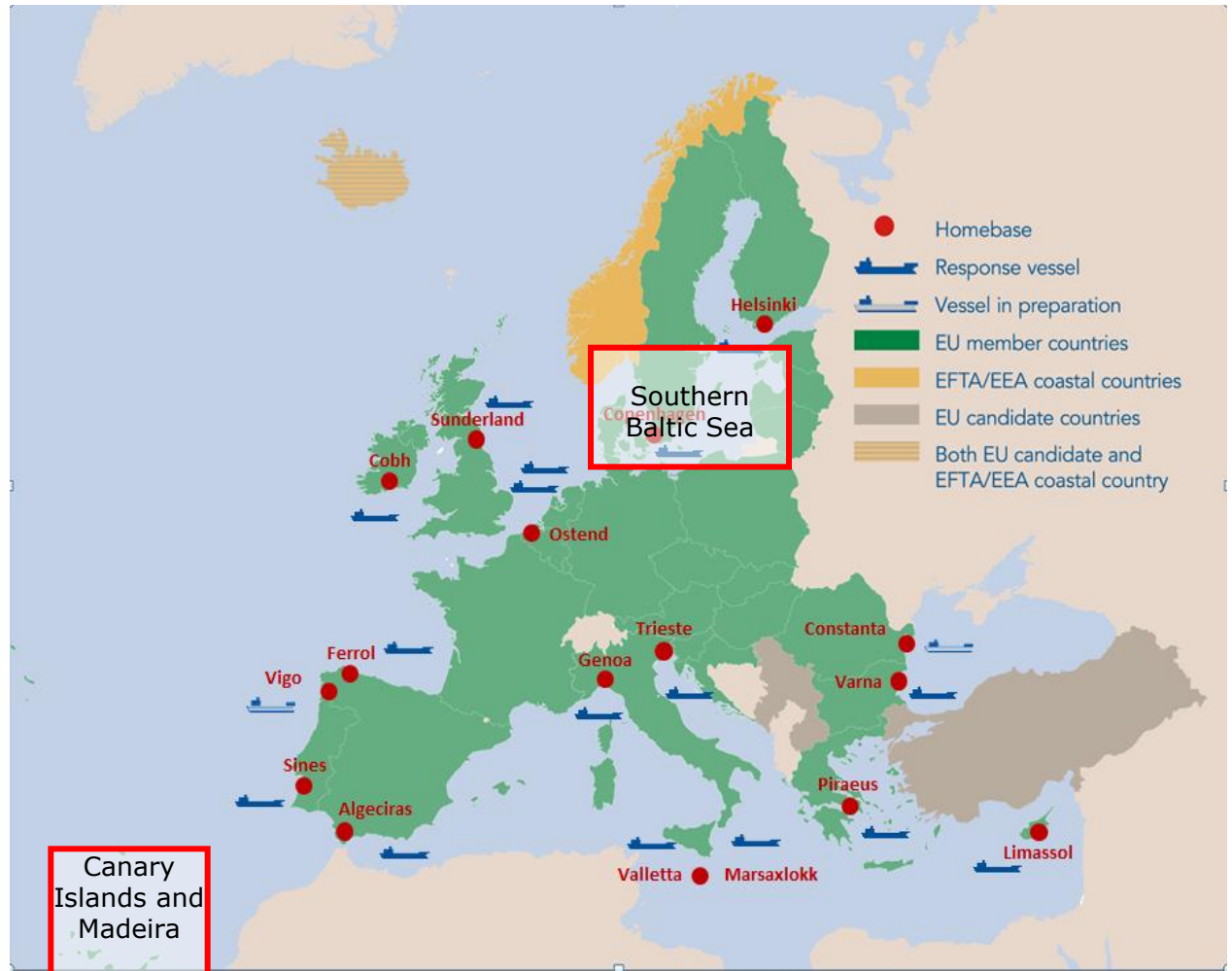
- Integration of EMSA vessels in EU Member States Command and Control Structures
- Co-operation with participating Units
- Internal and External level of Coordination



Scope of procurement

Lot 1:
Canary Islands and
Madeira

Lot 2:
Southern Baltic Sea



Lot 1: Canary Islands and Madeira

Canary Islands and Madeira - covering the area limited by the following points:

A 27°30'N 18°30'W

B 27°30'N 14°30'W

C 29°30'N 12°30'W

D 33°15'N 12°30'W

E 33°15'N 18°30'W

Minimum capacity of the arrangement:

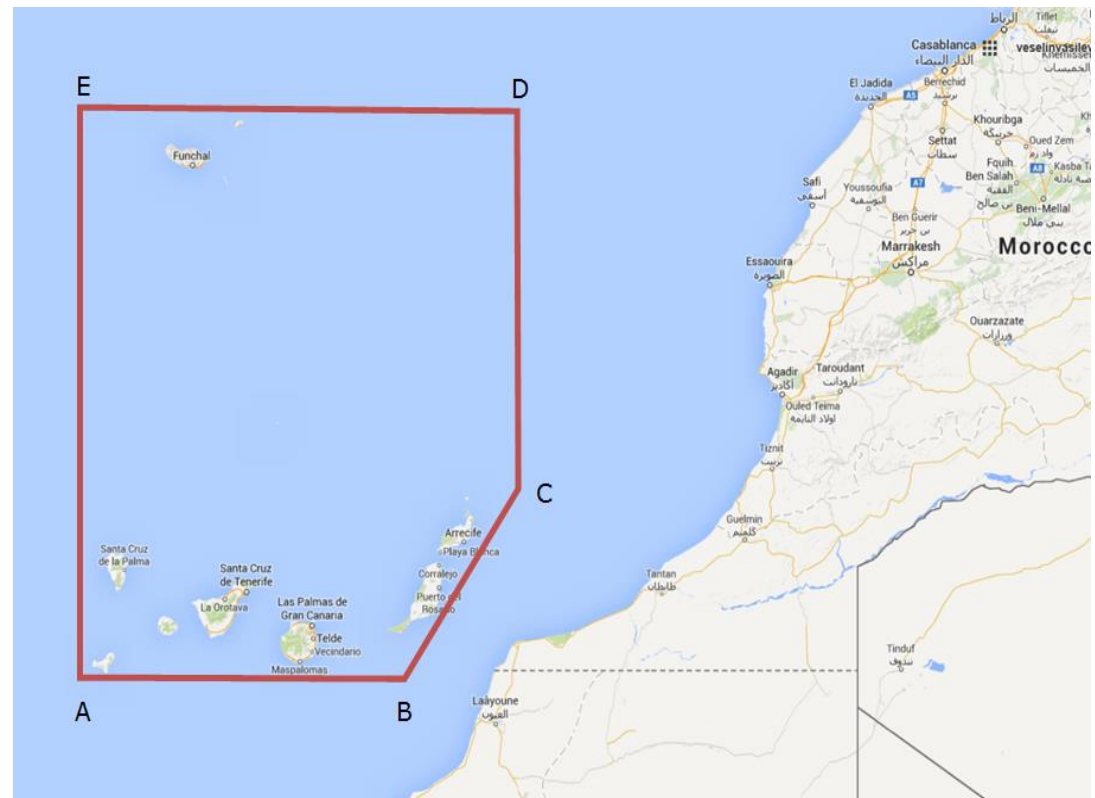
1,250 m³

Minimum capacity per vessel:

700 m³

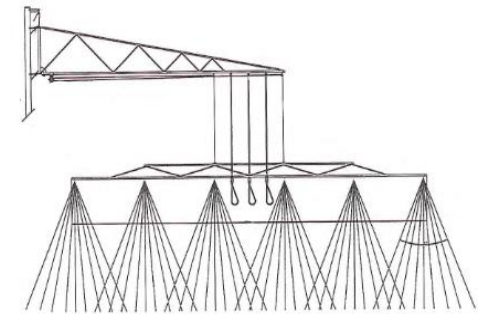
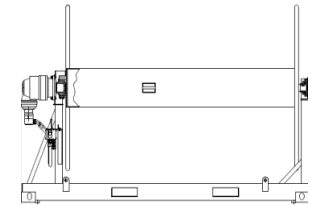
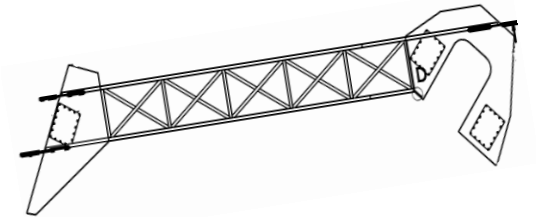
Flashpoint:

Below 60°C



Purchase of the following equipment:

- 2 x Sweeping arms
- 2 x 250m booms
- Skimmer
- Slick detection system
- Additional small equipment (mini-lab, VHF, cleaning equipment, gas detector, flash point tester, flow meter, etc.)
- Dispersant spraying system + storage container(s)



Southern Baltic Sea - covering the area limited by the line from Kristiansand (Norway) and Klitmøller (Denmark) to the West and limited by the line from Liepāja (Latvia) and Kalmar (Sweden) to the North.

Minimum capacity of the arrangement:

1,250 m³

Minimum capacity per vessel:

700 m³

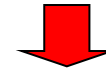


Set of equipment transferred from the previous contractor



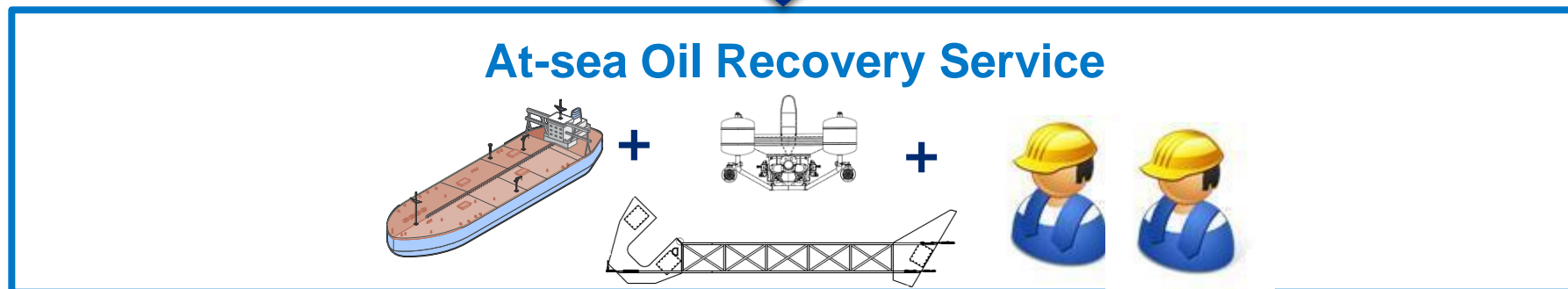
- 2 x Sweeping arm
- Offshore skimmer
- High-capacity skimmer
- Arctic skimmer
- Slick detection system
- Additional small equipment

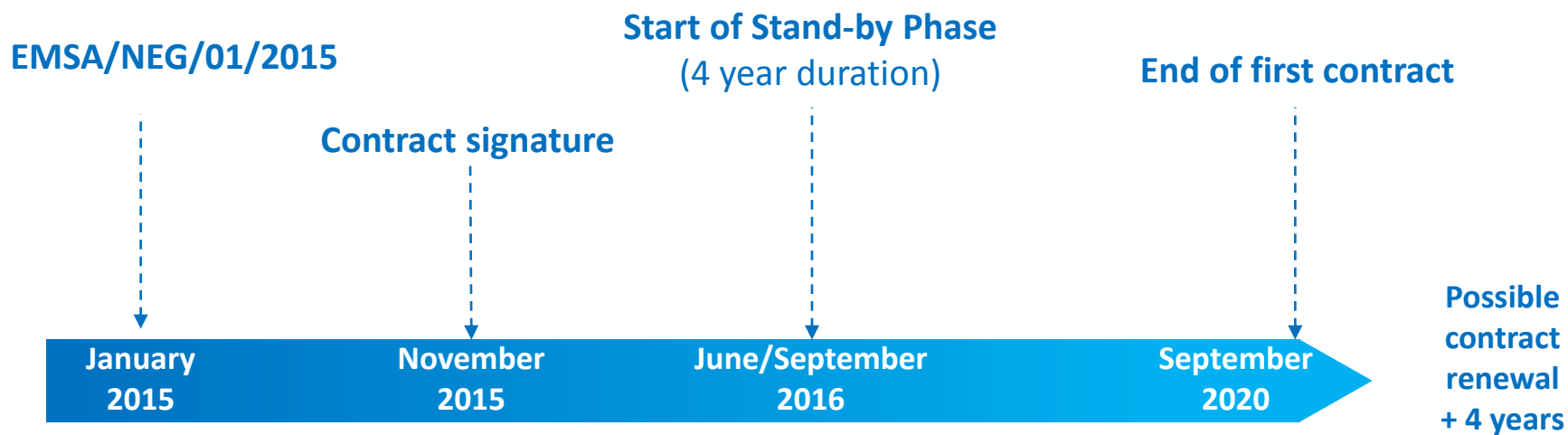
Purchase



2 x 250m booms
Additional small equipment

Contract structure





Vessel Availability Contract



Between EMSA and the Contractor

- 4 Years + Renewable once = Maximum 8 years total

It secures:

- **Requirements** for vessel(s), equipment and crew
- Stand-by / **availability**
- Drills and **participation** in exercises
- **Mobilisation time**
- **Mandatory** use of the Incident **Response Contract**



Incident
Response
Contract



ENP

Pre-fixed contract with pre-set conditions & tariffs:

- Between the requesting coastal State and contractor
- Avoid unnecessary high tariffs vs. vessel of opportunity
- 1 Model Contract for 20+ different legal systems

Clear allocation of responsibilities during operation

- Under operational command of the MS (SOSC)
- National officer on board
- Safety responsibility: Master (final)

Period

21 Days: “window of opportunity”/economic commitments of operator

Costs

- 2 daily rates (operational/stand-by)
- Operational costs (fuel)
- Cleaning

Renewal possible under same conditions

Preparatory Phase - Pre-financing available from EMSA

- 1) Oil Spill Response Equipment
 - Purchasing - Pre-financing up to 100%
- 2) Pre-fitting Vessel (e.g. for equipment installation)
 - Pre-financing up to 80%
 - Remaining 20% paid when vessel is accepted by EMSA

Stand-by phase

- 3) Vessel Availability Fee (covers drills; crew training; storage, maintenance and insurance of equipment)

Additional Payments

- 4) At-sea Exercises: Daily rate + Fuel
- 5) Pollution Response Incident – by Member State: Daily rate + Fuel + Cleaning

Lot	Maximum overall budget
1. Canary Islands and Madeira	€5.2m
2. Southern Baltic Sea	€3.2m

Note: During the second procurement phase - Invitation to Tender the ceilings per category (equipment, pre-fitting and availability fee) will be established. In any case, the maximum overall budget ceiling must be respected. The difference in the ceilings between the lots is explained by different specific requirements per lot in terms of equipment and/or vessel.

How to Apply

1. Procurement Procedure
2. Procurement Timetable
3. Submitting “Applications”

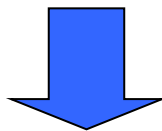


2 Step Approach:

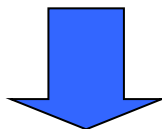
Step 1 - “Invitation to Apply”

Step 2 – (Restricted) “Invitation to Tender”

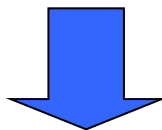
**Publication of Invitation to Apply in the OJEU on 3 January
(Open to any Interested Party)**



Submission of Applications: Deadline **18 February**

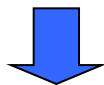


Evaluation of Applications as per Enclosure 1: Criteria



Determination of Pre-Selected Candidates

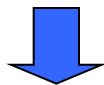
Invitation to Tender (restricted): Pre-Selected Candidates



Submission of Bids



Improvement to Bids: Best Quality/Price Ratio



Submission of Final Bids



Evaluation of Bids: Info provided in the Tender Specifications



Award of Contracts

www.emsa.europa.eu

“Working with us” → Procurement → “Calls for Tenders”

The screenshot displays the EMSA website interface. At the top, there is a banner with flags and the text "FOUNDED IN THE AFTERMATH OF THE ERIKA AND PRESTIGE DISASTERS...". Below this, a text box states: "EMSA has also been given tasks in the field of pollution response, vessel traffic monitoring and in the long-range identification and tracking of ships. Employing over 200 staff at its offices in Lisbon, the Agency is a centre of excellence for maritime safety in Europe."

The main navigation area includes:

- QUICK ACCESS:** Annual Report Work Programme 5 Year Strategy, Other publications, Extranet login, CleanSeaNet, LRIT, Port State Control, SafeSeaNet, STCW-I.
- EMSA VIDEOS:** watch more videos, Discover EMSA's Integrated Maritime Services.
- RECENTLY UPDATED:** EMSA Sale/02/2014 (03.01.2015), EMSA/NEG/1/2015 (03.01.2015), EMSA/OP/17/2014 (03.01.2015), EMSA/SNE/2014/07 (19.12.2014), EMSA/AD/2014/09 (18.12.2014).

The "WORKING WITH US" menu is expanded, showing the following options:

- Career Opportunities
- Positions Available
- Procurement
- Calls for Tenders** (highlighted with a red box)
- Procurement Newsletter

At the bottom, the navigation bar includes: ABOUT US / WORKING WITH US (highlighted with a red box) / CONTACTS. The footer contains: © 2014 European Maritime Safety Agency | All Rights Reserved.

[Calls for Tender](#) [Documents](#) [News](#) [Press Releases](#) [Jobs - Temporary & Contract Agents](#) [Jobs - rest of positions](#)

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PROCUREMENT MENU

[Procurement Main Page](#)

[Ongoing calls for tender](#)


[Tender Archives](#)

▶ [Period 2011 - Today](#)

▶ [Period 2006-2010](#)






▶ [Awarded contracts](#)

IMPORTANT INFORMATION FOR TENDERERS

 [Guidelines for Tenderers.](#)
Read before submitting your bids.

 [Remedies](#)

DOCUMENTS FOR TENDERER

-  [Financial Form](#)
-  [Legal Entity Form](#)
-  [Declaration on Honour](#)
-  [General Conditions for Purchase Order](#)
-  [Low-value procurement procedure Tendering Conditions \(applicable only if Invitation to Tender refers to them\)](#)

PROCUREMENT NEWSLETTER

If you are interested in receiving information about calls for tenders launched by EMSA, please fill the form:

Ongoing Calls for Tenders



Requests for additional information regarding procurement procedures must be sent **exclusively to the email indicated in the tender documentation.**

Tender related questions and answers are published in this page (pdf file below tender documentation zip files).

Responsibility for monitoring the Agency's website for replies to 'questions/answers' and/or further information remains with potential candidates.

	Description	Published	Deadline	Updated
EMSA/OP/13/2014	Service Contract(s) for Aerial Dispersant Application Service	06.12.2014	23.02.2015	17.12.2014
EMSA/NEG/1/2015	Service Contracts for Stand-by Oil Spill Recovery Vessel(s)	03.01.2015	18.02.2015	03.01.2015
EMSA/NEG/65/2014	Provision of ancillary services for an at-sea exercise	04.12.2014	01.02.2015	04.12.2014
EMSA/OP/15/2014	Provision of trainings on International Ship and Port Facility Security (ISPS) Code	09.12.2014	26.01.2015	17.12.2014
EMSA/OP/17/2014	Contracts for maritime surveillance from TerraSAR-X/Tandem-X/PAZ products	03.01.2015	26.01.2015	03.01.2015
EMSA Sale/02/2014	Public sale of of one rigid sweeping arm set (two arms), one crane and one slick detection system	03.01.2015	22.01.2015	03.01.2015

Data protection clause

Any personal data submitted in the framework of the procurement procedure and/or subsequently included in the Contract shall be processed pursuant to Regulation (EC) No 45/2001 on the protection of individuals with regard to the processing of personal data by the Community institutions and bodies and on the free movement of such data. It shall be processed solely for the purposes of the performance, management and follow-up of the Procurement Procedure and/or subsequent Contract by the Data Controller without prejudice to possible transmission to the bodies charged with a monitoring or inspection task in conformity with Community law. The

PROCUREMENT MENU

Procurement Main Page

Ongoing calls for tender


Tender Archives

▶ Period 2011 - Today

▶ Period 2006-2010

▶ Awarded contracts

IMPORTANT INFORMATION FOR TENDERERS

 [Guidelines for Tenderers.](#)
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DOCUMENTS FOR TENDERER

 [Financial Form](#)

 [Legal Entity Form](#)

 [Declaration of Honour](#)

 [General Conditions for Purchase Order](#)

 [Low-value procurement procedure Tendering Conditions](#)
(applicable only if Invitation to Tender refers to them)

PROCUREMENT NEWSLETTER

If you are interested in receiving information about calls for tenders launched by EMSA, please fill the form:

EMSA/NEG/1/2015

Published 03.01.2015

Deadline 18.02.2015

Service Contracts for Stand-by Oil Spill Recovery Vessel(s)

The Agency provides additional response capacity to that of the pollution response mechanisms of EU Member States through contractual arrangements with private or public companies/consortia. Such companies/consortia can be drawn from any relevant industry including shipowners/operators and the spill response service providers.

The contracted vessels would undertake normal commercial activities and, at request, be transformed and mobilised at short notice for at-sea oil recovery services during a (major) oil spill.

This procurement procedure for stand-by oil spill recovery vessels will cover the following geographical areas:

- Canary Islands and Madeira
- Southern Baltic Sea

More details about this procurement procedure can be found in the Invitation to Apply and associated Enclosures that can be downloaded in the zip file below.

Two Information Meetings open to any interested party, will be organised in January (see the details in the table below). Prior registration is not needed. Although it would be appreciated for logistic purposes to receive an e-mail (NEG12015@emsa.europa.eu) indicating the participation in the meeting.

Country	City	Date	Location	Agenda	Presentations
Spain	Madrid	27.01.2015 11:00	Sociedad de Salvamento y Seguridad Maritima (SASEMASR) c/ Fruela 3 28011 Madrid	(see below)	-
Poland	Gdynia	29.01.2015 10:30	Maritime Office Gdynia Chrzanowskiego Str. 10 (Conference Room 1st floor) 81-338 Gdynia	(see below)	-

 [NEG12015.zip](#)

 [Agenda Madrid.pdf](#)

 [Agenda Gdynia.pdf](#)

Updated 12.01.2015

Invitation to Apply

Cover letter: deadline for submission of original papers + electronic copy

Enclosures:

- 1: Application Specifications: main requirements;
- 2: Check-List: review it before sending application;
- 3: Legal Entity Form (LEF);
- 4: Financial Entity Form (BAF);
- 5: Declaration of Honour;
- 6: Template for “Statement of Subcontracting/Joint Offer”.

- Two sealed envelopes (one inside the other)
- One submission per lot, i.e., different lot → different envelope
- Submission of 1 original paper copy of the application + electronic copy to NEG12015@emsa.europa.eu
- Justification for non-inclusion of requested documentation
- Applications can be in any official language of the EU (preferably in English)
- Point 10.6: General Description of Proposed Arrangement: must include copy in English
- Separation of documentation into Parts A – E (as per the Checklist)

a) **Exclusion Criteria** – Satisfactory / Non-satisfactory

b) **Selection Criteria** - Satisfactory / Non-satisfactory

**NON-COMPLIANCE WITH 1 EXCLUSION OR SELECTION
CRITERION – GROUND FOR NON - ADMISSION**

a) Exclusion criteria (points 10.2 - 10.3 of Application Specifications)

- Declaration on Honour duly filled and signed
- *Additional evidences to be provided if the contract is awarded*

b) Selection criteria (point 10.4 of Application Specifications)


Economic and Financial
Capacity



- Balance sheets for the last 3 years
- FOR PRIVATE ENTITY:
Statement of overall turnover and profit and loss account for the last 3 financial years
- FOR PUBLIC ENTITY:
annual budget of the last year

b) Selection criteria (point 10.5 of Application Specifications)

Technical and professional capacity of the Company/Consortium



- Document of Compliance (DoC) for International Safety Management (ISM) Code including the related latest external audit report
Grouping: at least 1 member must have a valid DOC
- Overview of company/consortium Port State Control record (PSC inspections and detentions) or annual Flag Surveys for last 3 years – 3 detentions will be ground for exclusion
- Where applicable, additional list of relevant services for last 5 years
Grouping: criteria evaluated as a group, not individually

Evaluation Result

Application meeting exclusion and selection criteria?

Yes → “Pre-selected Candidate” → Invitation to Tender

No → “End of Participation”

Checklist



ENCLOSURE 2 – APPLICATION CHECKLIST

Enclosed to the Invitation to Apply: Procurement Procedure N° EMSA/NEG/1/2015
Service Contracts for Stand-by Oil Spill Recovery Vessel(s)

Document	Check
Application signed by authorised representative <i>Ref. EMSA documentation: Invitation to Apply, point 3</i>	<input type="checkbox"/>
Application submitted by 18 February 2015 at the latest <i>Ref. EMSA documentation: Invitation to Apply, points 2. b & 3</i>	<input type="checkbox"/>
Application inserted in 2 envelopes, one inside the other. Both envelopes must be sealed. If self-sealed envelopes are used, each envelope must be closed by an adhesive tape with sender's signature across <i>Ref. EMSA documentation: Invitation to Apply, point 4</i>	<input type="checkbox"/>
Both envelopes labelled according requirements <i>Ref. EMSA documentation: Invitation to Apply, point 4</i>	<input type="checkbox"/>
Electronic copy (PDF) of the application sent to NEG12015@emsa.europa.eu by 18 February 2015 and/or Included in the application in a CD or USB key <i>Ref. EMSA documentation: Invitation to Apply, point 5</i>	<input type="checkbox"/>
Application must include a copy in English of the documents/information requested under point 10.6 General description of the proposed arrangement <i>Ref. EMSA documentation: Application Specifications, point 9</i>	<input type="checkbox"/>
Application structured in line with EMSA requirements – Parts A, B, C, D and E <i>Ref. EMSA documentation: Application Specifications, point 9</i>	<input type="checkbox"/>
PART A 1. Signed cover letter clearly indicating: <u>For individual company:</u> - the company applying - the person heading the project <u>For groupings:</u> - the companies forming the grouping (including roles, qualifications and experience of each company) - the company and person heading the project <i>(Ref. EMSA documentation: Application Specifications, point 9)</i>	<input type="checkbox"/>

Document	Check
PART A 2. Statement of Subcontracting/Joint Offer (template - Enclosure 6 to the Invitation to Apply) In case of Joint Offer or Subcontracting, please fill the document "Statement of Subcontracting/Joint Offer" <i>Ref. EMSA documentation: Application Specifications, points 8 and 9</i>	<input type="checkbox"/>
PART A 3. Original of the authorising document <u>For individual company:</u> Original of the document authorising the person heading the project to submit an offer and, in case of award, to sign the contract on behalf of the company <u>For groupings:</u> Original of the document authorising the company and person heading the project to submit an offer and, in case of award, to sign the contract on behalf of the grouping <i>Ref. EMSA documentation: Application Specifications, point 9</i>	<input type="checkbox"/>
PART A 4. Legal Entity Form (template - Enclosure 3 to Invitation to Apply) Tenderers are exempt from submitting the Legal Entity Form requested and attachments if such a form has already been completed and sent either to EMSA or any EU Institution previously unless changes have occurred in the meantime. In case of grouping, each company must submit this document <i>Ref. EMSA documentation: Application Specifications, point 10.1</i>	<input type="checkbox"/>
Supporting documents: - copies of company VAT number registration certificates and, if applicable - a copy of an Official Document (Official Gazette, Company Register, etc.)	<input type="checkbox"/> <input type="checkbox"/>
PART A 5. Financial Identification Form (template - Enclosure 4 to Invitation to Apply) This document filled and signed by the account holder and the bank (or accompanied by a recent bank statement). <i>Ref. EMSA documentation: Application Specifications, point 9</i>	<input type="checkbox"/>
PART B 6. Declaration on Honour (template - Enclosure 5 to Invitation to Apply) or <u>As evidences of absence of non-bankruptcy and absence of conviction for legal person:</u> Recent extract from the judicial record or a recent equivalent document issued by a judicial or administrative authority and <u>As evidences of compliance with fiscal and social security obligations:</u> Recent certificates of the competent authority of the State where the company is established or if such certificate is not delivered, a sworn or solemn statement before a judicial or administrative authority or a notary or qualified professional	<input type="checkbox"/>

PROCUREMENT PHASE 2: Invitation to Tender

<p>“Invitation to Tender”</p>	<p>“Invitation to Tender” sent “Pre-selected Candidates”</p>	<p>25 March</p>
<p>Visit to EMSA stockpile</p>	<p>Opportunity to review equipment for transfer</p>	<p>7- 10 April</p>
<p>Clarification meetings</p>	<p>Clarification with candidates</p>	<p>13 - 17 April</p>
<p>Preparation of Tenders</p>	<p>Documentation preparation</p>	<p>April - May</p>
<p>“Tender” Deadline</p>	<p>“Heavier” documentation submission</p>	<p>12 May</p>

PROCUREMENT PHASE 2: Negotiation		
Negotiation Stage	Improvements to offers	June – July
On-site Meetings	Visits to vessels	End June/ Beg. July
“Final Tender” Deadline	Final offers	21 August
Final Tender Evaluation	Awarding of contracts	October - November

- Technical Specification of the vessel
- Pollution Response Equipment
- Mobilisation Plan
- Training Programme
- Financial Offer

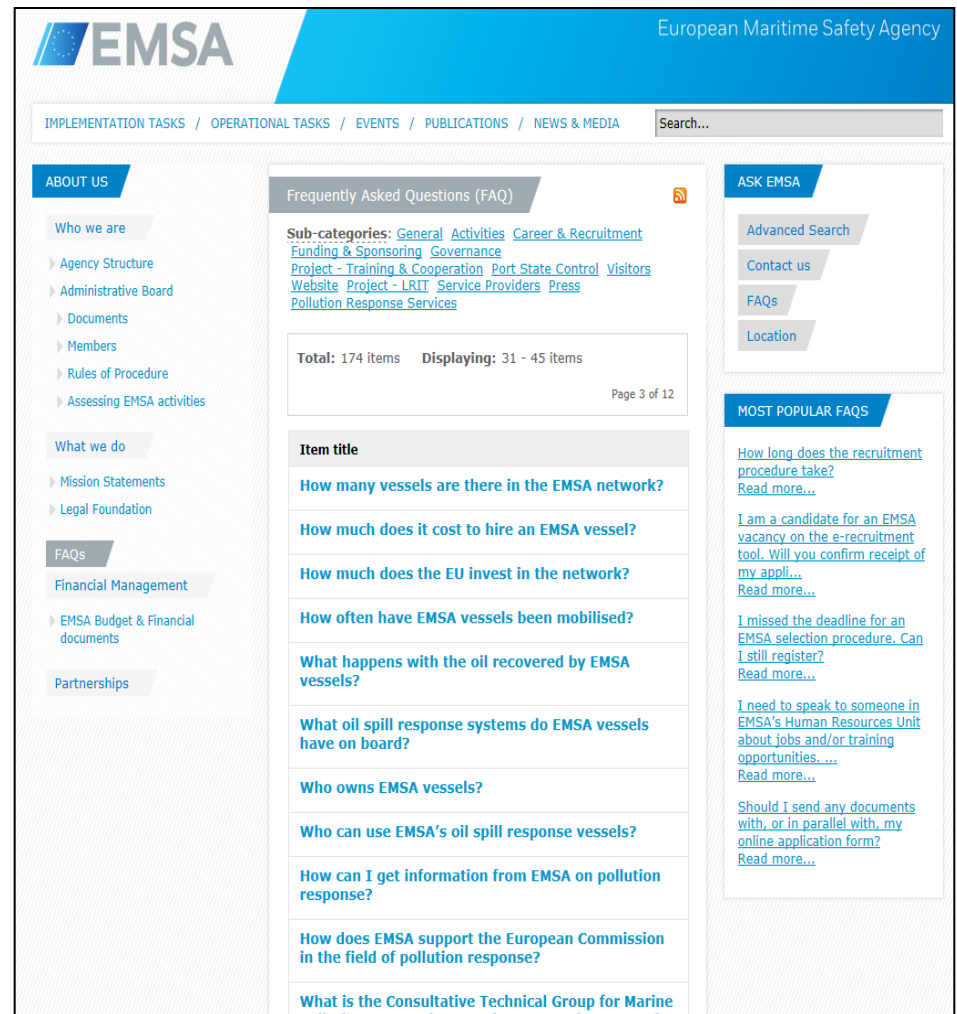


Latest publications

<http://www.emsa.europa.eu/oil-recovery-vessels/operational-tasks/item/1439-network-of-stand-by-oil-spill-response-vessels-and-equipment-handbook>



<http://www.emsa.europa.eu/faq-pollution.html>





EUROPEAN MARITIME SAFETY AGENCY

QUALITY SHIPPING, SAFER SEAS, CLEANER OCEANS

ATLANTIC

NETWORK OF STAND-BY OIL SPILL RESPONSE VESSELS - INFO SHEET

CONTRACTOR
Remolcanosa S.A.

CONTRACTED VESSEL(S)
Ria de Vigo

AREA OF ECONOMIC OPERATION
Spain, North-western Coast (Galicia)

STOCKPILE LOCATION
Vigo, Spain

NUMBER OF VESSELS TO BE MOBILISED
1

MOBILISATION TIME
Within 24 hours



ABOUT THE SERVICE

The Contractor, Remolcanosa, is a marine services company based in Vigo and has worldwide operational capacity. The main activities include harbour towage, salvage, offshore and coastal towage, crew and vessels management and ISM and ISPS Codes Consulting.

The arrangement includes the supply vessel Ria de Vigo, which is based in Vigo providing Fisheries Monitoring Services.

EQUIPMENT STOCKPILE

Sweeping arms
Two Sofreba rigid sweeping arms (13 m) with weir skimmer

Boom
Desmi heavy duty boom, 2x250 m (Ro-Boom 2000)
Vikoma weir boom 180

Skimmer
Framo weir/shovel drum high-capacity multiskimmer (Transrec 150)
Desmi weir skimmer (Terminator)

Slick detection
Seadarq oil slick detection system



Sweeping arms



Transrec multiskimmer



Heavy duty boom



Slick detection

ABOUT THE VESSEL - Ria de Vigo



The Rio de Vigo's commercial activity is fisheries control.

IMO number: 8311417
Flag state: Spain
Port of registry: Santa Cruz de Tenerife
Type: Supply Vessel
Built: 1985
Length: 69.00 m
Breadth: 13.50 m
Max draft: 6.80 m
Gross Tonnage: 1585 Ton
Storage capacity: 1522 m³
Heating capacity: 750 kW
Pumping capacity: 625 m³/h
Flash Point: >60°
Propeller: 2 x Controllable Pitch Propeller
Bow Thruster: Yes
Max. speed: 14.25 knots
Classification Society: Germanischer Lloyd



EUROPEAN MARITIME SAFETY AGENCY

QUALITY SHIPPING, SAFER SEAS, CLEANER OCEANS

ATLANTIC

NETWORK OF STAND-BY OIL SPILL RESPONSE VESSELS - INFO SHEET

CONTRACTOR
Mureloil

CONTRACTED VESSEL(S)
Bahia Tres

AREA OF ECONOMIC OPERATION
Western coast of Portugal, mainly between Sines and Lisbon

STOCKPILE LOCATION
Sines, Portugal

NUMBER OF VESSELS TO BE MOBILISED
1

MOBILISATION TIME
Within 22 hours



ABOUT THE SERVICE

The contractor providing the ship is Mureloil, result of a Joint Venture between Naviera Murueta and Naviera Elcano, both of them Spanish shipowners.

The vessel Bahia Tres provides bunkering services along the Portuguese coast. The equipment stockpile is located in Sines.

EQUIPMENT STOCKPILE

Sweeping arms
Two Lamor rigid sweeping arms (12 m) with weir/brush skimmer module (LJS 12)

Boom
Norlense single point inflation boom, 2x250 m (NO-800-R)

Skimmer
Lamor offshore brush skimmer (LFF 100 2C)

Slick detection
Seadarq oil slick detection system



Sweeping arm



Boom and brush skimmer



Norlense boom



Sweeping arm skimmer

ABOUT THE VESSEL - Bahia Tres



The Bahia Tres' commercial activity is bunkering services.

IMO Number: 9428671
Flag State: Spain
Port of Registry: Santa Cruz de Tenerife
Type: Product Tanker
Built: 2007
Length: 99.80 m
Breadth: 18.00 m
Max. Draft: 7.00 m
DWT: 6920 Ton
Gross Tonnage: 4969 Ton
Net Tonnage: 1859 Ton
Storage capacity: 7413 m³
Heating capacity: 2300 kW
Pumping capacity: 2050 m³
Flash Point: > 60°C
Propeller: Fixed Pitch Propeller
Bow Thruster: Yes
Max. speed: 12.7 knots
Classification Society: ABS and Bureau Veritas



DESMI RO-BOOM 2000

Remark: The information is based on the manufacturer's documentation

BOOM WINDER

The Ro-boom is delivered on a 10 ft flat rack winder. The winder frame is used for storage, transportation and handling of the Ro-boom.

The winder frame is manufactured from specially designed steel and standard profiles.

Two frames with bearing housings for a shaft are mounted on the bottom frame. On the shaft a drum with end flanges is mounted. On one end of the shaft a sprocket wheel is mounted between the drum and the bearing housing. To rotate the drum a gearbox, with hydraulic motor, is mounted on a bracket plate on the bottom frame, the side of the bearing frame.



AIR BLOWER

The remote control stand with built-in air-blower is a movable unit designed for inflation/deflation of oil booms and operation of boom winders in areas where hazardous atmospheres may occasionally occur.

The remote control stand is connected to the power supply by means of a 10 metres hose set. It should be placed in such a way that the best possible control of the operation is obtained.



POWER PACK

The Ro-clean Desmi power pack, type DSPP 58 kW is a power unit, designed to operate in areas where hazardous atmospheres may occasionally occur. It is fitted with the necessary safety equipment to meet the safety standard Lloyd's Open Deck explosion proof Zone 2 areas and it is designed with ease of operation and maintenance in mind.

TECHNICAL SPECIFICATIONS :

Length: 2015 mm
 Width: 1115 mm
 Height: 1800 mm
 Weight: 1500 kg
 Max. pressure: 210 bar
 Flow range: 0-200 l/min



This system is available on board the EMSA Contracted Vessels in following variations:

Name	Winder	Air Blower	Power pack	Flash point* Ex Class
Santa Maria(2x250 m)	Ro-boom winder	HRD2	Desmi DSPP 58, 58 kW	Zone 2
Aegis I (2x250 m)	Ro-boom winder	HRD2 (integrated in the power pack)	Desmi DSPP 58, 58 kW	Zone 2
Ria de Vigo (2x250 m)	Ro-boom winder	HRD2	Hydraulic power provided by the vessel	N.A.

* Depending on the location of the equipment on board, the vessel may be classified with a flashpoint above or below 60°C.

LAMOR HDB 2000 HEAVY DUTY BOOM

Remark: The information is based on the manufacturer's documentation

GENERAL DESCRIPTION

The Lamor heavy duty boom is a segmented boom constructed in such a way that two layers of synthetic fabric are vulcanized together with synthetic oil-resistant rubber outer layers. The boom is equipped with a ballast chain that guarantees correct deployment in sweeping operations.

The boom has ASTM connectors and towing lines. On deployment the boom sits symmetrically in the water, allowing for easy maneuver and for facing the oil slick from either side. Inflation of the boom is quick and efficient thanks to the air valve and the use of an air blower.

The boom is equipped with inflatable buoyancy chambers with separate air valves, which means that in case of puncture only one chamber will lose air. It is manufactured from heavy-duty neoprene rubber with a hypalon external skin.

This one-piece moulded composite construction has complete cross vulcanization of rubber and reinforcing plastics. The construction is seamless, it has high abrasion resistance, peel resistance and tensile strength.

The boom is also fitted with stainless steel fittings, galvanised ballast/tension chains and internal stainless steel rods. These rods ensure optimum skirt profile under tow.

KEY CHARACTERISTICS:

- Segmented heavy duty boom, 250 metres each
- Inflatable buoyancy chambers
- ASTM connectors
- Belt-driven air blower
- Storage reels mounted on 10' flat rack containers



TECHNICAL SPECIFICATIONS

Freeboard	600 mm	Operational temperature	-40°C to 60°C
Draught	1100 mm	Efficient in waves	up to 4 m
Length (chamber)	3 m	Stable in current	up to 3 knots
Length (section)	50 m	Deployment time	250 m – approx. 45 minutes
Weight per meter	19.6 kg	Buoyancy /weight ratio	12.5:1



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