

Information Meeting Rome 17th February 2012

Introduction to EMSA's At-sea Oil Recovery Service

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What is EMSA?

European Maritime Safety Agency

Background:

- Post-Erika (2002: EMSA established)

Decentralised Agency of the European Community

- Own legal identity
- No legislative role
- Technical and operational support

Legal basis: Regulation 1406/2002 as amended

EMSA- Main Stakeholders

- The EU **Member States** and EFTA Coastal States (Norway and Iceland)
- The **European Commission**
DG MOVE, DG ECHO, DG MARE, etc.
- The **European Parliament**

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EMSA's stakeholders are reflected in composition of the Agency's Administrative Board.

The **Administrative Board** determines the Agency's policy.

EMSA - Tasks

The Agency carries out a number of **technical** tasks to:

- Improve Maritime Safety
- Prevent pollution at sea
- Ensure Maritime Security (ship-related aspects)
- **Respond to pollution by ships**

Framework for Service Network of Stand-by Oil Spill Response Vessels

- “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”
- Monitoring and Information Centre (MIC) managed by DG ECHO
- Under “**operational control**” of the affected coastal State

Scope of the work

Main Objective:

Stand-by at-sea oil recovery services

Contractor to Ensure that:

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

Dual Contract Structure

**Vessel
Availability
Contract**



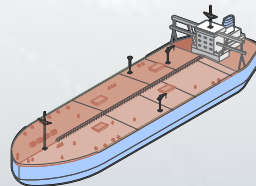
**Incident
Response
Contract**



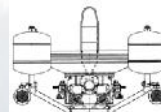
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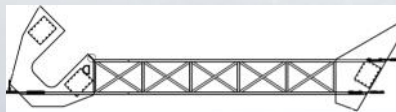
At-sea Oil Recovery Service + Oil Recovery Classification



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- 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**



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

- Workable contract: Government and a commercial party
- Limit delays to sign a contract
 - between the requesting coastal State and contractor
- Avoid unnecessary high tariffs vs. vessel of opportunity
- 1 Model Contract for 20+ different legal systems

IRC: Some key provisions

- 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 (operation/stand by)
 - Operational costs (fuel)
 - Cleaning

Existing Contractor Configurations

<u>Area</u>	<u>Ship</u>	<u>Contractor</u>
Baltic Sea	Ice Breaker	Shipowner
	Bunker tanker	Shipowner
North Sea	Hopper Dredgers	Shipowner
Atlantic Coast	Tankers (3 Contracts)	☐ Shipowner ☐ Ship Operator / Equipment Supplier
	Supply Ship (Fisheries)	Shipowner
Mediterranean Sea	Bunkering (5 Contracts)	Shipowner
	Tanker Spot Market (2 Contracts)	Shipowner
Black Sea	Supply Ship (Oil Field) (2 Contracts)	Shipowner

Tankers



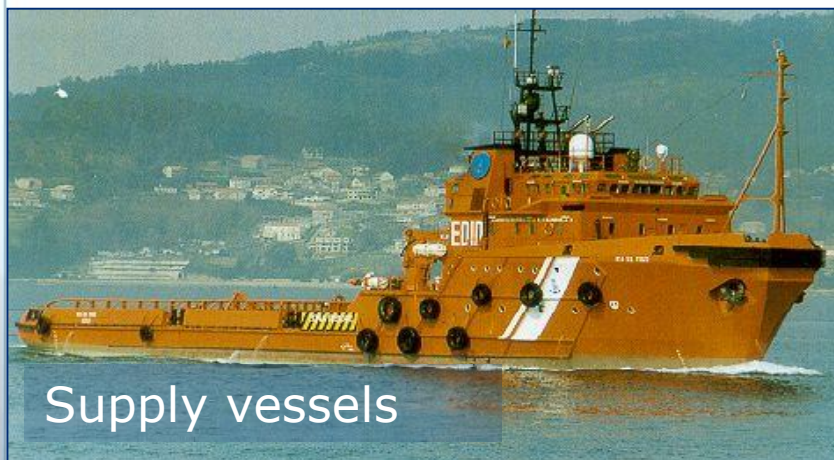
Bunker vessels



Types of vessels

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Supply vessels



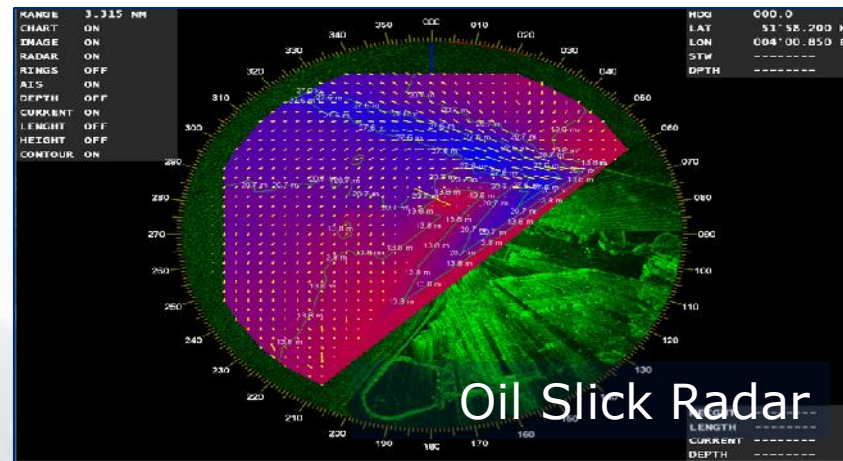
Dredgers





Types of equipment

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Setting-up the Service

Preparatory Phase

- Purchasing oil spill response equipment
- Pre-fitting vessels for equipment installation + oil/water mixture treatment and discharging
- Crew Training

Stand-by phase

- Vessel available to respond
- Drills and Exercises
- Mobilisation (24 hrs.)

Prep. Phase: Technical Challenges

Oil Recovery Ship Classification:

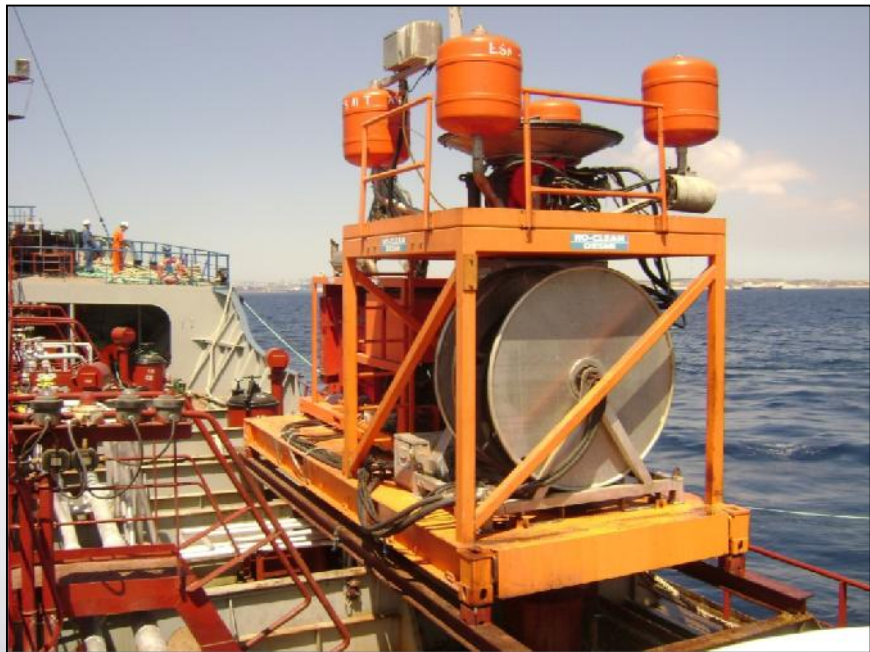
- Preliminary discussions with Class Society: BV, GL, LR
- Drawings approval



Prep. Phase: Technical Challenges

Space on deck: “creativity”

- Boom deployment
- Stowage of Equipment onboard: Containerised



Stand-by Phase: Quarterly Drills

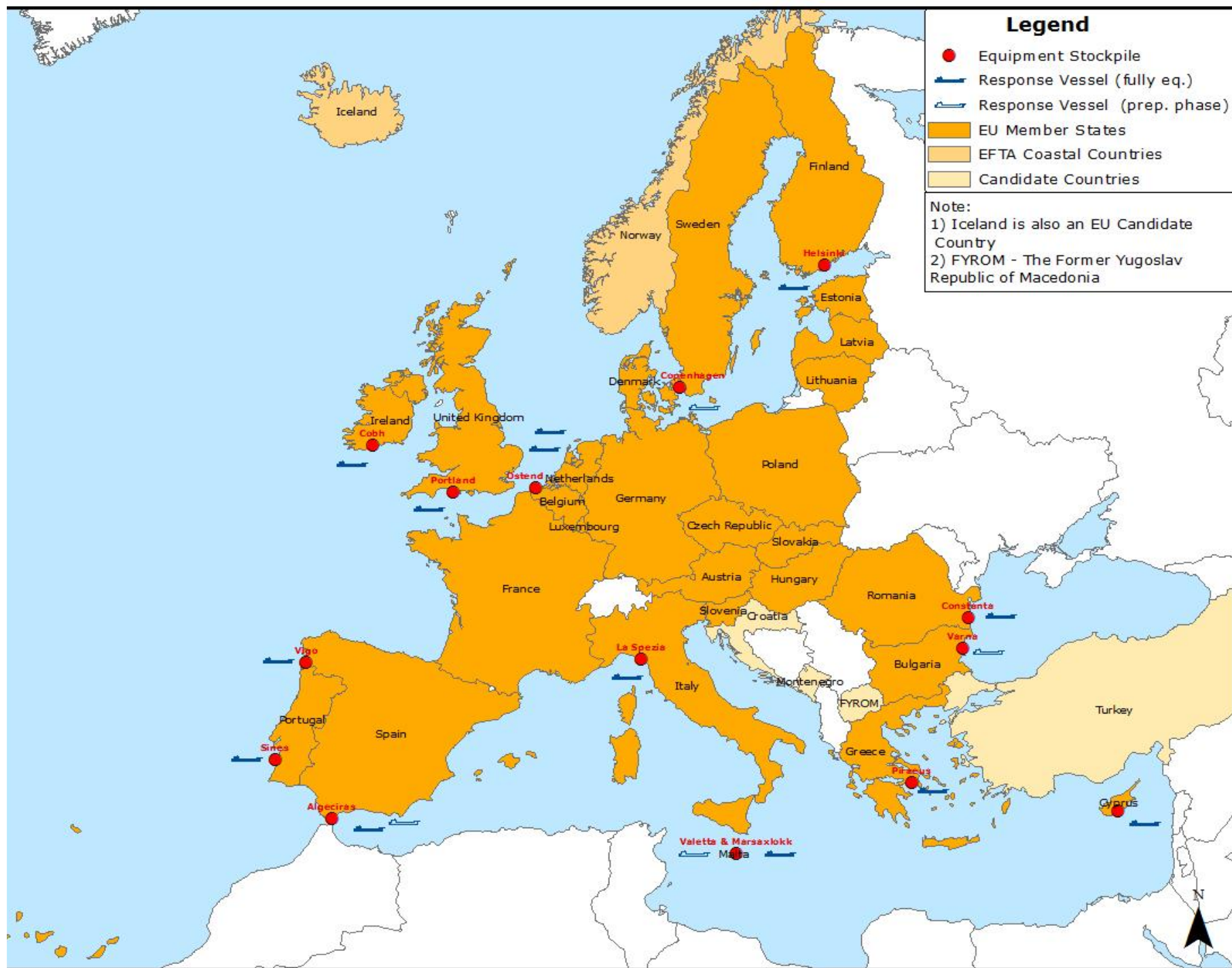


Stand-by Phase: International Exercises (10 days/year)



Financial Elements

- ❑ **Preparatory Phase** - Pre-financing available from EMSA
 - 1) Oil Spill Response Equipment
 - Purchasing - Pre-financing upto 100 %
 - 2) Pre-fitting Vessels (e.g. for equipment installation)
 - Pre-financing upto 80 %
 - Remaining 20% paid when vessel operational/stand-by phase
- ❑ **Stand-by phase**
 - 3) Vessel Availability Fee (covers drills)
- ❑ **Additional Payments**
 - 4) At-sea Exercises: Daily rate + Fuel
 - 5) Pollution Response Incident: Daily rate + Fuel



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

CONTRACTOR
James Fisher Everard Ltd.

CONTRACTED VESSEL(S)
Forth Fisher, Galway Fisher, Mersey Fisher

AREA OF ECONOMIC OPERATION
Atlantic Coast

STOCKPILE LOCATION
Cobh, Ireland

NUMBER OF VESSELS TO BE MOBILISED
1 vessel fully equipped (and 1 partially equipped)

MOBILISATION TIME
Within 24 hours



ABOUT THE SERVICE

The James Fisher Group of companies provides a range of marine services from bases around the UK and in Scandinavia. The services include defence, marine oil, offshore oil, shipping and specialist technical services.

The arrangement includes three tankers from which one fully equipped vessel and one partially equipped vessel can be mobilised. The tankers usually trade from the South of the UK to Ireland. The equipment stockpile is located in Cobh, Ireland.

EQUIPMENT STOCKPILE

Sweeping arms
Two Koseq rigid sweeping arms (15 m) with weir skimmer Boom

Vikoma heavy duty single point inflation boom, 4x250 m (Hi-Sprint 2000)

Skimmer
Two Desmi weir skimmer (Tarantula)

Slick detection
Two Miros oil slick detection system



Sweeping arm



Tarantula skimmer



Boom and skimmer



Slick detection

ABOUT THE VESSEL - Forth Fisher



The Forth Fisher's commercial activity is as a product tanker.



IMO Number: 9118159
Flag State: United Kingdom
Port of Registry: Barrow
Type: Product Tanker
Built: 1997
Length: 91.00 m
Breadth: 15.58 m
Max. Draft: 6.20 m
DWT: 4973 Ton
Gross Tonnage: 3368 Ton
Net Tonnage: 1367 Ton
Storage capacity: 4756 m³
Heating capacity: 3488 kW
Pumping capacity: 3400 m³/h
Flash Point: < 60°C
Propeller: Controllable Pitch Propeller
Bow Thruster: Yes
Max. speed: 12 knots
Classification Society: Lloyd's Register

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

ABOUT THE VESSEL - Galway Fisher



The Galway Fisher's commercial activity is as an oil tanker.



IMO Number: 9118161
Flag State: United Kingdom
Port of Registry: Barrow
Type: Oil Tanker
Built: 1997
Length: 91.00 m
Breadth: 15.58 m
Max. Draft: 5.10 m
DWT: 4968 Ton
Gross Tonnage: 3368 Ton
Net Tonnage: 1010 Ton
Storage capacity: 4754 m³
Heating capacity: 3883 kW
Pumping capacity: 3400 m³/h
Flash Point: < 60°C
Propeller: Controllable Pitch Propeller
Bow Thruster: Yes
Max. speed: 13 knots
Classification Society: Lloyd's Register

ABOUT THE VESSEL - Mersey Fisher



The Mersey Fisher's commercial activity is as an oil tanker.



IMO Number: 9170420
Flag State: Gibraltar
Port of Registry: Gibraltar
Type: Product Tanker
Built: 1998
Length: 91.40 m
Breadth: 15.50 m
Max. Draft: 6.02 m
DWT: 4765 Ton
Gross Tonnage: 2760 Ton
Net Tonnage: 1454 Ton
Storage capacity: 5028 m³
Heating capacity: 2907 kW
Pumping capacity: 3400 m³/h
Flash Point: < 60°C
Propeller: Controllable Pitch Propeller
Bow Thruster: Yes
Max. speed: 12 knots
Classification Society: Lloyd's Register



EMSA's vessel network provides a service across the European coastline. For more information, visit the EMSA web site and consult the related brochure: 'Supporting Coastal States: Service Network of Stand-by Oil Spill Response Vessels', or watch the video 'Oil Spill Response Services, Video 2009'.



Steering Committee



EuroSpill



UKSpill
ASSOCIATION

Interspill 2012 is organised by its **Steering Committee**, through Interspill Ltd., comprising hosts, UKSPILL, with SYCOPOL, NOSCA and EuroSpill from the European spill industry, together with IPIECA representing the global oil industry, and EMSA representing the European Community.

Find out more about the Interspill Committee at the Interspill Organisation web site.

**Thank you
for your attention**

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**Further information available at:
www.emsa.europa.eu**