

## **Annex VI of the VAC**

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

**Procurement procedure:** EMSA/CPNEG/2/2021

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

Phase II – Invitation to Tender

## **I. MOBILISATION PROCEDURE FOR THE VESSEL AND THE OIL SPILL RECOVERY EQUIPMENT**

### **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", issues the Notice of Readiness.

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 should 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 standards are described below:

### **Step 1. Assistance request**

Following a pollution incident, the affected party submits to EMSA a Request for Assistance.

### **Step 2. EMSA places assistance offer**

EMSA gathers data from the Contractor(s) and places an Offer of Assistance, including updated information about the availability of the vessels in the area and mobilisation time.

### **Step 3. Acceptance of the Offer for Assistance**

Based on the information received, the Requesting Party decides which EMSA contracted vessel(s) to mobilise and accepts the Offer of Assistance.

### **Step 4. Request for the vessel(s) mobilisation and signature of the IRC-V Form by the Requesting Party**

Following the acceptance of the offer for assistance:

- EMSA sends to the Requesting Party the IRC-V Form and the vessel Info Sheet.
- EMSA sends the Notice of Pollution Response to the contractor to start mobilising the vessel (discharging cargo, loading equipment) and consequently the contractual 24h mobilisation time period starts.

The Requesting Party fills in the required information in the IRC-V Form and sends it to the EMSA Contractor.

### **Step 5. EMSA Contractor sends the signed IRC-V Form**

The EMSA contractor sends the IRC-V Form, duly filled in and signed, to the Requesting Party.

### **Step 6. Notice of Readiness**

The EMSA contractor sends to the Requesting Party a Notice of Readiness confirming that the vessel is fully equipped as per the option chosen by the Requesting Party in the IRC-V Form and ready to leave the Port of Departure indicating the time of readiness to depart. The Notice also should indicate the ETA at the Place of Delivery.

### **Step 7. Acceptance of Notice of Readiness**

The Requesting Party sends to the EMSA contractor acceptance of the Notice of Readiness. An email/fax is sufficient to confirm acceptance with a copy to EMSA.

#### **4. Logistic arrangements**

##### **a) Equipment storage conditions**

In case the equipment is stored onshore, the storage place must comply with the following conditions:

- It must provide enough space for the storage of the complete equipment arrangement. Indoor storage space will be preferred.
- It must be fenced, secured 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 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 logistic 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.
- Internal procedures for mobilisation, including 24/7 contact point.
- Staff responsible for mobilisation and description of tasks and responsibilities.
- Discharge of cargo arrangements.
- Indication of whether it is planned to store the equipment on board or on shore.
- Logistic arrangements including storage, transportation, handling of the pollution response equipment.
- Re-fuelling or additional supplies necessities.
- Crew considerations – additional or different crew necessities.
- 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.
- Mobilisation time for each scenario.