EMSA/CPNEG/1/2017
Stand-by Oil Spill Recovery Vessels

Information Meeting

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Pollution Response Services Unit

Helsinki/ 30 March 2017

EMSA

European Maritime Safety Agency

Purpose of the meeting

Provision of information regarding the Negotiated Procedure EMSA/CPNEG/1/2017:

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

Meeting agenda

Thursday, 30 March 2017, 10.30 – 12.00

Time	Agenda Item	Speaker
10:30 – 10:40	**Registration**	-
10:40 – 10:50	Welcome by Hosts	Hosts
10:50 – 11:10	Introduction to EMSA's at sea oil spill recovery services ■ The European Maritime Safety Agency ■ Framework of the oil spill response vessels service ■ Current configuration of the network ■ Technical challenges & solutions	EMSA
11:10 – 11:20	Questions and Answers ■ Open Session for participants	All
11:20 – 11:30	**Break**	
11:30 – 11:50	Scope of procurement EMSA/CPNEG/1/2017 ■ Geographical area ■ Contract structure ■ How to Apply ■ Requirements ■ Evaluation criteria ■ Timetable	EMSA
11:50 – 12:00	Questions and Answers ■ Open Session for participants	All
12:00	Closing of the meeting	Hosts

Introduction to EMSA's At-sea Oil Recovery Service

Background

Establishment and tasks

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

Decentralised Agency of the European Union

- Own legal identity
- No legislative role
- Technical and operational support
- 200+ employees
- Approx. 55 MEUR annual budget (2016)

Legal basis

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

Fields of competence

Maritime safety

Prevention of pollution caused by ships

EMSA

EMSA's objectives

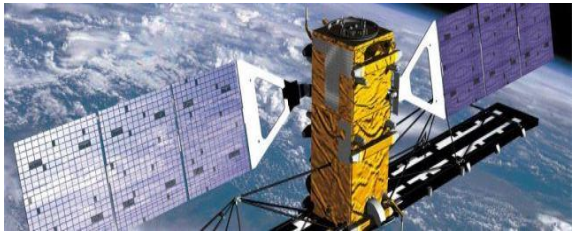
Maritime security

Response to pollution caused by ships

Response to pollution caused by oil and gas installations

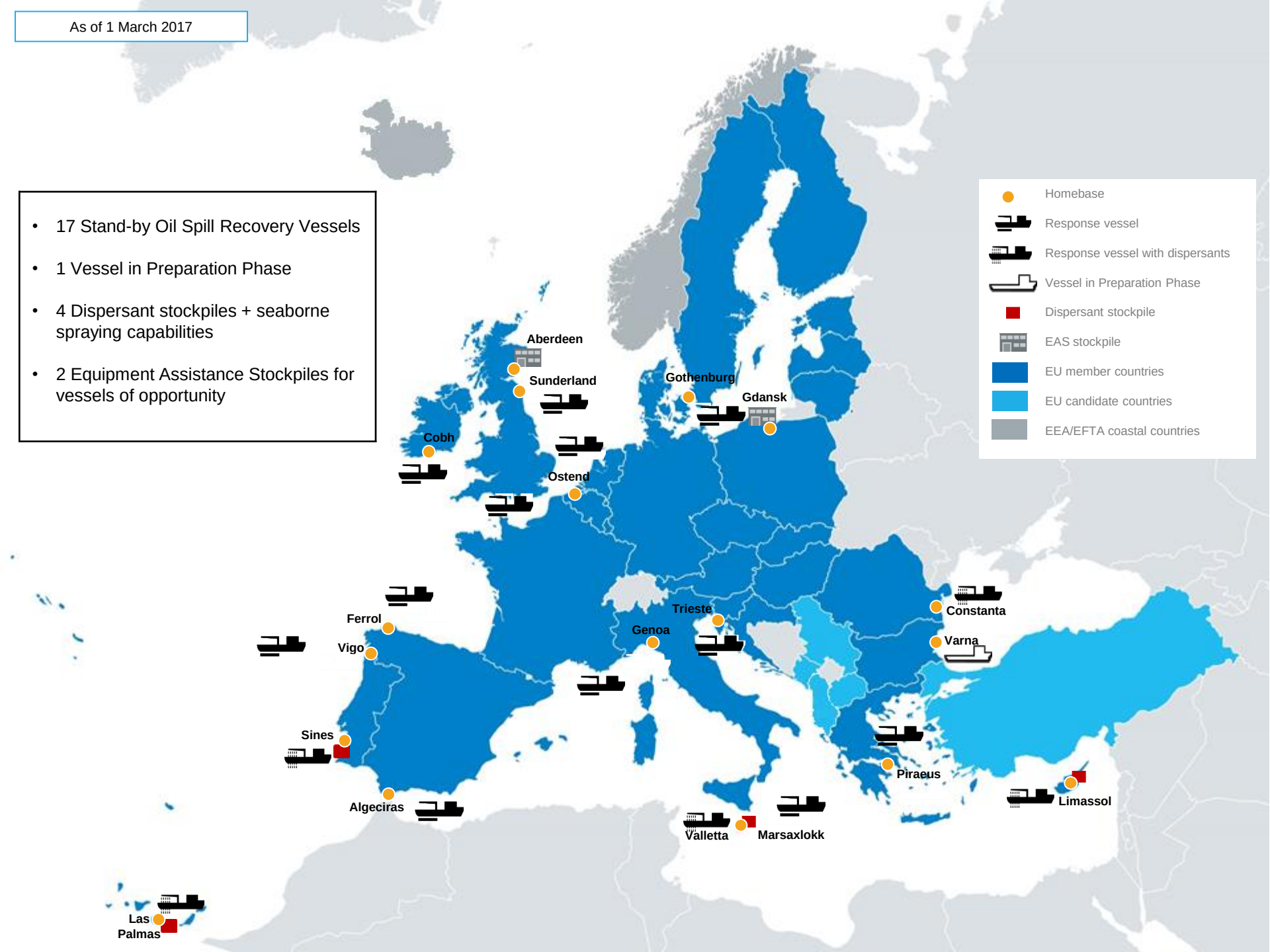
EMSA's pollution response services

- Network of Stand-by Oil Spill Response Vessels – mechanical recovery and dispersant spraying capabilities
- Equipment Assistance Service (EAS) – equipment to be used by vessels of opportunity
- CleanSeaNet and Illegal discharges
- HNS Operational Support: MAR-ICE Network
- Experts: On-site/Office-based



As of 1 March 2017

- 17 Stand-by Oil Spill Recovery Vessels
- 1 Vessel in Preparation Phase
- 4 Dispersant stockpiles + seaborne spraying capabilities
- 2 Equipment Assistance Stockpiles for vessels of opportunity



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/Third country sharing a regional basin or Commission (or Third Party under certain conditions)
- Channelled through “EU Community Mechanism”
- Emergency Response Coordination Centre (ERCC) managed by DG ECHO
- 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, the vessel is 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 vessel and mobilisation time

Requesting Party decides which vessel to mobilise

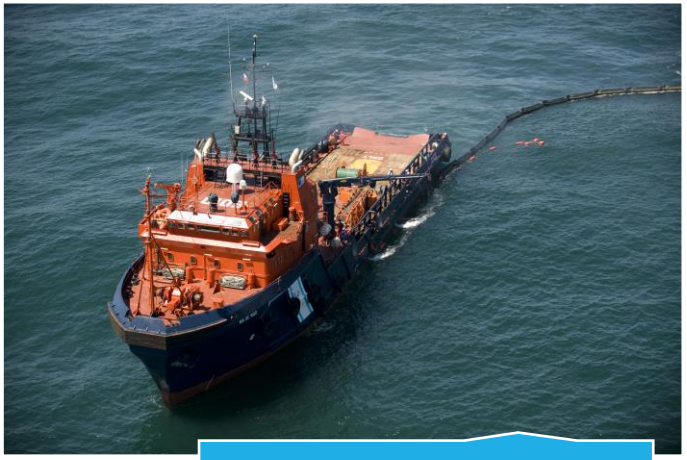
The vessel contractor and Requesting party sign the IRC

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

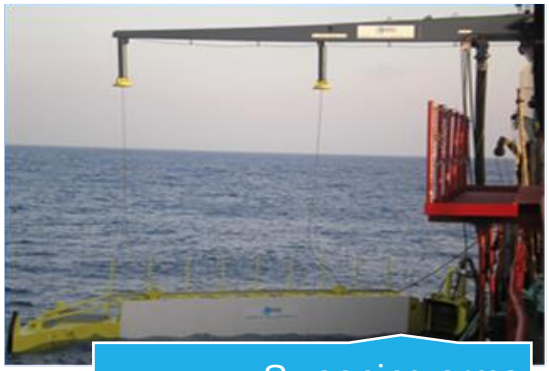
Tankers



Offshore supply vessels

Dredgers

Type of Equipment

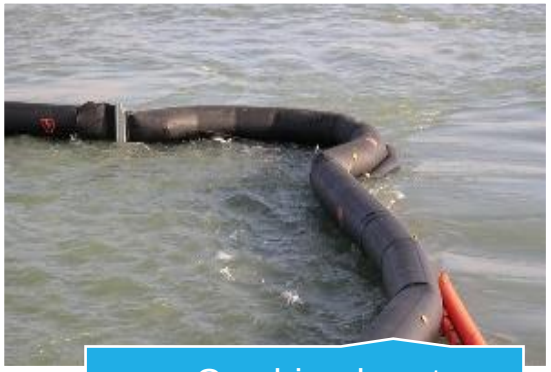


Sweeping arms

Booms

Skimmers

Oil Slick Radars



Combined systems

Dispersant spraying

Tankers - Advantages

- Large storage capacity (EMSA largest is 7,458 m^3)
- Prepared to deal with oil (heating, filling, discharging)
- Flexibility for decanting
- Flashpoint
- Unrestricted sea-going service

Tankers - Disadvantages

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

Offshore Supply Vessels - Advantages

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

Offshore Supply Vessels - Disadvantages

- 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)

Setting-up the Service

Preparatory Phase

- Purchase/transfer/servicng 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 (max. 24h.)
- Equipment maintenance
- Drills and Exercises

Preparatory Phase: Challenges

- Pre-fitting, conversion works
- Purchase/transfer/servicing and installation of OPR equipment
- Mobilisation Plan, Operational Procedures
- Crew Training
- Certification by Classification Society (Class Notation as "*Occasional oil recovery vessel ….60°C*")
- Acceptance Test

Stand-by Phase: Drills

Quarterly drills: 4 times a year

Scope:

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

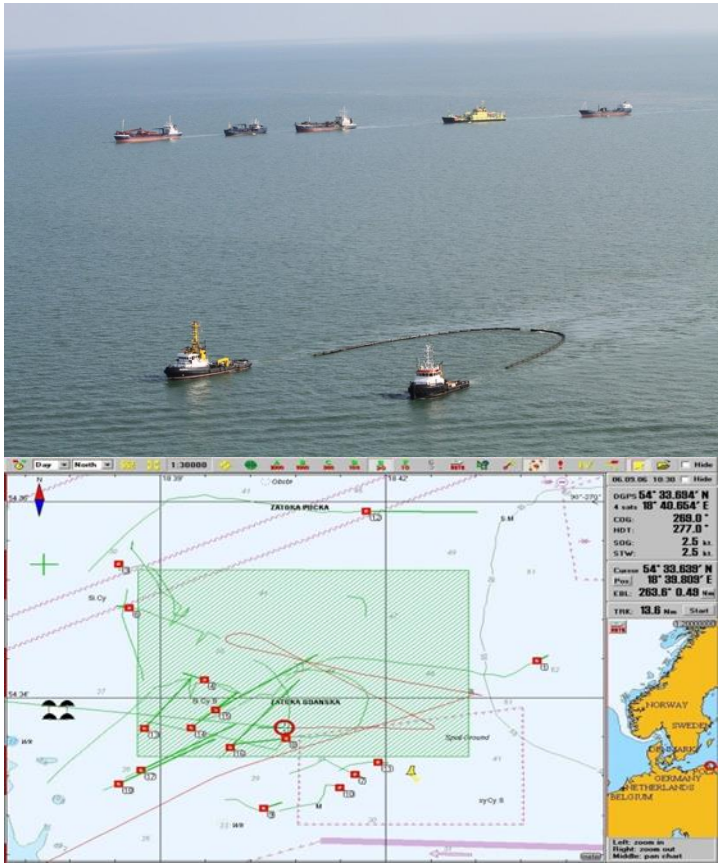
Stand-by Phase: Exercises

Type:

- Notification only
- 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

Northern Baltic Sea

Northern Baltic Sea:

Covering the area from the line Liepāja (Latvia) and Kalmar (Sweden) to the North.

However, if needed and technically appropriate, they will assist elsewhere as well. Given logistical and technical considerations, these other areas would probably be adjacent.

Within the agreed mobilisation time (max.24 hours) the EMSA contracted vessel(s) must fulfil the following conditions:

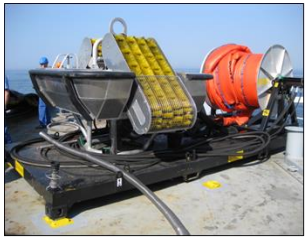
- be inside the area of operation, and
- be able to send a ''Notice of readiness'' to the Requesting Party meaning equipped with the pollution response equipment, providing the contracted storage capacity and with the necessary crew for performing oil recovery services.

In addition, the EMSA oil pollution response equipment must be stored, maintained and insured either on board the vessel(s) or in a stockpile located on the coastline of an EU Member State.

Equipment solution

Set of equipment transferred from the previous contractor





- 2 x Sweeping arm
- Boom system
- Offshore skimmer and Arctic skimmer
- Slick detection system
- Additional small equipment (gas detector, minilab, flash point tester, VHFs)

Purchase

- Power pack
- Flow meter
- Interface detection system
- Cleaning machines
- Equipment logo
- Upgrade slick detection system

The transferred equipment will need to be serviced/overhauled

Min. requirements regarding the arrangement and the vessel (Phase II)

- Vessel should not be engaged with to provide pollution response services at the time of award;
- An authorisation from the shipowner/charterer for the use of the vessel for the purpose of the EMSA services during the contract duration must be provided;
- The minimum vessel net storage capacity for recovered oil must be 1,500 m^3
- Vessel must be available for mobilisation at short notice;
- Vessel should be self-propelled;
- Vessel should not be subject to the single hull phase-out requirements;
- Vessel should be registered on either an EU Member State or a contracting party to European Free Trade Area (EFTA) or a non-EU white listed register as defined by the Paris MoU;
- Vessel(s) must be classified by an EU recognised organization;
- Vessel(s) must be classed for, at least, international voyages in the Baltic Sea;
- Vessel(s) must have, at least, Finnish - Swedish Ice Class II notation or equivalent;
- In case the vessel is not built - it must be under construction by 15th September and finalised before the end of the Preparation Phase (June 2018);
- Vessel's should have a valid Safety Management Certificate (SMC);
- The contact person of the company/consortium and the responsible crew on the vessel(s) must have a good command of the English language.

Contract structure

Dual Contract Structure

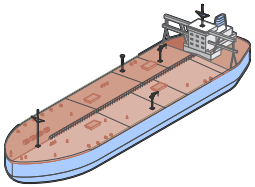
EMSA

Vessel
Availability
Contract

Incident
Response
Contract

EFTA

At-sea Oil Recovery Service



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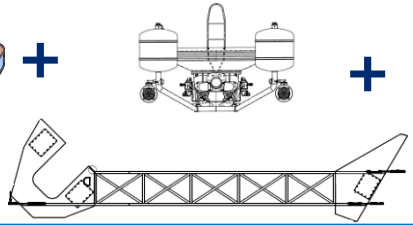

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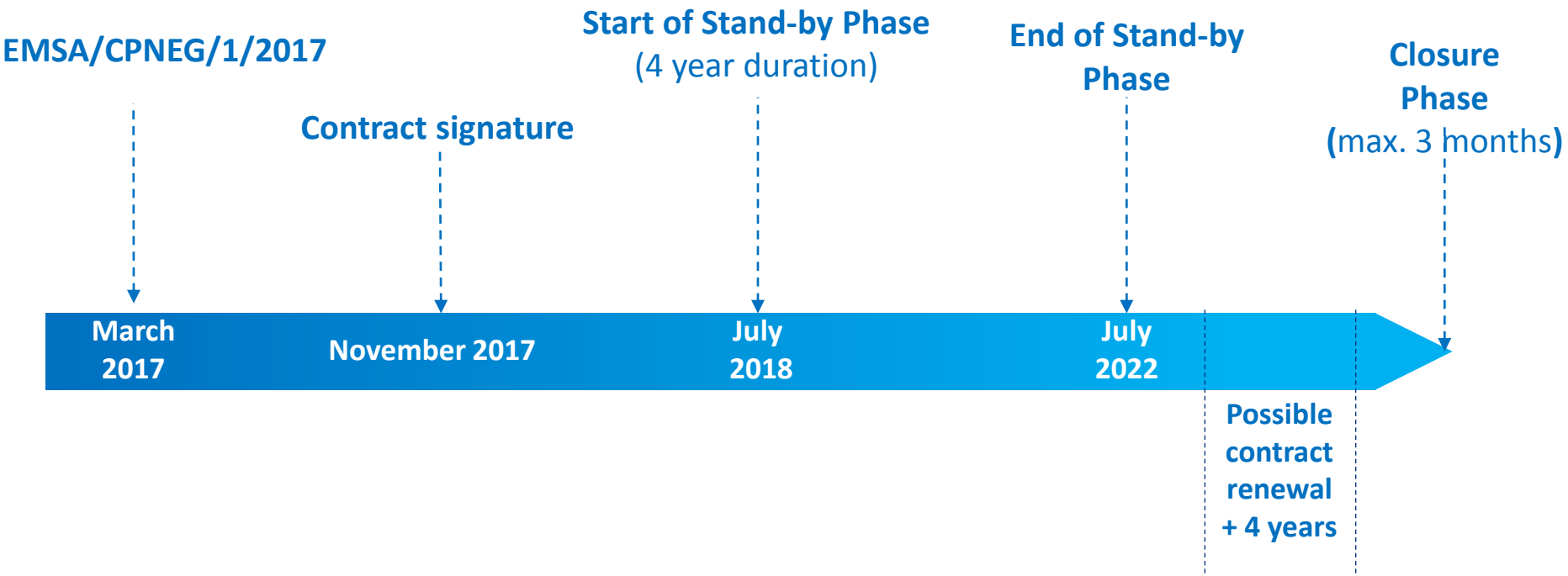
Timeline


EMSA/CPNEG/1/2017
Contract signature
Start of Stand-by Phase
(4 year duration)
End of Stand-by Phase
Closure Phase
(max. 3 months)
March 2017
November 2017
July 2018
July 2022
Possible contract renewal + 4 years

Vessel Availability Contract (VAC)

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 **I**ncident **R**esponse **C**ontract

Incident Response Contract (IRC)

Incident
Response
Contract

EFTA

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 25+ 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

Renewal possible under same conditions

Financial Elements

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 rates (operational and stand-by) + Fuel + Cleaning

Budget

Area	Maximum Availability Fee (initial Stand-by period) (EUR)	Maximum Equipment Price (EUR)	Maximum Pre-fitting Price (EUR)	Maximum overall budget (EUR)
Northern Baltic Sea	2,600,000	250,000	600,000	3,250,000

How to Apply

Key Issues

1. Procurement Procedure

2. Procurement Timetable

3. Submitting “Applications”

Procurement 2016: Competent procedure with negotiations

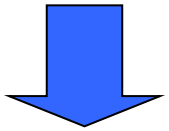
2 Phase Approach:

Phase I - “Invitation to Apply”

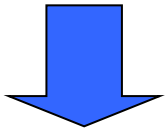
Phase II – (Restricted) “Invitation to Tender”

Phase I: Invitation to Apply

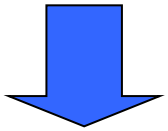
Publication of Invitation to Apply in the OJEU on 15 March (Open to any Interested Party)



Submission of Applications: Deadline **19 April**



Evaluation of Applications as per Enclosure A.1: Criteria



Determination of Pre-Selected Candidates

Phase II: Invitation to Tender

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

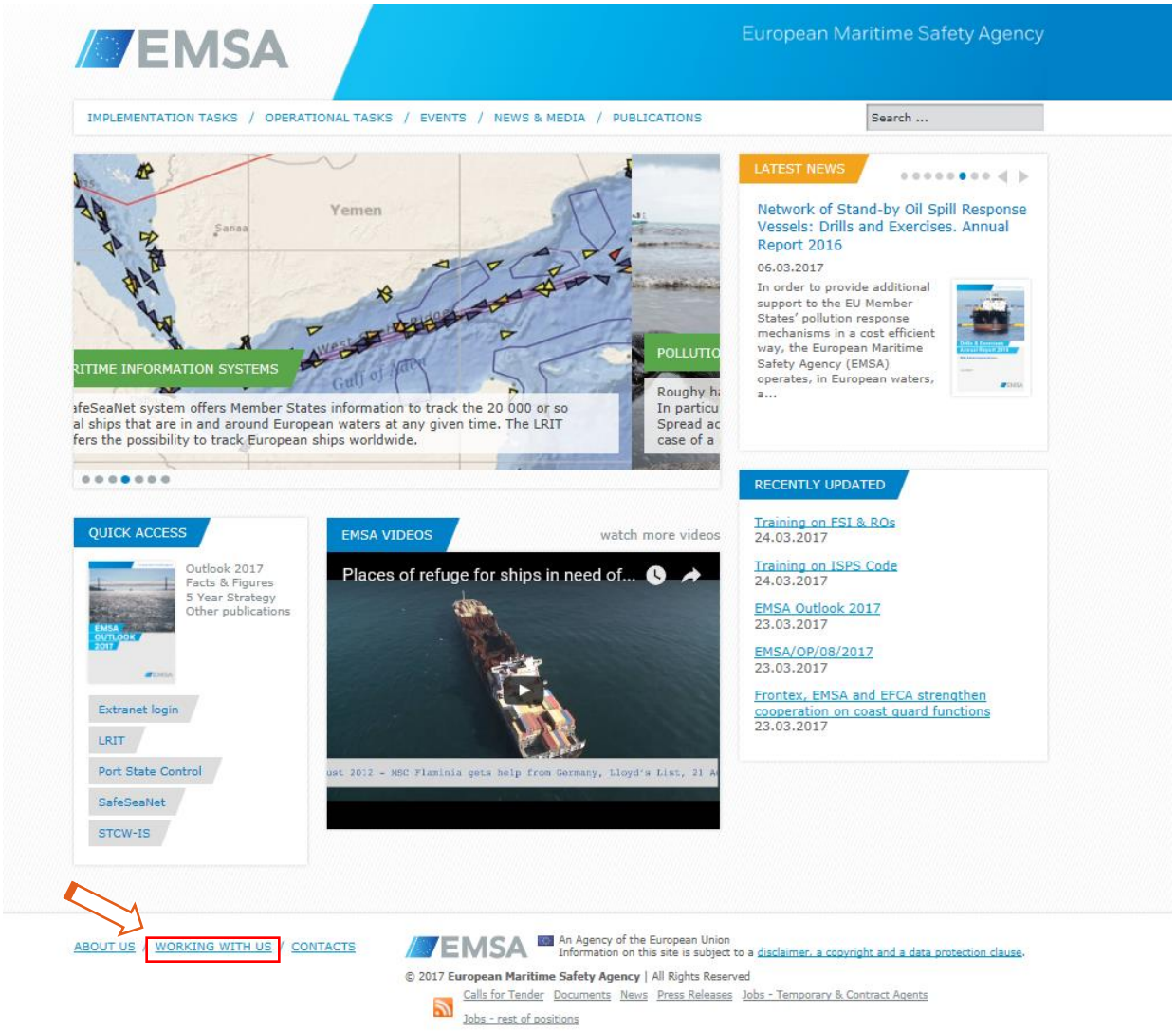
Provisional Timetable Application Phase

PROCUREMENT PHASE 1: Invitation to Apply		
"**Contract Notice**" publication in OJEU	**Documents available on www.emsa.europa.eu**	15 March
"Application" Preparation	Interested Parties prepare "light" documentation	March - April
Information Meeting	Procurement Procedure and Technical Elements	30 March
"Application" Deadline	**"light" documentation submission**	**19 April**
"Application" Evaluation	Identification of "Pre-selected Candidates" by EMSA	May - June

Procurement documents

www.emsa.europa.eu

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



Procurement documents

PROCUREMENT MENU

- Procurement Main Page
- Ongoing calls for tender
- Tender Archives
  - Period 2011 - Today
  - Period 2006-2010
  - Awarded contracts

DOCUMENTS FOR TENDERER

- Financial Form
- Legal Entity Form
- Declaration of Honour
- Statement of Subcontracting / Joint Offer
- General Conditions for Purchase Order
- Low-value procurement procedure Tendering Conditions *(applicable only if Invitation to Tender refers to them)*

IMPORTANT INFORMATION FOR TENDERERS

- Guidelines for Tenderers. Read before submitting your bids.
- Remedies

PROCUREMENT NEWSLETTER

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

Name or Company

E-mail

EMSA/CPNEG/1/2017

Published	15.03.2017
Deadline	19.04.2017

Service Contracts for Stand-by Oil Spill Recovery Vessels

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 **Northern Baltic Sea**.

More details about this procurement procedure can be found in documents that can be downloaded in the zip file below.

An information Meeting, open to any interested party to attend, will be organised (see the details in the table below). Prior registration is not needed. Nevertheless, it would be appreciated for logistic purposes to receive an e-mail (CPNEG12017@emsa.europa.eu) indicating the participation in the meeting.

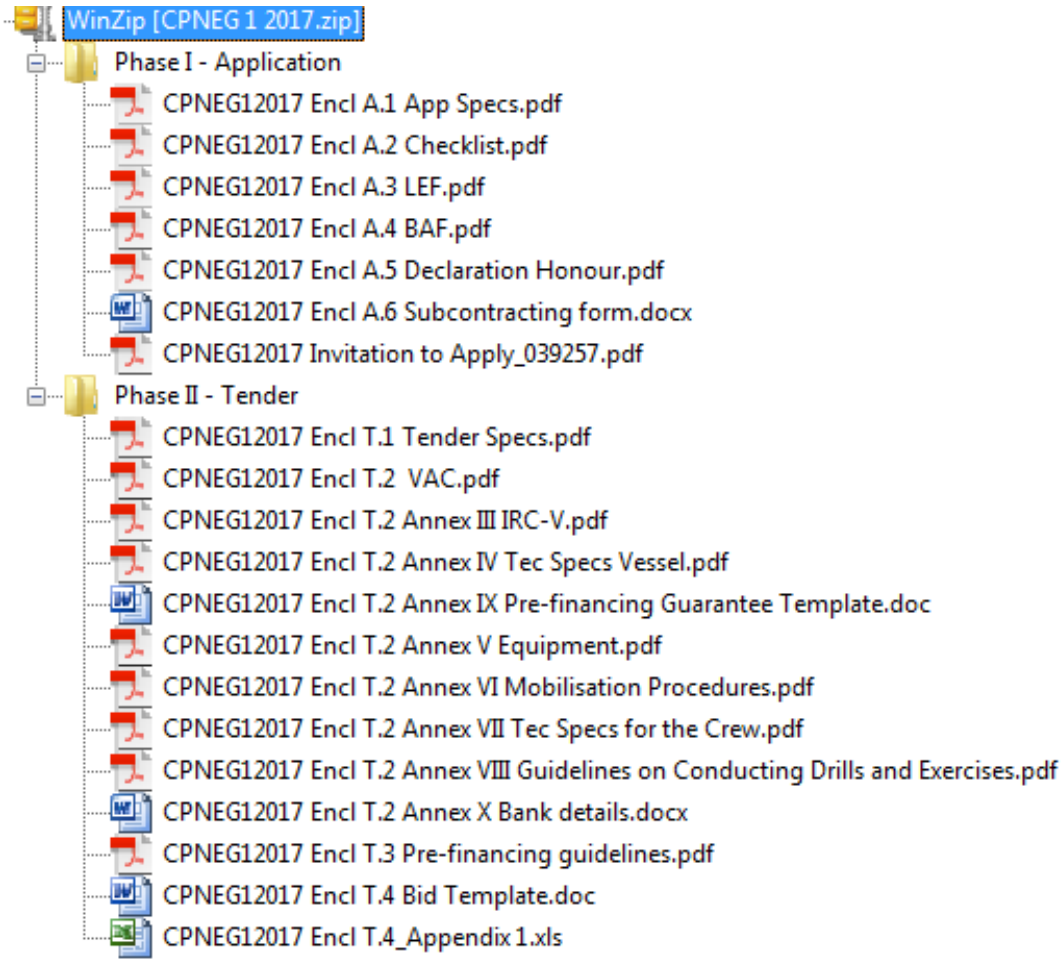
Date	Local Time	Location	Agenda	Presentations
Thursday, 30 March	10.30 – 12.00	Finnish Environment Institute (SYKE) Mechelininkatu 34a, Töölö, Helsinki FINLAND Meeting room: Muuttohaukka	see below	to be published after the meeting

The relevant Contract Notice for this procedure (2017/S 052-095357) as published in the Official Journal of the European Union can be found in the following link: http://ted.europa.eu/udl?uri=TED:NOTICE:95357-2017:TEXT:EN:HTML

CPNEG 1 2017.zip

Agenda Helsinki.pdf

Zip file documents



Phase I - Invitation to Apply documents

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”.

Formal requirements

- Deadline 19 April 2017
- Two sealed envelopes (one inside the other)
- Submission of 1 original paper copy of the application + electronic copy on USB memory stick or CD
- 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)

Application criteria

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 during Phase II***

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

Application Evaluation

Evaluation Result

Application meeting exclusion and selection criteria?

Yes ➔ “Pre-selected Candidate” ➔ Invitation to Tender (expected end of June)

No ➔ “End of Participation”

Checklist

EMSA
European Maritime Safety Agency

ENCLOSURE A.2 - APPLICANT'S CHECKLIST

Enclosed to Procurement Procedure No. EMSA/CPNEG/1/2017 concerning Service Contracts for stand-by oil spill recovery vessels

Competitive procedure with negotiations

Phase I - Invitation to Apply

Document	Check
Application submitted by **19 April 2017** at the latest *Ref. EMSA documentation: Invitation to Apply, point 3*	☐
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 *Ref. EMSA documentation: Invitation to Apply, point 4*	☐
Both envelopes labelled according requirements *Ref. EMSA documentation: Invitation to Apply, point 4*	☐
Electronic copy (PDF) of the application included in the envelope in a CD or USB key *Ref. EMSA documentation: Invitation to Apply, point 5*	☐
Application must include a copy in English of the documents/information requested under point 10.6 General description of the proposed arrangement. *Ref. EMSA documentation: Application Specifications, point 9*	☐
Application structured in line with EMSA requirements – Parts A, B, C, D and E *Ref. EMSA documentation: Application Specifications, point 9*	☐
PART A 1. **Signed cover letter** clearly indicating: For individual company: - the company applying - the person heading the project For subcontractors and groupings: - the subcontractors and companies forming the grouping (including roles, qualifications and experience of each company) - the company and person heading the project *(Ref. EMSA documentation: Application Specifications, point 9)*	☐

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Document	Check
PART A 2. **Statement of Subcontracting/Joint Offer** (template - Enclosure A.6 to the Invitation to Apply) In case of Joint Offer or Subcontracting, please fill the document "Statement of Subcontracting/Joint Offer" *Ref. EMSA documentation: Application Specifications, points 7, 8 and 9*	☐
PART A 3. **Original of the authorising document** For individual company: 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 For groupings: 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 *Ref. EMSA documentation: Application Specifications, point 9*	☐
PART A 4. **Legal Entity Form** (template - Enclosure A.3 to Invitation to Apply) Applicants 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 *Ref. EMSA documentation: Application Specifications, point 10.1*	☐
Supporting documents: - **copies of company VAT number registration certificates and, if applicable** - **a copy of an Official Document (Official Gazette, Company Register, etc.)**	☐ ☐
PART A 5. **Financial Identification Form** (template - Enclosure A.4 to Invitation to Apply) for the Company leading and submitting the Application This document filled and signed by the account holder and the bank (or accompanied by a recent bank statement. *Ref. EMSA documentation: Application Specifications, point 9*	☐
PART B 6. **Declaration of Honour** (template - Enclosure A.5 to Invitation to Apply) *Each candidate, each subcontractor essential to fulfil the selection criteria, and each company part of the Consortium should provide it in this Application phase.* *Ref. EMSA documentation: Application Specifications, point 10.3*	☐

Provisional Timetable Phase II - Tender

PROCUREMENT PHASE 2: Invitation to Tender		
"Invitation to Tender"	"Invitation to Tender" sent "Pre-selected Candidates"	22 June
Visit to EMSA stockpile	Opportunity to review equipment for transfer	5 July
Clarification meetings	Clarification with candidates	12 July
"Tender" Deadline	"Heavier" documentation submission	**14 August**

Provisional Timetable Phase II - Tender

PROCUREMENT PHASE 2: Negotiation		
Negotiation Stage	Improvements to offers	September/ October
On-site Meetings	Visits to vessels	September
“Final Tender” Deadline	Final offers	**6 October**
Final Tender Evaluation	Awarding of contracts	November

To be prepared for the Phase II - Tender

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

Will be evaluated in the Tender Phase
Against minimum requirements and award criteria

Useful information

EMSA

European Maritime Safety Agency

IMPLEMENTATION TASKS / OPERATIONAL TASKS / EVENTS / NEWS & MEDIA / PUBLICATIONS

Search ...

POLLUTION RESPONSE SERVICES

- Main page
- Oil Spill Response
  - Stand-by Oil Spill Response Vessels
    - Key Aspects of the Vessels Network
    - Vessels Info-sheets
  - Equipment Assistance Service
- Chemical Spill Response
- Technical cooperation
- Documents

RELATED VIDEOS

Video: Effectiveness and Efficiency of the EMSA Oil Spill Response Vessels Network (2011)

EMSA Oil Spill Response Services (2009)

RELATED DOCUMENTS

Protecting European seas against oil pollution - Network of EMSA contracted vessels

EMSA Network of Oil Spill Response Vessels - Protecting European Seas against Pollution

Network of Stand-by Oil Spill Response Vessels and Equipment (Handbook 2014)

Network of Stand-by Oil Spill

Key Aspects of the Vessels Network

Each of EMSA's contracted vessels has the following characteristics:

- Speed of 12 knots for prompt arrival on scene as well as low speed manoeuvrability for response operations
- On-board capability to decant excess water thereby maximising the use of on-board storage capacity
- Large storage capacity for recovered oil
- Ability to heat recovered cargo and use high capacity pumps to facilitate the discharging of heavy viscous oil mixtures to facilities ashore
- Oil slick detection system to facilitate the positioning of the vessel in the thicker oil slicks, and to enable operations at night.

All vessel arrangements comprise of two different containment and mechanical recovery options available for response operations depending on the weather conditions and type of pollutant:

- Sweeping arms;
- Ocean-going booms and an offshore skimmer (on certain vessels there are also high-capacity skimmers and weir booms available).

The average individual oil storage capacity of EMSA's contracted vessels is in the region of 3500m³, while the total storage capacity of all the vessels in the network is above 60000m³.

LATEST BROCHURES

Pollution Response Services

Supporting Pollution Response for Cleaner European Seas

OSRV Brochure 2015

EMSA Network of Oil Spill Response Vessels - Protecting European Seas against Pollution

NETWORK OF RESPONSE VESSELS: QUICK FACTS

Number of vessels which can be mobilised simultaneously: 17

Average storage capacity per vessel for recovered oil: 3.500 m3

Network storage capacity, if 17 vessels are mobilised >60.000 m3

Number of related equipment stockpiles: 17

Mobilisation time (vessel ready to sail to site) after request: 24 hours

Mobilisation procedure:

-Member States request assistance via the ERCC

-Member States have operational control of the

EMSA Handbook 2014

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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.

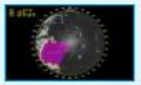
EQUIPMENT STOCKPILE

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

FOR MORE INFORMATION: www.emsa.europa.eu

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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 alongthe Portuguese coast. Theequipment stockpile is located inSines.

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

FOR MORE INFORMATION: www.emsa.europa.eu

BOOM SYSTEM | EMSA OIL SPILL RESPONSE EQUIPMENT

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.

EUROPEAN MARITIME SAFETY AGENCY
QUALITY SHIPPING, SAFER SEAS, CLEANER OCEANS

BOOM SYSTEM | EMSA OIL SPILL RESPONSE EQUIPMENT

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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