

Appendix 1 to the Tender Specifications – List of equipment and dispersant
Enclosed to Procurement Procedure No EMSA/CPNEG/2/2020 - Service Contract for
Equipment Assistance Service (EAS) – Southern Europe
Competitive procedure with negotiation
Phase II – Invitation to Tender

1. List of initial equipment and dispersant

The indicative list for the initial equipment and dispersants package to be stored, maintained and operated within the Southern Europe EAS arrangement is provided under point 1 below, and will be integrated in the EAS Southern Europe arrangement during the preparation phase between 1st June 2021 and 10th July 2021 at the latest.

1.1 NOFI Current Buster 6 system (2 pcs)

The two systems were purchased new, with one being delivered in October 2017 and the second in March 2019. Each system 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.

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

Both 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 (1 pc)

The system was purchased new and delivered in October 2017, and it is stored inside a standard 20ft ISO container weighting approx. 6.8 tonnes.

The system was only deployed during Equipment Condition Tests and exercises, 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.

1.3 Desmi RoBoom – RoSkim system (1 pc)

The system was purchased new and delivered in October 2017, and it is stored inside two standard 20ft ISO containers, one weighting approx. 11 tonnes and the other 8 tonnes.

The system was only deployed two times during Equipment Condition Tests 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.

1.4 Desmi Ro-Trawl system (3 pcs)

The three systems were purchased new and delivered in October 2017, and each system is stored inside a standard 20ft ISO container weighting approx. 6.0 tonnes.

All three systems were only deployed during Equipment Condition Tests and exercises, with less than five deployments in total for each system and were never deployed in real emergencies.

All three 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.

1.5 Elastec Fire Boom system (4 pcs)

The four systems were purchased new and delivered in November 2017, and each system is stored inside a standard 20ft ISO container weighting approx. 3.8 tonnes.

All three systems were only kept in storage and never deployed during Equipment Condition Tests, exercises or real emergencies.

All four 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.

1.6 Lamor Oil Storage Barge (3 pcs)

The three barges were purchased new and delivered in June 2019. Each barge is stored inside an aluminium container (dimensions: 2.82m/1.3m/1.67m) weighting approx. 1.1 tonnes.

Each of the four barges was deployed only once during an Equipment Condition Test and never deployed in real emergencies.

All three barges are in very good operational status, 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 Lamor Oil Offloading System for the Storage Barge (1 pc)

The system was purchased new and delivered in June 2019, and it is stored inside a standard 10ft ISO container and weighting approx. 3 tonnes.

The system was only used once during an Equipment Condition Test and never during 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.

1.8 Ayles Fernie Single Nozzle Dispersant Spraying System (4 pcs)

The four systems were purchased and delivered in February 2019, and each system is stored inside a small stainless-steel box weighting approx. 0.5 tonnes.

Two systems were deployed once, each during an Equipment Condition Test, with the other two just being kept in storage and none being deployed in real emergencies.

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

1.9 New Naval Dispersant Spraying System with Spray Arms (4 pcs)

The four systems were purchased new and delivered in February 2019, with each system being stored inside a small aluminium box weighting approx. 0.5 tonnes.

Two systems were deployed once, each during an Equipment Condition Test, with the other two just being kept in storage and none being deployed in real emergencies.

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

1.10 Radiagreen OSD Dispersant (212 IBCs)

The dispersant was purchased new and was delivered in November 2018 and is stored in plastic Intermediate Bulk Containers (IBC), with each IBC weighting in total approx. 1 tonne (dispersant plus the weight of the IBC).

The dispersant is in very good condition, with no issues of discolouration, stratification or presence of impurities, and it is still within the manufacturer guaranteed five years of shelf life.

1.11 Empty Spare IBCs with 1m3 capacity (10 pcs)

The spare IBCs were purchased new and were delivered in November 2018 together with the dispersant.

All IBCs are in very good conditions, as they were only maintained in storage.

1.12 Equipment to be purchased (5 systems)

In addition to the existing equipment systems described above, EMSA intends to purchase several medium-sized pollution response equipment systems, expected to be delivered during the preparation phase in the first half of 2021, as follows:

- **High speed integrated containment and recovery system (1 pc):** the system is expected to be stored inside one 10ft ISO container;
- **Low speed containment system (1 pc):** the system is expected to be stored inside one 10ft ISO container;
- **Oil Trawl Net (2 pcs):** each system is expected to be stored inside one 10ft ISO container;
- **Oil recovery skimmer with a power pack (1 pc):** the system is expected to be stored inside one 10ft or smaller container.

For more information on the existing systems part of the initial equipment package, please consult the relevant info-sheets attached hereto.

2. Potential additional equipment to be stored within the EAS Southern Europe

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> or, go to the EMSA website (<http://emsa.europa.eu>) → Operational Tasks pages → Pollution Response Services → Oil Spill Response → Related Documents.

Field

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