

Logistics Planning Guide Global Dispersant Stockpile

Revision 7



Oil Spill Response Limited

Lower William Street

Southampton

SO14 5QE

United Kingdom

Tel: +44 (0)23 8033 1551

Fax: +44 (0)23 8033 1972



Contents

1	INTRODUCTION.....	4
1.1	GLOBAL DISPERSANT STOCKPILE OVERVIEW	4
1.2	PURPOSE.....	4
1.3	AUDIENCE	5
2	EQUIPMENT	5
2.1	LOCATIONS AND VOLUMES	5
2.2	EQUIPMENT STORAGE.....	5
2.2.1	<i>Secondary Storage Weekly Checks.....</i>	<i>5</i>
2.3	STOCKPILE SUPPORT EQUIPMENT.....	6
3	HSEQ.....	7
3.1	SAFETY DATA SHEET	7
3.2	HAZARD CODES	8
3.3	DISPERSANT SPILLAGE INSTRUCTIONS	8
4	MOBILISATION	9
4.1	CONTACT DETAILS.....	9
4.2	GENERAL CONSIDERATIONS	9
4.3	EOC DECISION FLOW DIAGRAMS.....	10
4.3.1	<i>Southampton</i>	<i>11</i>
4.3.2	<i>Singapore</i>	<i>12</i>
4.3.3	<i>Cape Town</i>	<i>13</i>
4.3.4	<i>Brazil</i>	<i>14</i>
4.3.5	<i>Vatry</i>	<i>15</i>
4.3.6	<i>Fort Lauderdale.....</i>	<i>16</i>
4.4	PRIMARY STORAGE AND REGIONAL INFORMATION	17
4.5	RESPONSIBILITIES	20
4.5.1	<i>Air Freight Responsibilities.....</i>	<i>21</i>
4.5.2	<i>Sea Freight Responsibilities.....</i>	<i>21</i>
4.6	DOCUMENTATION - UK/SINGAPORE/France/SOUTH AFRICA/NORTH AMERICA	22
4.7	DOCUMENTATION - BRAZIL.....	22
4.7.1	<i>Selling Procedure.....</i>	<i>22</i>
4.7.2	<i>Exportation Procedure</i>	<i>23</i>
4.8	CONSIGNMENT SECURITY DECLARATION.....	25
4.9	BULK STORAGE.....	25
5	TRANSPORT	27
5.1	GENERAL CONSIDERATIONS	27
5.2	CUSTOMS PROCEDURES	27
5.3	CONSIGNMENT TRACKING INFORMATION	27
5.4	ROAD TRANSPORT	28
5.4.1	<i>General Considerations.....</i>	<i>28</i>
5.5	SEA TRANSPORT	29
5.5.1	<i>General Considerations.....</i>	<i>29</i>
5.5.2	<i>Sea Fastening.....</i>	<i>29</i>
5.5.3	<i>Sailing Timelines.....</i>	<i>29</i>
5.6	AIR TRANSPORT.....	30
5.6.1	<i>General Considerations.....</i>	<i>30</i>
5.6.2	<i>Liquid Cargo</i>	<i>30</i>
5.6.3	<i>Aircraft.....</i>	<i>30</i>
5.6.4	<i>Distance, Range and Time Information</i>	<i>33</i>
6	EQUIPMENT RETURN	40

7 DISPERSANT RESUPPLY GUIDANCE41

8 GLOSSARY42

9 APPENDICES.....43

9.1 GA BOX INVENTORY..... 43

9.2 IBC SPECIFICATION 44

9.3 DISPERSANT SPILLAGE INSTRUCTIONS 46

Revision History

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1 Introduction

1.1 Global Dispersant Stockpile Overview

Oil Spill Response Dispersant Limited (OSRDL) is an Oil Spill Response Ltd (OSRL) supplementary Service, supporting the Global Dispersant Stockpile (GDS). GDS is an industry owned and funded joint initiative providing GDS members with the capability for both surface and subsea incidents.

OSRDL owns, stores and maintains the dispersant and associated support equipment (Equipment) in a response ready state, providing the Client with readily available Equipment, freight and logistical support and technical support when required.

5000 m³ of dispersant and associated support equipment is pre-positioned in six locations across four continents. The Equipment is transportable by road, air and sea for deployment. Any GDS member may request 100% of the stockpile at any time.

Key facts:

- 5000 m³ of three dispersant types located at six strategic locations
- 100% of the stockpile can be mobilized for a single incident
- Dispersant types in the GDS are those with the most worldwide approval
- Locations of dispersant types aligns with regional approvals
- Any member of OSRL can subscribe to the GDS via a supplementary agreement and execution of supplier end user indemnities
- The Client has full responsibility for the regional approval and application of the dispersant, however OSRL will assist where required
- The stockpile can be used with the Subsea Well Intervention Service (SWIS) dispersant toolkit
- OSRL will arrange stockpile resupply as soon as dispersant has left the storage warehouse (Primary Storage)
- Client is responsible for insurance and freight from Primary Storage, OSRL will assist if required
- The Equipment is a sale to the Client on mobilisation from the Primary Storage

1.2 Purpose

This Logistics Planning Guide (LPG) is an aid to assist the planning and understanding of the processes for the mobilisation and delivery of the Equipment. This helps to ensure that operational logistics capability is delivered on time, in the right quantity and correct configurations, in a fully serviceable condition and to the correct location. The guide covers details of the following:

- Locational information
- Storage media (containers and types etc)
- Potential transport configuration requirements (air, road and sea)
- Logistical, export and selling procedures
- Mobilisation guidance
- HSEQ
- Resupply
- Equipment return

1.3 Audience

This LPG is designed to be a simple to use, informative document for use by OSRL and Client personnel.

2 Equipment

2.1 Locations and Volumes

The GDS is located at the following locations:



Figure 1 GDS Global Locations

2.2 Equipment Storage

If Equipment is mobilised from the Primary Storage location; either temporarily located at a port, airport, on a trailer or aboard a vessel (Secondary Storage location) – the following considerations must be observed:

- Temporary shelter to protect the dispersant from direct sunlight, high humidity and salt water. If solid shelter is unavailable, opaque sheeting should be applied to cover the IBCs.
- Considerations should be observed if storage location poses a potential environmental impact; such as gradient run off or open drains etc. If drainage systems are in the vicinity of the dispersant, then suitable drain covers must be utilised. Drain covers are available in the Going Away (GA) box, see Section 9.1.
- IBC relocated from the Primary Storage location must be accompanied with a spare empty IBC, gravity transfer hose and the GA box, see Section 2.3

2.2.1 Secondary Storage Weekly Checks

On mobilisation of the Equipment from Primary Storage; this could be during freight, temporary laydown area, at the incident location, in bulk storage or on a vessel – the following weekly checks should be observed:

1. Ensure there are no dispersant leakages from the containers or the discharge valves.

2. Ensure the Equipment is secure and weather tight, ensure either solid shelter or opaque sheeting is maintained.
3. Ensure IBCs are stored in accordance with manufacturer’s instructions (stored between 10 °C - +30 °C, away from direct sunlight).

2.3 Stockpile Support Equipment

GDS stockpiles are aligned to ensure suitable stockpile response support equipment is available at the primary and secondary storage locations in the event of a dispersant spillage as well as a means of transferring the dispersant into bulk storage with the high-volume diesel transfer pump and associated hoses and valves. Figure 2 below illustrates a typical stockpile support equipment layout at the Primary Storage locations.



Figure 2 Primary Storage Support Equipment

The Primary Storage locations are facilitated with a 1000 litre capacity wheeled chemical spillage bin, double IBC bund and one spare empty IBC (with transfer hose) – this equipment shall be located and maintained at the Primary Storage location. The spillage bins include spillage instructions/absorbent pads/boom/drainage covers/putty sheets or pots/PPE. The spillage bin is located at an accessible location, or relocated to a location of high risk during IBC movements.

The GA box and one spare empty IBC (with transfer hose) will be mobilised with the first mobilisation of IBCs, to support the stockpile during freight transport and onwards to Clients location. The GA box inventory is described in Section 9.1. If the secondary storage location becomes fragmented, the GA box and spare empty IBC shall remain with the largest volume.

Figure 3 below illustrates the support equipment that will be loaded with the first IBC road freight load.



Figure 3 Secondary Storage Location Support Equipment

3 HSEQ

3.1 Safety Data Sheet

Safety Data Sheets (SDSs) will be provided as appropriate within the GA box. They are an important component of product stewardship and occupational safety and health. It is intended to provide workers and emergency personnel with procedures for handling or working with that substance in a safe manner, and include information such as:

- Physical and chemical data (e.g. melting point, boiling point, flash point etc.)
- Toxicity
- Health effects
- First aid
- Reactivity
- Toxicological information
- Storage
- Disposal
- Transport
- Protective equipment
- Spill handling procedures

The SDS follows a 16-section format which is internationally agreed. However, SDS formats can vary from source to source within a country depending on national requirements.

Sufficient SDS will be included in the GA box in the event the mobilised stockpile becomes fragmented.

3.2 Hazard Codes

The United Nations' Globally Harmonised System (GHS) provides a voluntary agreement for the classification and labelling of chemicals. GHS becomes legally binding through a suitable national or regional legal mechanism.

There is no risk to human health or the environment whilst dispersants are stored in their correct packaging, aided by suitable spillage mitigation measures. The risk of exposure or potential environmental impact only occurs in cases of spillages, handling and the operational application of the product. More recent packaging labels and SDS may be marked with the signal words 'Danger' or 'Warning' and carry UN GHS pictograms to identify the hazards. GDS IBCs carry at least one of the following pictograms:

Pictogram	Hazard
	<ul style="list-style-type: none"> • Corrosives
	<ul style="list-style-type: none"> • Carcinogen • Respiratory Sensitizer • Reproductive Toxicity • Target Organ Toxicity • Mutagenicity • Aspiration Toxicity
	<ul style="list-style-type: none"> • Irritant • Dermal Sensitizer • Acute toxicity (harmful) • Narcotic Effects • Respiratory Tract • Irritation

The same symbols are used by the UN for Dangerous Goods transport, however dispersant itself is not classed as a Dangerous Good for transport by road, sea or air and as such is not regulated. The HS code for all the GDS as well as all other OSRL dispersants is HS code 3402.9090.

When dispersant is to be transported by air, the air waybill should be marked with 'not restricted' (section 8.2.6.2, IATA Dangerous Goods Regulations).

3.3 Dispersant Spillage Instructions

In the event of an inadvertent dispersant leak or spillage occurring between the Primary Storage and the incident location, the procedure is listed in the GA box and listed in Appendix 9.3.

4 Mobilisation

4.1 Contact Details

In the event of a Client incident or general advice, either email eoc@oilspillresponse.com or contact the Southampton or Singapore Duty Manager by phone on the following numbers:

Southampton +44 2380 331551

Singapore +65 62661566

4.2 General Considerations

The Duty Manager will request:

- A completed and signed (by a nominated call out authority) [OSRL Mobilisation Form](#)
- Ensure the Client is a member to the GDS
- Ensure full execution of Total Fluides and Nalco end user indemnities (details available internally in 'call outs and contacts')

GDS Equipment will be mobilised from the most appropriate Primary Storage location depending on the incident location and dispersant type required. In most circumstances the Equipment will be mobilised by road then air, using either chartered cargo aircraft or on scheduled flights where possible. If requested, OSRL will deliver the Equipment to the point of entry of the required country.

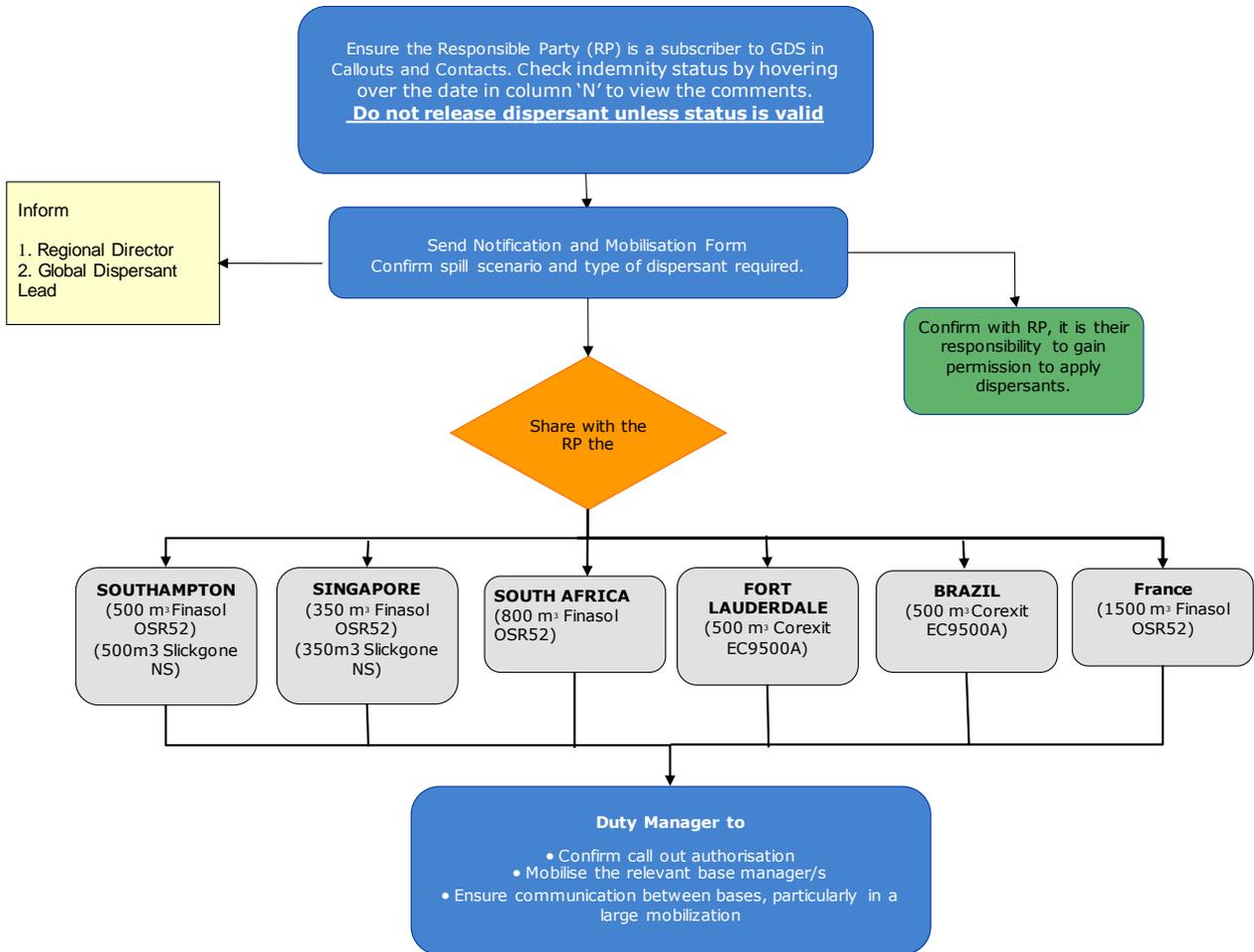
Road freight followed by sea freight is also an option, depending on timelines. OSRL will deliver to the designated port of the required country.

The following should be considered when mobilising the Equipment:

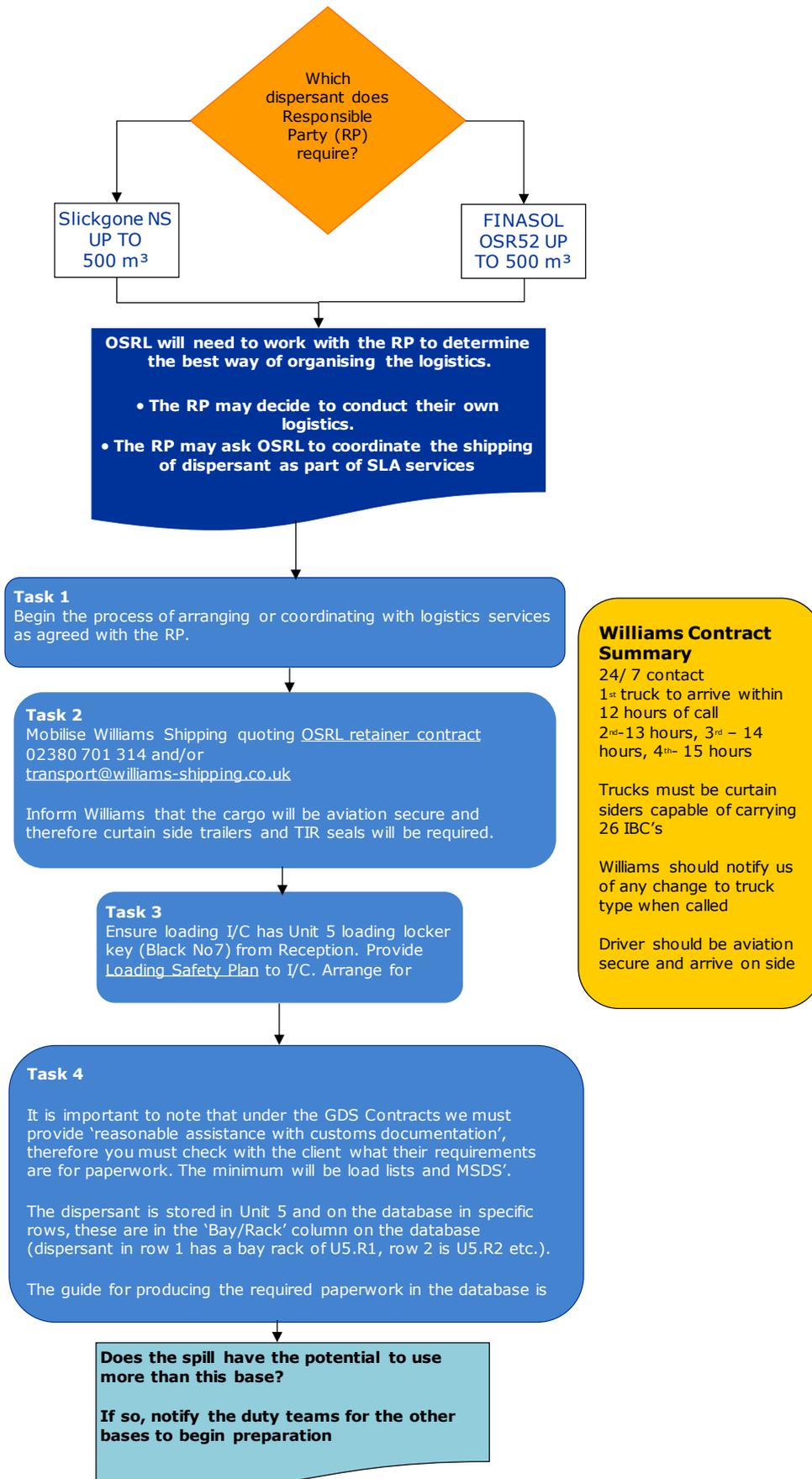
- Which is the nearest Equipment stockpile to the incident area
- What is the time differential between mobilisation by air, mobilisation by sea or mobilisation by road
- How much time is required to initially mobilise the required vehicles / vessels / aircraft
- What are the local documentation requirements for customs and other in country agencies (packing lists, pro-forma, certification and fumigation certificates, cargo tracking notes or translations etc.)
- Are load plans, lift plans, transportation plans, vehicles, cranes etc. in place for the transportation of the equipment by air, sea, and road in the incident country
- What information needs to be communicated to in country authorities (i.e. customs agencies, national police and environment agencies) regarding the arrival of the Equipment
- Are there robust procedures in place for tax or importation
- Are there Client representatives available at receiving airports and ports

4.3 EOC Decision Flow Diagrams

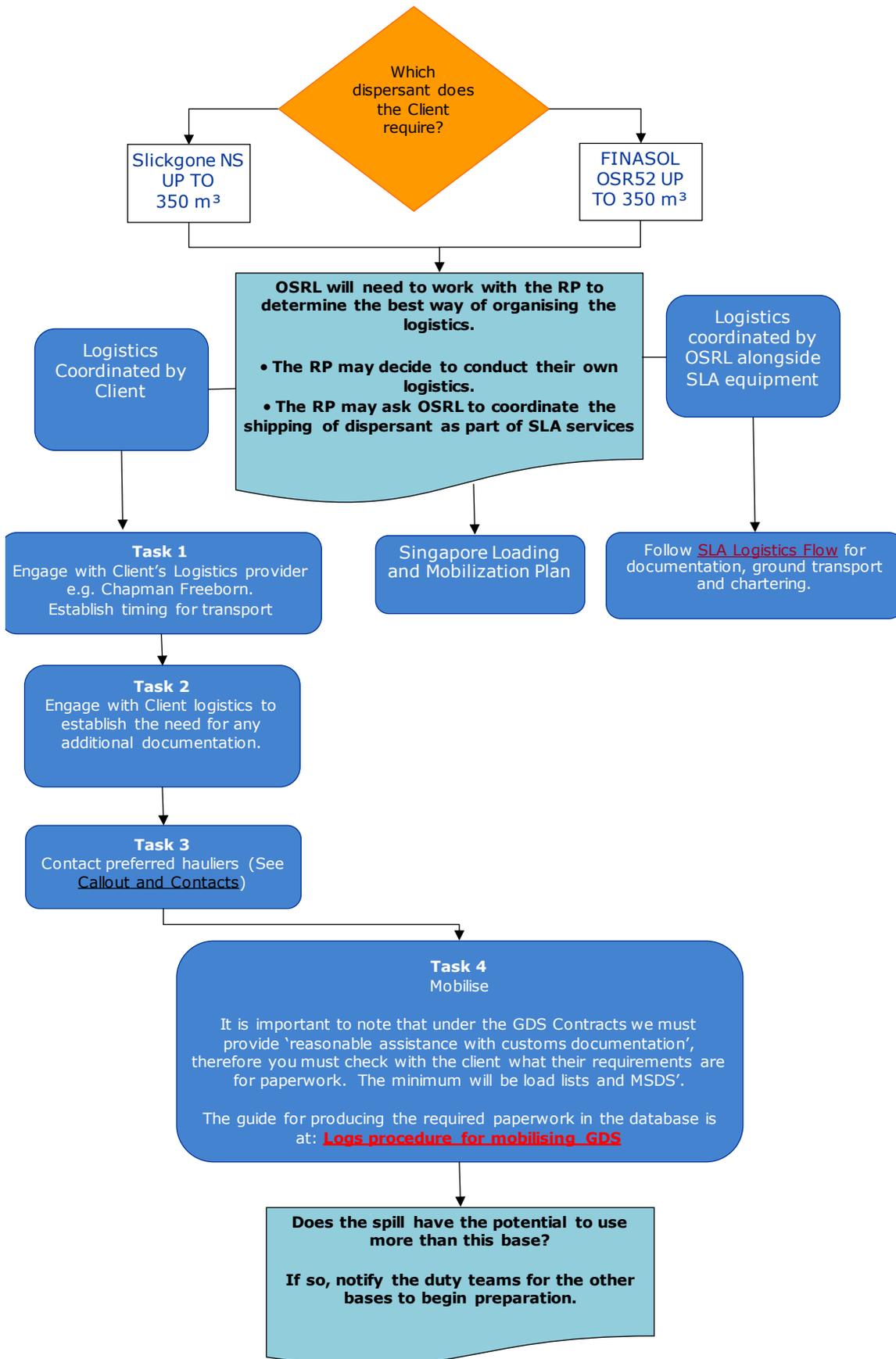
The OSRL Emergency Operations Centre (EOC) flow diagrams are an OSRL internal decision-making tool to assist the Duty Manager. These may also be useful to the remote storage bases as well as the Client.

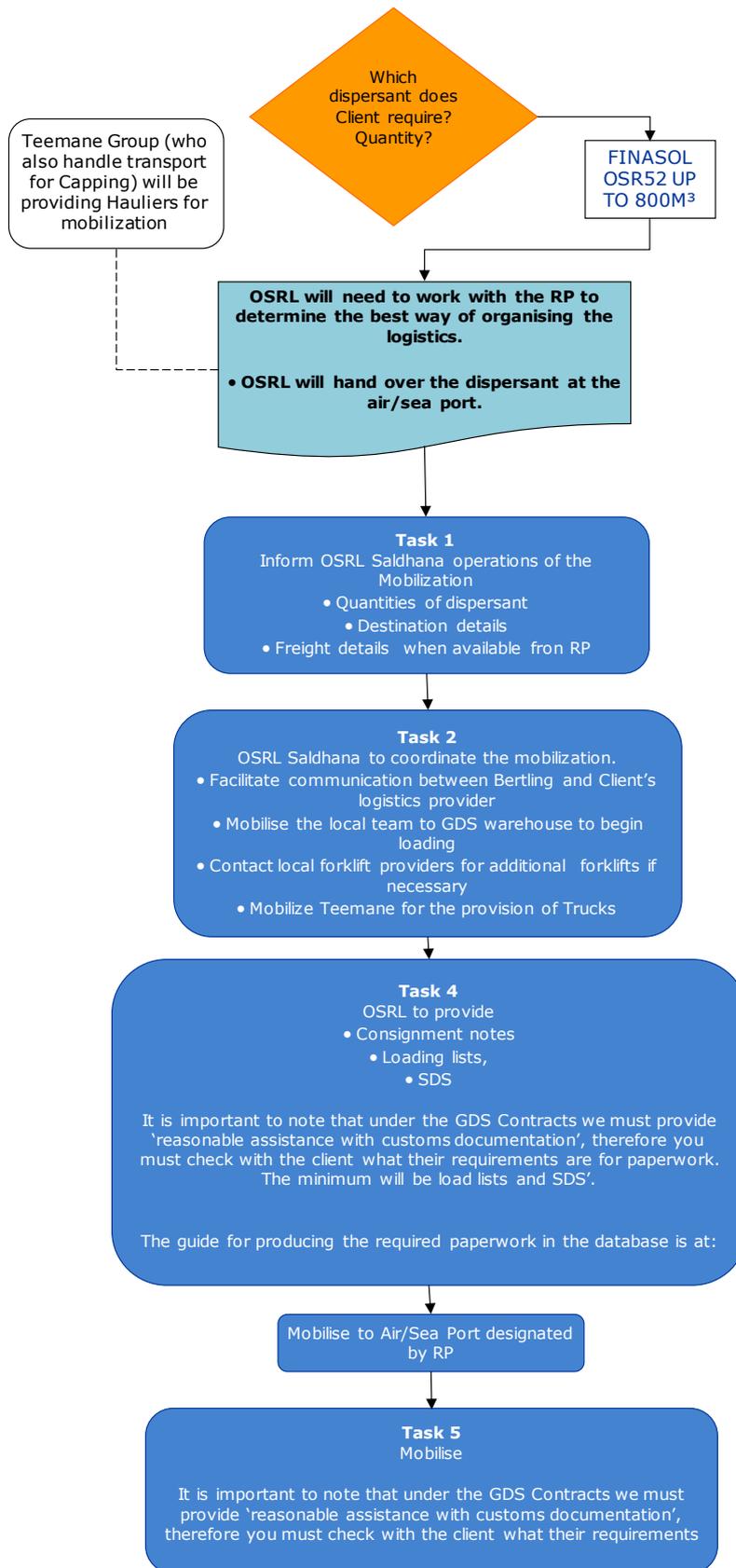


4.3.1 Southampton

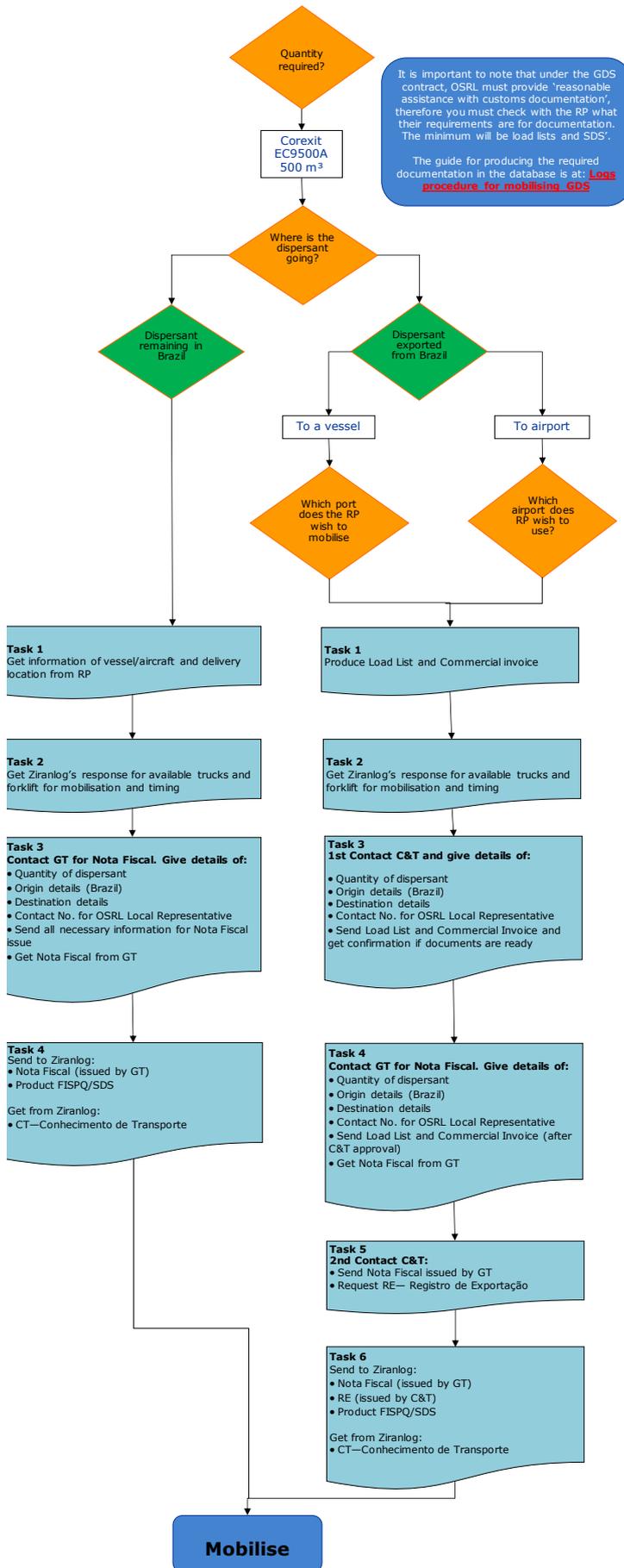


4.3.2 Singapore

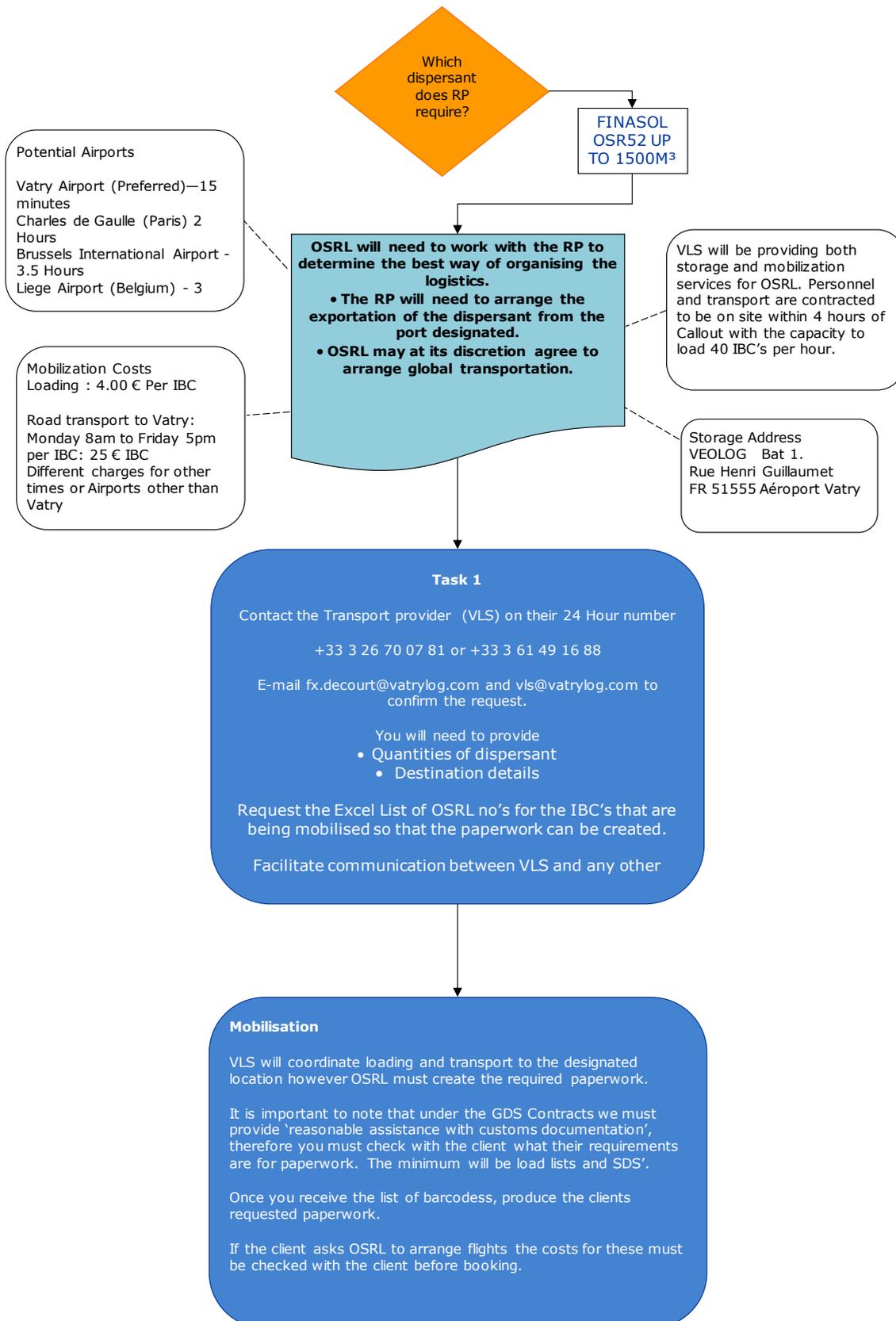


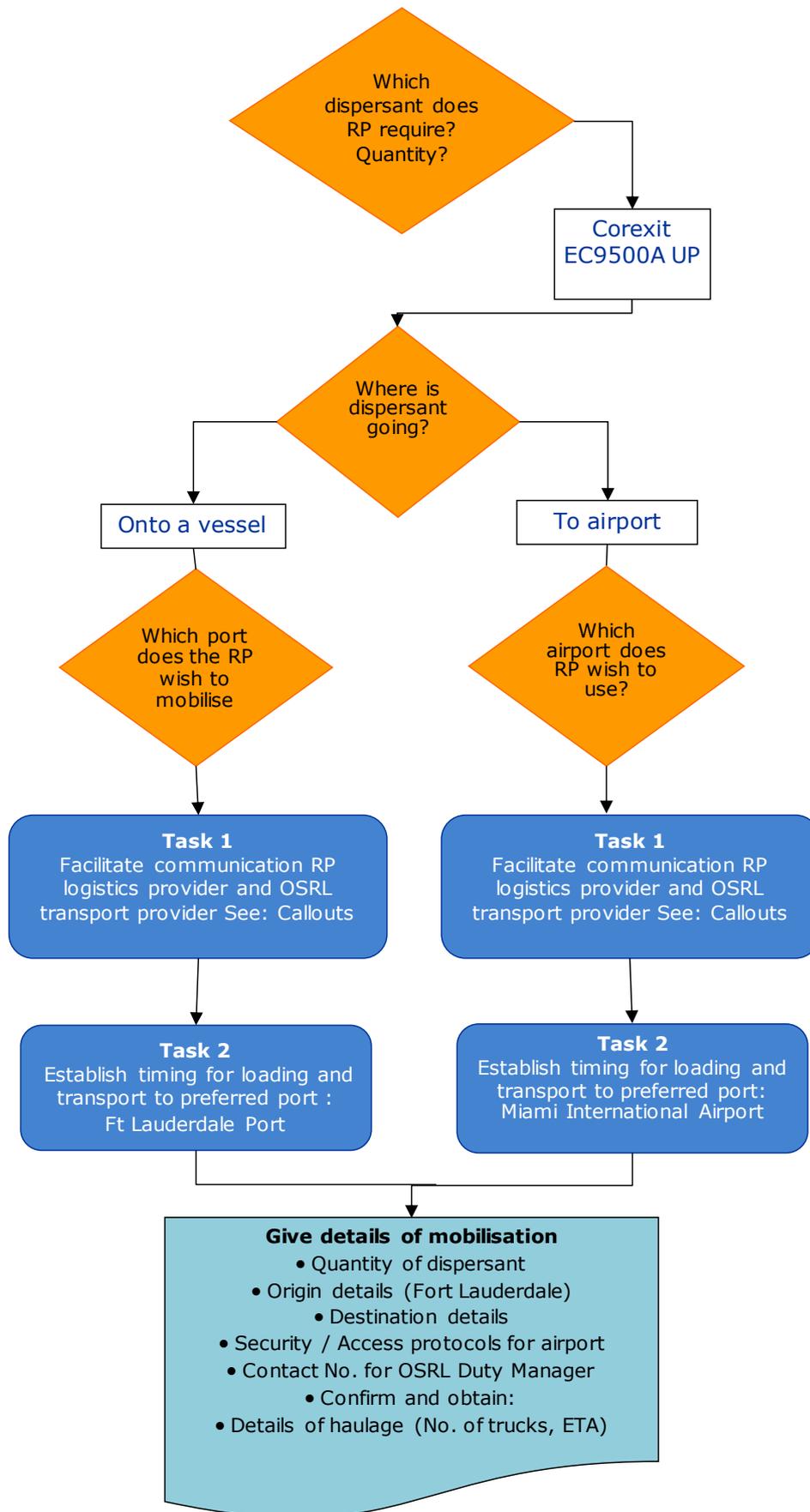
4.3.3 Cape Town


4.3.4 Brazil



It is important to note that under the GDS contract, OSRL must provide 'reasonable assistance with customs documentation', therefore you must check with the RP what their requirements are for documentation. The minimum will be load lists and SDS'.
The guide for producing the required documentation in the database is at: [Logs procedure for mobilising GDS](#)

4.3.5 Vatry


4.3.6 Fort Lauderdale


4.4 Primary Storage and Regional Information

Table 1 GDS Location Address and Volumes

Country	Address	Type and Volume	Notes
UK	OSRL Southampton Lower William Street Southampton SO14 5QE United Kingdom	Slickgone NS 500 m ³ 132,500 US Gal Finasol OSR 52 500 m ³ 132,500 US Gal	<p>Primary Storage is an aviation secure site on the south coast. A secure curtain sided trailer is used so the dispersant delivered in an aviation secure condition, so reducing customs clearance. The Southampton Response Department have the responsibility of mobilising the Equipment. There is a retainer road freight contract with Williams Shipping, to provide 40' curtain sided trailers within twelve hours.</p> <p>East Midlands Airport (IATA: EMA, ICAO: EGNX) is an airport in the East Midlands of England, located in North West Leicestershire.</p> <p>Airport Technical Information: https://www.world-airport-codes.com/united-kingdom/east-midland-2055.html</p> <p>Contact Details: http://www.azworldairports.com/airports/a2720ema.cfm</p> <p>Should a mobilisation require SLA equipment, then onward transport for the GDS dispersant can be arranged by the OSRL duty team to be sent alongside other equipment.</p> <p>Port of Southampton: 24 Hours contact no: +44 (0)2380 706346</p>

Country	Address	Type and Volume	Notes
Singapore	OSRL Singapore Loyang Offshore Supply Base 25C Loyang Crescent Mail Box No 5105 Block 503 TOPS Avenue 3 Singapore 506818	Slickgone NS 350 m ³ 92,750 US Gal Finasol OSR 52 350 m ³ 92,750 US Gal	<p>Primary Storage is in close proximity to Singapore Changi Airport. The Singapore Response Department have the responsibility of mobilising the Equipment. Loading for sea transport can be carried out via the jetty at Loyang Offshore Supply Base near to the OSRL site. There is a retainer road freight contract with TOPS to provide 2 x 40' flatbed trailers within one hour, then prime movers with two hours.</p> <p>Singapore Changi Airport is located on the east coast of Singapore. The airport has excellent connection by road to all parts of the island. The density of traffic at peak times can cause delays. There are two cargo handlers that operate within the Changi Airport Cargo Complex. They are DNATA and SATS.</p> <p>Airport Technical Information: https://www.world-airport-codes.com/singapore/changi-international-6919.html</p> <p>Contact Details: http://www.azworldairports.com/airports/a2440sin.cfm</p> <p>Loyang Offshore Supply Base is strategically positioned in key transport areas, as well as maritime access to South China Sea. Loyang jetty and wharves are located in sheltered waters and have eleven quaysides for vessels, and can accommodate vessels of various lengths. Water depth of the quaysides ranges from 7 – 9.5m to allow for larger vessels to come along side. There is a full complement of logistics support equipment available on site.</p> <p>http://www.topsloyang.com/index.htm</p>

Country	Address	Type and Volume	Notes
France	Vatry Logistics Services Veolog Bat2 Rue Henri Guillaumet 51006 Châlons en Champagne France	Finasol OSR 52 1500 m ³ 397,500 US Gal	<p>Primary Storage is located 0.7 miles from of Vatry commercial airport.</p> <p>VEOLOG own and run the warehouse within the airport complex of Vatry airport. It has good road access (2 km to motorway) and parking for deliveries both inside the compound and on the access road outside the compound. OSRL has a service level agreement with Vatry Logistics Services (VLS), located within the airport complex, to arrange both personnel for loading and transport for either road freight or delivery to the airport within two hours.</p> <p>Vatry Airport is commercial airport serving Châlons-en-Champagne district in north-eastern France. It is 147 km (91 mi) from the centre of Paris.</p> <p>Vatry Airport Technical Information: https://www.world-airport-codes.com/france/vatry-international-8059.html</p> <p>Contact Details: http://www.azworldairports.com/airports/a1570xcr.cfm</p> <p>Charles De Gaulle Airport Technical Information https://www.world-airport-codes.com/france/charles-de-gaulle-5672.html</p> <p>Contact: http://www.azworldairports.com/airports/a1570cdg.cfm</p> <p>Le Havre Port Tel. +33.(2).35.52.54.56 - Fax +33.(2).35.52.54.13</p>

Country	Address	Type and Volume	Notes
South Africa	OSRL South Africa 7 Sycamore Crescent Atlas Gardens Cape Town South Africa	Finasol OSR 52 800 m ³ 212,000 US Gal	<p>Primary Storage is near a variety of ports, the major highway and Cape Town International Airport. The warehouse is unmanned but OSRL personnel can be at location within two hours. There is a Memorandum of Understanding (MOU) with Teemane Freight who will provide flatbed trailers and drivers to the location at short notice.</p> <p>Cape Town International Airport (IATA: CPT, ICAO: FACT) is the primary airport serving the city of Cape Town. It is located approximately 20 kilometres from the city centre.</p> <p>Airport Technical Information: https://www.world-airport-codes.com/south-africa/cape-town-international-1251.html</p> <p>Contact Details: http://www.azworldairports.com/airports/a2480cpt.cfm</p> <p>Port Of Cape Town http://www.transnetnationalportsauthority.net/OurPorts/Cape%20Town/Pages/Overview.aspx</p>

Country	Address	Type and Volume	Notes
Brazil	ZIRANLOG ARMAZÉNS GERAIS E TRANSPORTES LTDA Rua do Alho 1.129 A Penha Circular Rio De Janeiro	Corexit EC9500A 500 m ³ 132,500 US Gal	<p>Primary Storage is with ZIRANLOG ARMAZÉNS GERAIS E TRANSPORTES LTDA, a large transport and storage provider. OSRL has a dedicated section of warehouse within the larger logistics complex in Rio de Janeiro. ZIRANLOG will arrange loading of the flatbed trucks and deliver to the required destination. OSRL Brazil staff are required to arrange the Nota Fiscal, a requirement to permanently export Equipment from Brazil. Contact details are:</p> <p>vicenteallevato@oilspillresponse.com SergioAfonso@oilspillresponse.com</p> <p>Brasil Serviços de Contenção de Vazamento de Petróleo Ltda Praça Lopes Trovão s/n Parte I Porto de Angra dos Reis CEP 23900-490 Rio de Janeiro Brasil Telephone: +55 24 3421-5481</p> <p>INTERNATIONAL AIRPORT GALEAO (GIG) GIG airport is located 20 km north of central Rio de Janeiro. The airport is operated by Infraero; it is the largest airport site in Brazil. It should be noted that GIG airport cannot currently load/unload cargo exceeding 20 metric tonnes to/from a Boeing 747 400 aircraft.</p> <p>Technical Information: https://www.world-airport-codes.com/brazil/galeoantonio-carlos-jobim-international-6296.html</p> <p>Contacts: http://www.azworldairports.com/airports/a1210gig.cfm</p> <p>PORT OF ANGRA DOS REIS Port of Angra (TPAR) and is primarily used to support oil & gas offshore operations, as well as heavy lift operations. The supply base itself covers approximately 88,000 m² and has a 400m quayside, 30m of which are dedicated for small boats operations only. Draft is approximately 9m depth, allowing larger vessels to dock. There is a full complement of logistics support equipment available on demand.</p> <p>Port contact details: +55 24 3421-5424</p>

Country	Address	Type and Volume	Notes
USA	2345 Stirling Rd Fort Lauderdale FL 33312 USA	Corexit EC9500A 500 m ³ 132,500 US Gal	<p>Primary Storage is near a variety of ports, the major highway and Miami International Airport. The warehouse is supported by the staff of the Fort Lauderdale base response staff. There area has abundant freight suppliers.</p> <p>Miami International Airport is the primary airport serving the South Florida area. The airport is eight miles (13 km) northwest of Downtown Miami.</p> <p>Airport Technical Information: https://www.world-airport-codes.com/united-states/miami-international-4698.html</p> <p>Contact Details: http://www.azworldairports.com/airports/a2740mia.cfm</p>

4.5 Responsibilities

In accordance with the GDS supplementary agreement, OSRL will arrange the loading of the Equipment ready for initial road freight. It is the Client’s responsibility to insure and freight the Equipment from the Primary Storage location, to either a temporary secondary storage location or onward to the Client’s incident location. However, OSRL has relationships and some road freight retainer agreements with regional freight companies and would assist and arrange freight either to the initial port/airport or direct to the Client’s location if requested.

OSRL Responsibilities

- Provide a focal point to support the Client 24/7
- Assist the Client completing the shipping and customs documentation as required for the incident destination whether by road, sea or air from all storage locations
- If required assist with initial road transport to mobilise the Equipment to the nominated airport or port, then onwards to the nominated in county airport/port
- If required provide transport routes, timings and costs
- In the event of a large incident, OSRL will manage the Burn Plan (dispersant usage planning model) to monitor dispersant freight movements, deliveries and usage at the incident location so adequate dispersant is available to the Client at the incident
- OSRL will organise the resupply of dispersant at the Primary Storage location/s
- Manage OSRL’s Global Dispersant Inventory (alternative global stockpiles) and make contact with regional dispersant stockpile owners in order to potentially purchase and/or temporarily use alternative dispersant stockpiles if a high demand continues

Client Responsibilities

- Provide initial road transport to mobilise the Equipment to the nominated airport or port, then onwards to the nominated in county airport/port
- Insure the Equipment once it leaves the Primary Storage warehouse
- It is the Client’s responsibility to gain approval to apply the dispersant at the incident location, however OSRL will provide assistance where required

If requested by the Client, OSRL will ensure that the required Equipment is mobilised to the most appropriate destination airport or seaport as agreed with the Client. Upon notification from the Client, OSRL will start working with our cargo charter brokers to identify suitable methods to mobilise the requested Equipment. Any costs and routings will be confirmed with the Client in writing prior to mobilisation.

4.5.1 Air Freight Responsibilities

The diagram below illustrates the responsibility demarcation for air freight:

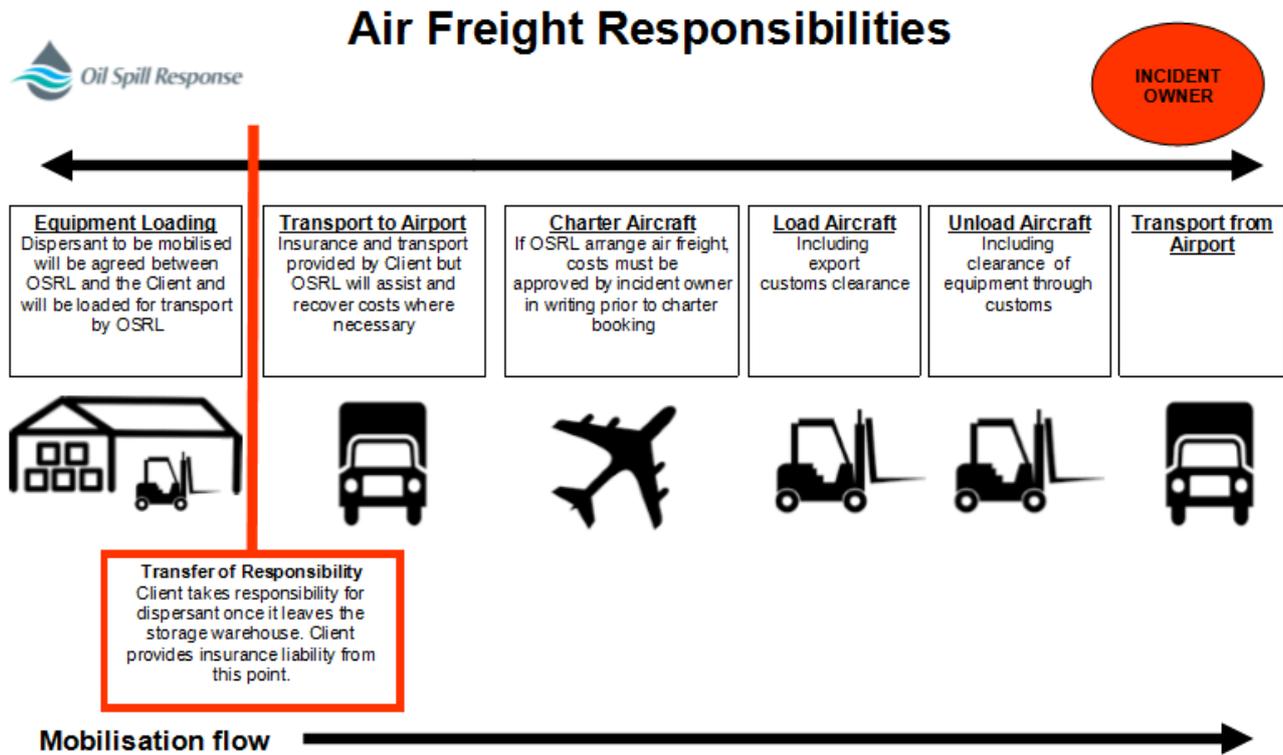


Figure 4 OSRL and Client Sea Freight Responsibility Demarcation

4.5.2 Sea Freight Responsibilities

The diagram below illustrates the responsibility demarcation for sea freight:



Figure 5 OSRL and Client Responsibility Air Freight Demarcation

4.6 Documentation - UK/Singapore/France/South Africa/North America

OSRL will prepare the following documentation (in English) as part of standard procedures:

- Packing lists
- Pro-forma invoices
- Load summary
- Dangerous Goods Notes (for GA box only)
- Safety Data Sheets (SDS)
- Commercial Invoices

If Certificates of Origin or any translations are required they can be applied for by OSRL however this may cause delays.

If the Client requests OSRL to assist onwards freight from Primary Storage, the Client is to provide OSRL the following information to export the Equipment:

- Consignee details (name, contact number and address of the site)
- Notifying party (logistics company supporting the shipment)
- Special in-country permit/customs procedures and requirements
- Translation requirements for provided documentation, according to destination country
- If any country specific documentation is required then the Client should task their freight forwarders to work with the government agencies to see whether these requirements can be waived or avoided during an oil spill. Any requirement for extra documentation could delay the equipment's arrival in country.

4.7 Documentation - Brazil

4.7.1 Selling Procedure

Refer to "Brazil Dispersant Selling Procedure Inside Brazil (Oil Spill Dispersants) Document Number OSRL-SW-PRO-00017" for full selling details. It is responsibility of OSRDB (Oil Spill Response do Brasil Armazenamento e Distribuição de Dispersantes Ltda) to issue all documentation required during the event of selling Equipment in Brazil. It is responsibility of the Client to provide all the necessary information to guarantee accuracy of the documentation.

For the sale of Equipment within the State of Rio de Janeiro, OSRDB must use the code **CFOP 5102**, which applies for the "sale of goods purchased or received from third parties". For such sale transaction, the applicable ICMS tax rate is 20%, (18% plus 2% of FECP). FECP is a state government additional levy.

For the sale of Equipment outside the State of Rio de Janeiro, OSRDB should use the code **CFOP 6102**, which applies for the "sale of goods received or purchased from third parties to other States". In this case, the applicable ICMS tax rate for interstate transaction to any state will be 4% according to the Senate Resolution n. 13/2012, once the Equipments are transferred interstate.

Obligations of the Client

According to applicable legislation (Article 15, Annex I of Book IV of RICMS/RJ) the recipient of Equipment should keep the NF-e (sale invoice) for safe keeping, even when kept outside the company, for the period specified by tax legislation for fiscal documentation, making the document available to the tax authorities when requested.

The recipient should verify they are authorized to use the NF-e issued by OSRDB. If the recipient is not accredited to issue NF-e tax invoices as an alternate they can keep on file the DANFE (Documento Auxiliar de Nota Fiscal Eletrônica) related to this NF-e, for submission to the tax authorities when requested.

4.7.2 Exportation Procedure

Refer to “Brazil Exportation Procedure (Oil Spill Dispersants) Document Number OSRL-SW-PRO-00016”. It is the responsibility of OSRDB to issue the documentation required for the export of Equipment. It is the responsibility of the Client to provide all necessary information to guarantee the accuracy of the export documentation.

Documents required during the negotiating phase with the overseas importer

Pro-forma Invoice (Fatura Pro-Forma)

Issued by exporter (not required for exercises) and must include the following information:

- Full information of the exporter and importer (name, address, CNPJ or equivalent (company registration number); number of state enrolment, etc.
- Detailed description of the items to be exported (name of the product, quantity, gross weight and net weight, unit price, tariff code (in case NCM 3402.1900), type of packaging presented for transport, minimum and maximum quantity per shipment, fiscal code
- Date and place of delivery (place of loading/shipment and unloading) and name of the transport company
- Payment condition and its terms
- Period of validity of the proposal “pro-forma”
- Place for signature of exporter and importer

The pro-forma Invoice is not a mandatory document and may be replaced by a quote submitted by fax or letter containing the same information listed above.

Letter of Credit

The Letter of Credit is **issued by the importer (purchaser)** abroad. It is delivered to the exporter upon receipt of the Pro-forma Invoice and its purpose is to confirm the interest in purchasing the product. The Letter of Credit should contain the same information as the Pro-forma Invoice. It is not mandatory and may be replaced by a purchase order issued by the importer abroad.

Documents of international validity required for loading and shipment of product to the importer

Commercial Invoice (Mandatory to OSRDB)

The Commercial Invoice is a document **issued by the exporter** to confirm the international transaction. The Commercial Invoice validity commences with the despatch of the goods from the exporters national territory. The Commercial Invoice is essential for the importer to allow customs clearance in the destination country. The Commercial Invoice is one of the main documents required by most customs authorities around the world to release shipping and/or shipments.

The Commercial Invoice is a document of legal character and is subject to international law, in addition of being a fundamental tool between the exporter and importer, as it serves to record the business transaction carried out between both parties. It has to be issued in the language of the importer or in English.

Packing List (Mandatory to OSRDB)

The Packing List is a document written in English and issued by the exporter for the shipment of goods packed in one or more storage media (TEU, crates etc) and containing various types of products. It is necessary for the customs clearance of the goods and provides a line by line description for the importer upon arrival in the country of destination. The document is a simple list relating in detail the products to be shipped, as well as the following information:

- (i) Number of document;
- (ii) Name and address of exporter and importer;
- (iii) Date of issuance;
- (iv) Description of the goods, quantity, unit, gross and net weight;
- (v) Places of loading and unloading;
- (vi) Name of transport company and date of departure; and
- (vii) Quantity of volumes, identification of the volumes in numerical order, type of packing, gross and net weight per volumes and dimension in cubic meters.

Bill of Lading (BL) or Air Way Bill (AWB)

The Bill of Lading will be **issued by the Carrier Company** that certifies the receipt of the cargo, the transport conditions and the obligation of delivering the goods to the addressee contracted, giving it the ownership of the goods. It is, at the same time, the receipt of goods, a contract of delivery and a document of ownership, that constitute a credit title. This document is issued according to the type of transport used, if the shipment will be shipped via sea than the bill of lading will be applied, if the shipment is shipped via air than an Air Way Bill (AWB) will be applied. It must clearly identify the type of freight, as well as the form of payment (prepaid or collect).

Certificate or Policy of Insurance for Transport

This document is required when the condition of sale involves the purchase of insurance for the goods, for example, the Incoterm CIF. It must be provided by the insurance company before shipment of the goods. OSRL do not normally ship as CIF as either our insurance policies or member insurance policies ensure that OSRL owned goods are insured for transit.

Documents necessary for shipping, billing and registration with the parties involved in the foreign trade of the Brazilian territory

Export Register (Registro de Exportação)

The *Registro de Exportação* is an electronic document issued and filed via Siscomex (foreign trade integration system), which the exporter or their legal representative uses to inform Brazilian customs of the commercial deal, the foreign exchange currency and the fiscal nature of the export. The export register is the license that presents, in detail, how the transaction will be performed and must contain the tariff code (NCM) of the product. This document must be obtained prior to the customs clearance export declaration and very few operations are exempted from this document.

Depending on the product category and NCM, the analysis, review and acceptance of this license take place automatically within the Siscomex's system.

Tax Invoice (Nota Fiscal – Brazilian Legal Invoice)

The Nota Fiscal (NF-e) which is prepared by Grant Thornton (GT), must accompany the Equipment from the Ziranlog facility until the effective release by the Customs Authorities/Federal Revenue Department of Brazil (RFB). It is the document which will follow the product during the internal transport from the Ziranlog facility to the port/airport of shipment. The tax invoice **must use the code CFOP 7.102**, which is applicable for sale of goods received or purchased from third parties by an export operation.

Export Dispatch Declaration

The customs clearance of goods in the export operation is when the customs authorities check the accuracy of all the information provided by the exporter; such as the commercial documents, fiscal, tax and administrative matters, as well as the load and the specific legislation referring to it. If everything is in accordance with the legal procedures required, the goods will be customs cleared and its export will be allowed.

The Export Dispatch Declaration ensures the exporter declares all information and initiates the customs clearance procedure. The information is inserted electronically in the Siscomex system and if previous exports are identified and recorded on the system, the export process may be simplified.

Proof of Export/Customs Clearance (Comprovante de Exportação)

The *Comprovante de Exportação* is the **official document issued by the Customs Authorities/Federal Revenue Department of Brazil**, which approves the shipment of the goods. It represents the export operation and has legal jurisdiction for administrative purposes, tax and foreign exchange matters.

Foreign Exchange Contract

The Foreign Exchange Contract is the **document issued by the commercial bank** in charge of any currency exchange transactions.

4.8 Consignment Security Declaration

A Consignment Security Declaration (CSD) is required for air freight to reduce the required Customs checks required for export but can only be completed by a regulated agent or known consignor.

The CSD provides regulators with an audit trail of how, when and by whom cargo has been secured along the supply chain.

The objective of the CSD is to meet International Civil Aviation Organisation (ICAO) requirements to 'ensure that each consignment tendered to an aircraft operator or a regulated agent is accompanied by documentation, either on the air waybill or a separate declaration; this requirement is being implemented globally by more and more countries.

To avoid numerous different security declarations, IATA in co-operation with the industry regulators, have developed a standard CSD.

OSRL Southampton are Regulated Agents and can complete CSDs to prove that OSRL Equipment meets ICAO standards; other locations have agreements with Customs where possible.

4.9 Bulk Storage

If dispersant is transferred into bulk storage (ISO tanks/road tanker/vessels tanks/aviation storage system etc), dispersant types must not be mixed. The dispersant volume shall be assigned the earliest date of

manufacture (DOM) and the largest previous IBC batch number, by volume. The tanks should either be of a stainless-steel construction or coated with an epoxy paint. The tank headspace should be as small as practicable. A ship's tank should ideally be fitted with baffles to reduce sloshing. If dispersant is stored in bulk, care must be taken to remove all previous contents to prevent contamination.

If the dispersant is transferred from bulk storage and returned into individual IBC storage, the following considerations should be observed:

- Previous bulk storage DOM and batch number shall be assigned to the IBCs
- Gain a 40ml well mixed sample and conduct LR448 efficacy test
- Ensure no additional particulate contamination is entrained, filter dispersant if required

5 Transport

5.1 General Considerations

Road routes to/from airports/seaports of Equipment embarkation and disembarkation are to be proved to ensure that distribution of Equipment from arrival ports is possible.

Dispersants are not classified as Dangerous Goods under the following international agreements for transportation and are therefore not regulated by:

- ADR (European Agreement on International Carriage of Dangerous Goods by Road)
- IATA (International Air Transport Association)
- IMDG (International Maritime Dangerous Goods Code)

Under the ADN (European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways), dispersants are regulated if their flash point is between 60 °C and 100 °C (typically this is the range into which dispersants' flash point falls). Scenarios leading to dispersant transportation on European inland waterways are likely to be very limited. Under the UN classification for transportation, dispersants are categorised as Packing Group III (least danger).

5.2 Customs Procedures

Although there is a drive to harmonise global customs procedures there are significant regional variations. Care and attention is to be paid, as part of the oil spill contingency planning process to the specific customs requirements for each country and territory that each shipment will pass through, whether by air, sea or road. The following selected organisations provide country specific customs information. This list is not exhaustive so further investigation and research will be necessary:

- European Union** <http://ec.europa.eu/ecip/>
- United States** <http://www.cbp.gov/>
- Brazil** <http://www.receita.fazenda.gov.br/>
- Singapore** <http://www.customs.gov.sg/leftNav/trad/Import+and+Export+Procedures.htm>
- South Africa** <http://www.fedex.com/za/shippingguide/importguidelines/>
- Indonesia** <https://www.deloitte.com/assets/Dcom-Indonesia/Local%0Assets/Documents/Indonesian%20Customs%20Guide%202012-web.pdf>
- Nigeria** <https://www.customs.gov.ng/index.php>
- Angola** <http://www.alfandegas.gv.ao/>
- Mexico**
http://www.aduanas.gob.mx/aduana_mexico/2008/importando_exportando/142_10068.html
- Norway** <http://www.toll.no/default.aspx?id=3&epslanguage=en>

5.3 Consignment Tracking Information

Consignment tracking is the process, procedures and associated technology used to give both the consignor and consignee visibility of items in transit, whether in real time or at last known location. Visibility of items in transit is crucial for pragmatic operational planning and execution. Knowing where items in transit are and when they will be available for use at the required location, including expected arrival date and time, helps ensure the efficient and effective co-ordination of available resources to maximise operational capability.

Tracking of items in transit is achieved by:

- The reporting of the arrival or departure of the item
- Recording the:
 - Identification of the item
 - Location where observed
 - Time and date

This process can be electronic, manual and electronic, or entirely manual, depending on the location and availability of consignment tracking information systems and member companies' own installed systems.

5.4 Road Transport

The Equipment is suitable for road transportation; however consideration must be paid to the following:

- Transit times
- Driving hours limitations
- Overhead clearance
- Weight limits
- Load lashings
- Local transport restrictions and regulations

The Equipment is deployable by road depending on the incident location and Primary Storage location. In some situations, this may be quicker and more cost effective than airfreight.

All the Primary Storage locations have suitable hauliers or haulier retainer contracts, providing a haulier if the Equipment is to be transported to either a port/airport or onwards to the incident.

5.4.1 General Considerations

The following considerations must be observed prior to and during road transport:

- Liability insurance for both the dispersant value as well as potential environmental damage and pollution moves from OSRL to the Client following movement from the Primary Storage location for GDS. Additional insurance is not required for routine maintenance and mobilisation exercises where the Equipment remains under the ownership of OSRL, as this is covered by the OSRL Marsh insurance policy.
- IBCs must be single stacked when transported by road freight. Schütz Ltd advise full IBCs may be transported double stacked, however double stacking is likely to exceed trailer payload and axle weight distribution.
- Secured curtain sided carriers are to be used if IBCs are mobilised from an aviation secure location. Non-curtain sided trailers may be used for all other non-aviation secure locations; however screening of the IBCs must be conducted prior to airfreight.
- To prevent IBC frame distortion during road transit on a flatbed type trailer, it is recommended IBCs are lashed over the top of the HDPE container but under the top metal frame, see Figure 6 below. Slight HDPE container distortion may occur when lashing is tightened. Over the top lashings are not required for a curtain sided type trailer.
- It is the responsibility of the freight carrier to secure the load in accordance with company or regional requirements. Any damage occurring to the load during transport, then the liability insurance will provide a financial means to make good any damage caused.



Figure 6 IBC Lashing

5.5 Sea Transport

5.5.1 General Considerations

Mobilising Equipment by sea is likely to have a slower delivery time but could be suitable and cost effective in certain situations, particularly if the incident is relatively near a Primary Storage location or delivery times dictate.

Dispersant IBCs can either be loaded for sea transport breakbulk as individual IBCs, loaded into DNV 2.7.1 (Offshore containers) or transferred into integrated ships tanks or ISO storage tanks.

Storage and transport of full IBCs in sea containers must be limited to single stacking, due to the requirement for specialised forklifts to double stack loading and unloading.

OSRL can arrange sea freight if requested by the Client, otherwise the following are Client considerations:

- Charter the vessel/s and associated ships' agent
- Ensure all vessel port state clearances are carried out
- Form a contract with a stevedoring company to load equipment to vessel (details provided by OSRL)
- On site representative(s) to accept Equipment

5.5.2 Sea Fastening

The sea-fastening procedures will be the responsibility of the vessel crew. Welding of some equipment to decks may be required for safe at-sea operation.

5.5.3 Sailing Timelines

The table below illustrates vessel sailing distances to some key ports. This list is not exhaustive, further information may be sought from www.portworld.com.

Sailing distance in NM	Stavanger (NO SVG)	Bergen (NO BGO)	Aberdeen (GB ABD)	Falmouth (GB FAL)	Rotterdam (NL RTM)	Lisbon (PT LIS)	Dakar (SN DKR)	Las Palmas (ES LPA)	Houston (US HOU)	Rio de Janeiro (BR RIO)	Lagos (NG LOS)	Luanda (AO LAD)	Cape Town (ZA CPT)	Singapore (SG SIN)	Fremantle (AU FRE)
Stavanger (NO SVG)	0	89	280	767	439	1450	2931	2112	4879	5605	4533	5301	6515	8632*	9989*
Bergen (NO BGO)	89	0	302	835	513	1518	2999	2180	4858	5669	4601	5369	6583	8701*	10058*
Aberdeen (GB ABD)	280	302	0	656	388	1338	2819	2001	4707	5493	4422	5189	6404	8521*	9878*
Falmouth (GB FAL)	767	835	656	0	392	746	2227	1409	4584	4895	3829	4597	5812	7929*	9286*
Rotterdam (NL RTM)	439	513	388	392	0	1074	2555	1736	4966	5229	4157	4925	6139	8257*	9614*
Lisbon (PT LIS)	1450	1518	1338	746	1074	0	1525	710	4501	4217	3128	3895	5110	7207*	8564*
Dakar (SN DKR)	2931	2999	2819	2227	2555	1525	0	821	4447	2758	1602	2369	3584	8400*	8320
Las Palmas (ES LPA)	2112	2180	2001	1409	1736	710	821	0	4325	3509	2424	3191	4406	7614*	8971*
Houston (US HOU)	4879	4858	4707	4584	4966	4501	4447	4325	0	5279	5937	6693	7500	11630*	10947**
Rio de Janeiro (BR RIO)	5605	5669	5493	4895	5229	4217	2758	3509	5279	0	3294	3370	3290	8818	7882
Lagos (NG LOS)	4533	4601	4422	3829	4157	3128	1602	2424	5937	3294	0	1097	2583	8168	7323
Luanda (AO LAD)	5301	5369	5189	4597	4925	3895	2369	3191	6693	3370	1097	0	1599	7184	6339
Cape Town (ZA CPT)	6515	6583	6404	5812	6139	5110	3584	4406	7500	3290	2583	1599	0	5589	4743
Singapore (SG SIN)	8632*	8701*	8521*	7929*	8257*	7207*	8400*	7614*	11630*	8818	8168	7184	5589	0	2160
Fremantle (AU FRE)	9989*	10058*	9878*	9286*	9614*	8564*	8320	8971*	10947**	7882	7323	6339	4743	2160	0

* = via Suez Canal

** = via Panama Canal

All information extracted from Port World (<http://www.portworld.com/map/>)

5.6 Air Transport

5.6.1 General Considerations

- Are there internal procedures in place within the Client company to arrange cargo handlers at the delivery airport
- If the Equipment is to be sent by air, does the airport of disembarkation receiving the Equipment have the resources and infrastructure in place
- Can the airport of Equipment disembarkation allow take off/landing of the chartered aircraft (noise regulations, runway specification, slot availability etc.)
- Are special permits required to allow the landing of chartered aircraft
- Will refuelling stops be necessary due to the distance and aircraft payload

OSRL have contracts with air charter brokers who can provide favourable air charter rates, OSRL will also work with Client's own charter brokers as required. It is strongly advised that planning is carried out by the Client to ensure that facilities are available for offloading cargo at destination airports.

5.6.2 Liquid Cargo

The Boeing Company issued an Advisory Directive (AD) in 2010 advising that their cargo aircraft should only carry up a maximum 42% liquid cargoes at any one time. The AD relates to aircraft stability, it is not a Safety Directive - it is a decision for other air cargo carriers whether they comply with this AD. If the 42% limit is required, then OSRL will attempt to include additional solid cargo to save costs.

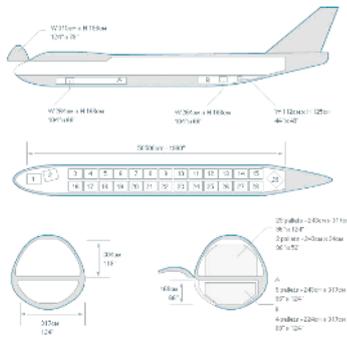
5.6.3 Aircraft

It is important to consider that Boeing 747s cannot be accepted by all airports. Specific aircraft availability and airport capabilities can be assessed at the time of a mobilisation to ensure that the best mobilisation option is selected based on the incident location.

All aircraft loading will be subject to individual aircraft operator guidelines, loadmaster requirements and aircraft weight and balance rules.

There are several types of cargo aircrafts that may be used, see below of an assortment of aircraft and their facilities. Please consider the descriptions as guidance and not as authoritative information.

Boeing B747-F



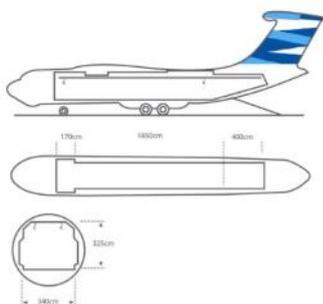
The Boeing B747-F freighter is a heavy cargo aircraft with the following facilities:

- Nose door and large side cargo door
- Belly freight
- Main cargo deck with 29 pallet positions (largest palletised cargo aircraft)
- Pressurised cargo cabin suitable for freight of all kinds
- Temperature control range from 4°C - 30 °C
- Roller bed systems

This aircraft is suitable for the transportation of the following:

- Heavy machinery
- Oversize equipment
- Oil and gas equipment
- Maximum gross payload 112,630 kg
- Range (maximum payload) 8230 km

Ilyushin IL-76TD-90VD



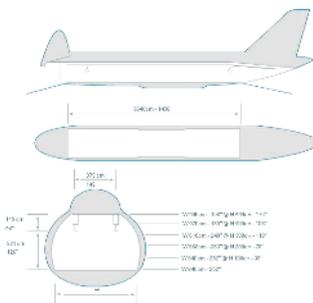
The IL-76TD-90VD is a medium size cargo aircraft with the following facilities:

- Rear loading ramp
- Onboard cranes and cargo handling equipment
- Self-loading and discharge capabilities

Suitable for the transportation of the following:

- Heavy machinery
 - Oversize equipment
 - Oil and gas equipment
 - Aerospace industry equipment and satellites
 - Aid, relief and peacekeeping cargo
 - Military cargo
- Maximum gross payload 46,000 kg
 - Range (maximum payload) 4530 km

Antonov AN-124, AN-124-100



The Antonov AN-124 is a heavy cargo aircraft with the following facilities:

- Front and rear loading ramps
- On-board cranes and cargo handling equipment
- Self-loading and discharge capabilities,

suitable for the transportation of the following:

- Heavy machinery
 - Oversize equipment
 - Oil and gas equipment
 - Aerospace industry equipment and satellites
 - Aid, relief and peacekeeping cargo
 - Military cargo
- Maximum gross payload 120,000 kg
 - Range (maximum payload) 4350 km

Note: Unlike the AN-124, the 747 does not have the on board capabilities of loading and offloading itself. In order to complete loading and offloading of these aircraft the airport ground handling crew will need to have an adequate Main Deck Loader (MDL). Most international airports globally have the equipment needed to offload this aircraft.

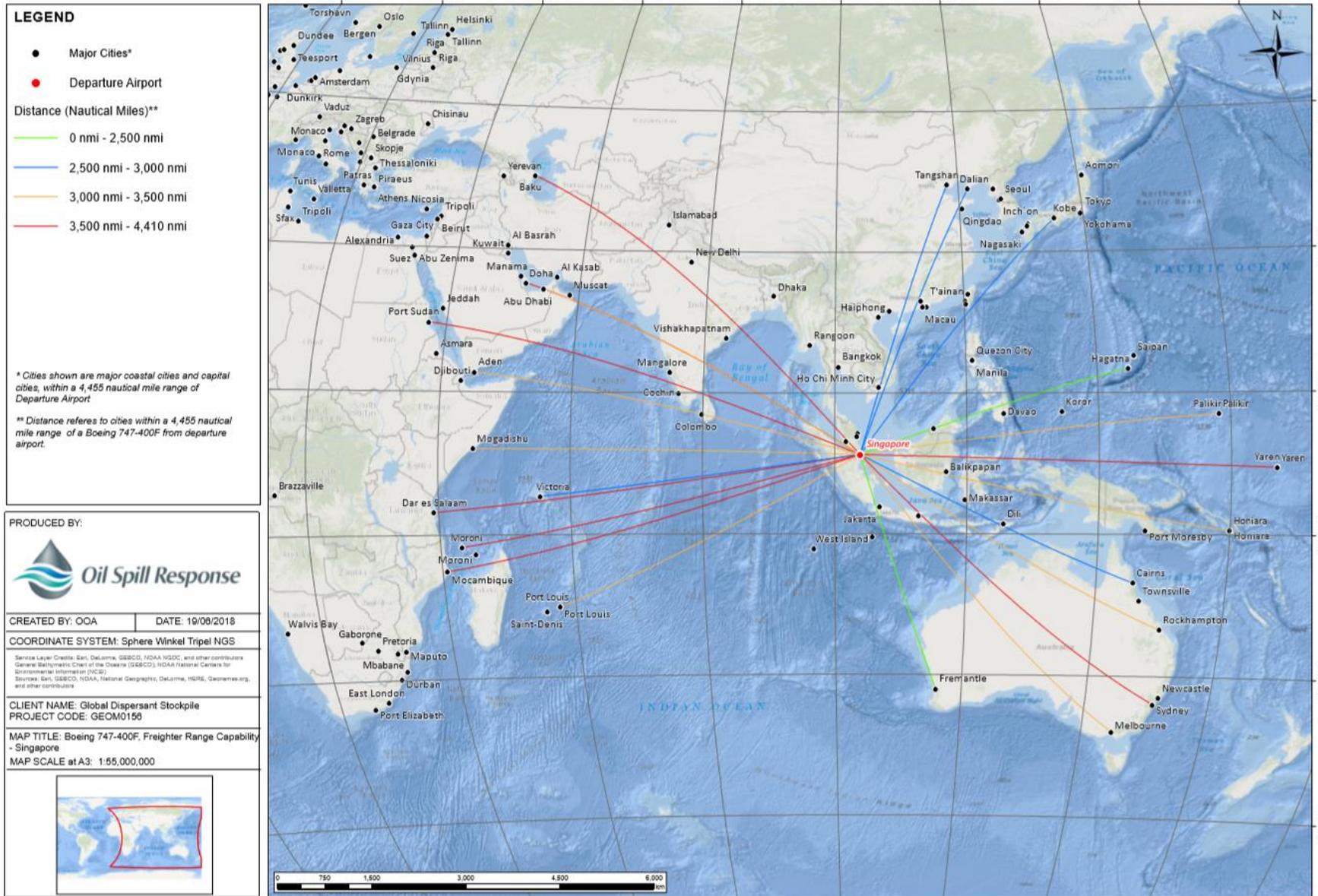
5.6.4 Distance, Range and Time Information

There are various issues that can affect the timing for a mobilisation by air; examples of these include (all arranged by aircraft charter company):

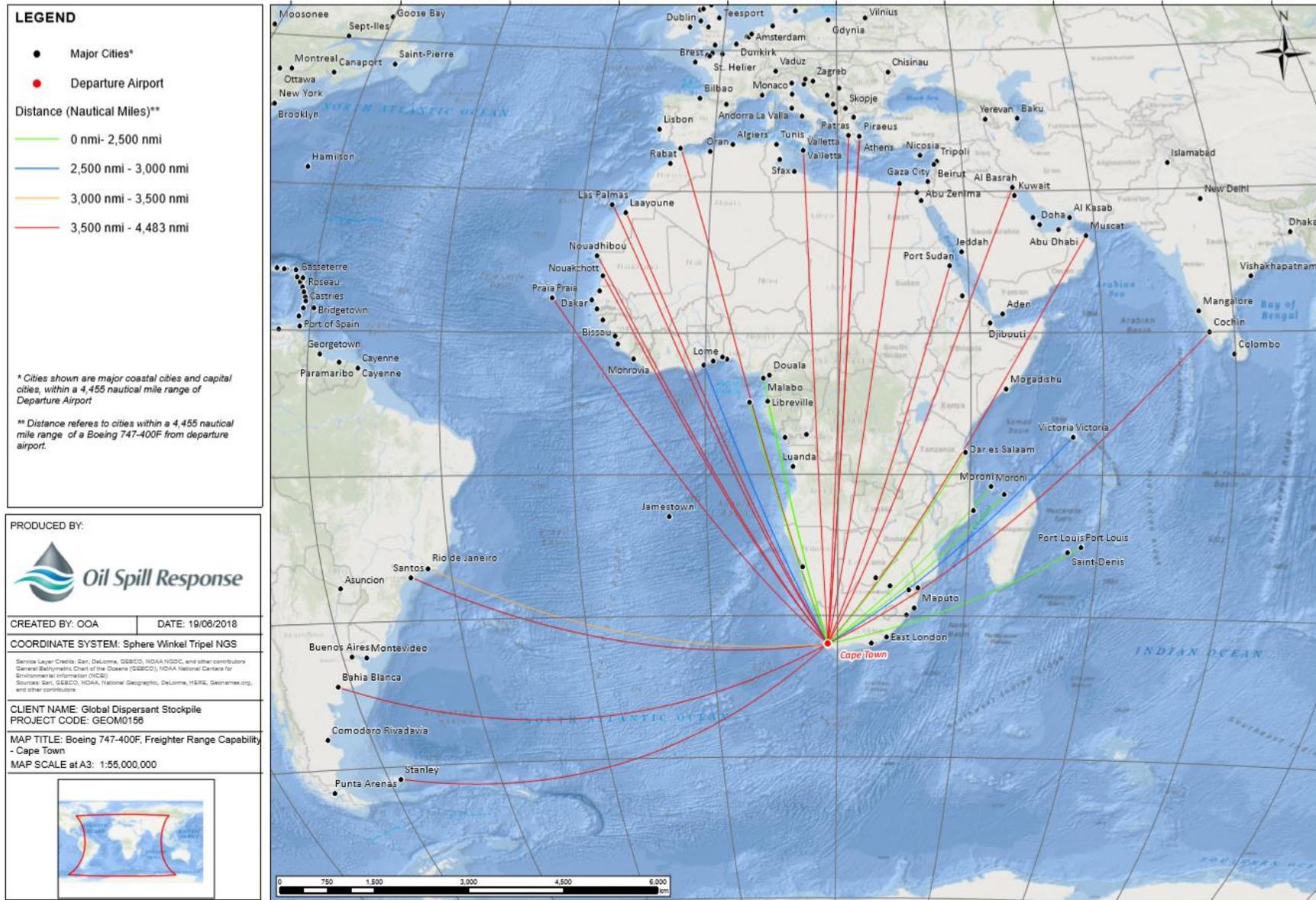
- Identification of aircraft
- Aircraft relocation
- Maximum working hours
- Clearances/landing rights
- Crew rotation/rest
- Refuelling stops
- Over-flight and landing rights

The following range maps illustrate an initial flight leg of the 747-400 prior to fuel and crew stops:

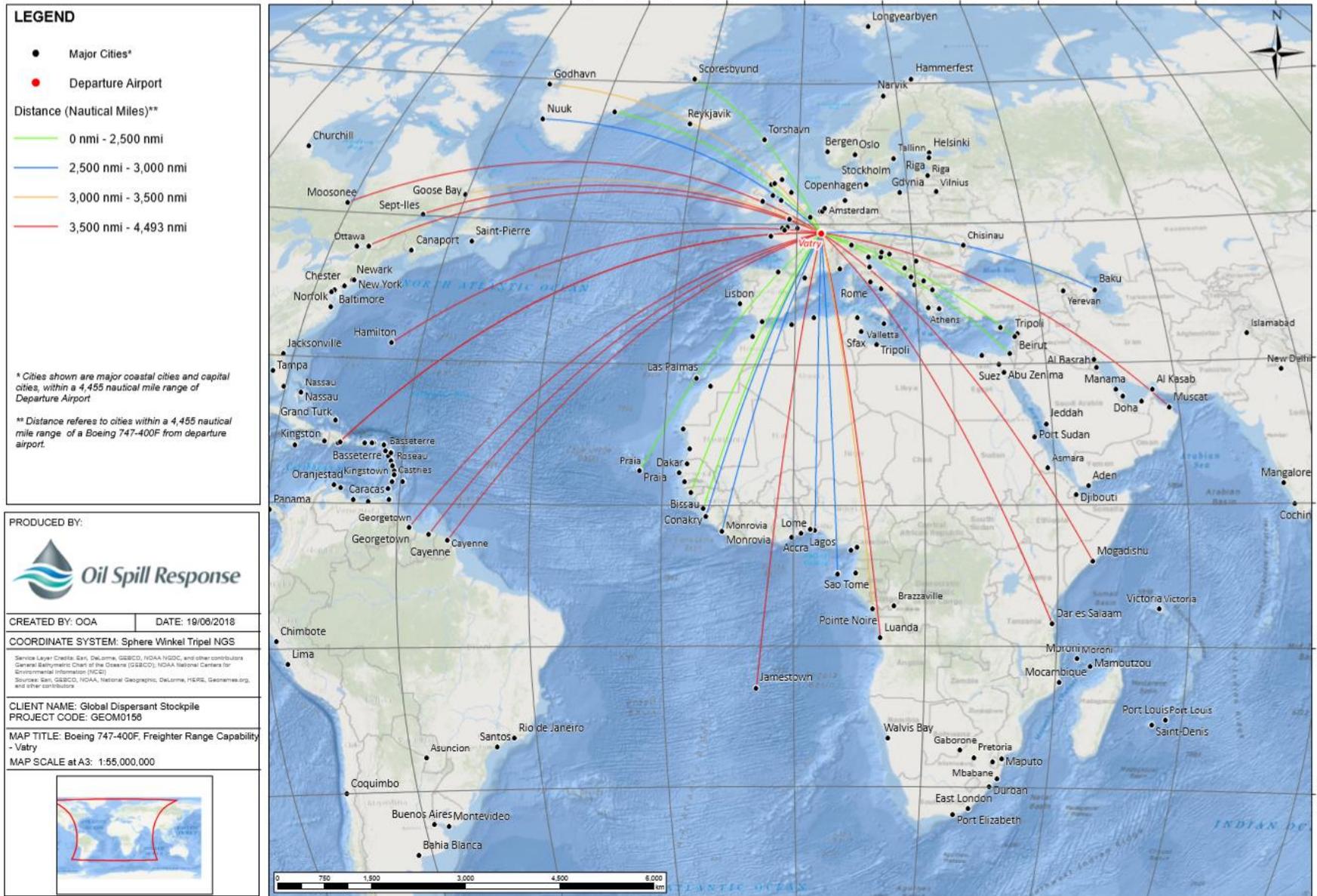
747-400 Freighter Range Capability from Singapore



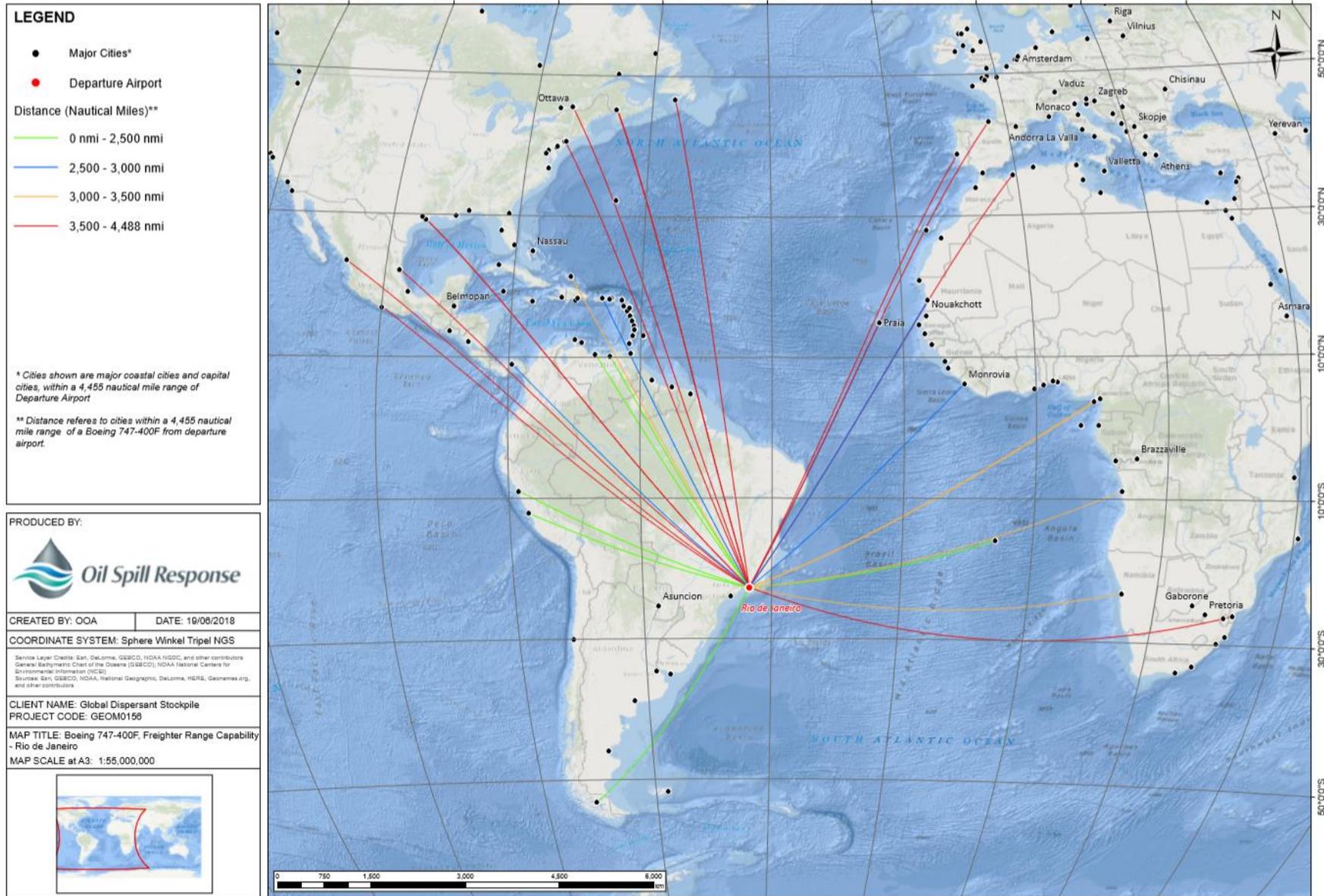
747-400 Freighter Range Capability from Cape Town



747-400 Freighter Range Capability from Vatry



747-400 Freighter Range Capability from Rio de Janeiro



6 Equipment Return

In accordance with the GDS Supplementary Agreement, the Equipment is sold to the Client at the Primary Storage location. The lead time to resupply the complete GDS stockpile will take a number of months. OSRL is obliged to replace any Equipment used as soon as possible in the event another GDS Client requires Equipment.

However, if the Client no longer requires the Equipment at the incident, OSRL will consider repurchasing the Equipment from the Client. Client shall cover all costs associated with exportation/importation, return freight and associated duties to the Primary Storage location. If the Equipment has been exposed to direct sunlight or temperatures outside of the recommended storage parameters for extended periods, or located in bulk storage, then the dispersant will undergo efficacy testing prior to OSRL acceptance. If any of the Equipment is subject to excessive corrosion or general damage on return, then the Client shall also bare the associated costs to ensure the Equipment is restored to a suitable standard.

7 Dispersant Resupply Guidance

Supplier	Dispersant	Delivery Information
Dasic International Winchester Hill Romsey Hampshire SO51 7YD United Kingdom Tel: +44 (0) 1794 512 419 Email: sales@dasicinter.com	Slickgone NS	90 IBCs available within 24 hours. 54 IBCs/day, following a 7 to 10-day lead time
Nalco Environmental Solutions Nalco Environmental Solutions LLC 7705 Highway 90-A Sugar Land TX 77478 USA Tel: +001 2812637709 Email: debby.theriot@nalco.com	Corexit EC9500A	100 IBCs/day, following a 14-day lead time
Total Fluides 24 Cours Michelet 92800 Puteaux France Tel: + 33 (0) 1 4744 5950 Email: anthony.liu@total.com	Finasol OSR52	30 IBCs/day, following a 10-week lead time
Notes		1. Capacity is based on the assumption that raw material suppliers can keep up supplies. True production capacity could be reduced dramatically, especially if dispersant is also being sourced from multiple manufacturers. Most dispersant manufacturers use sodium di iso octyl sulphosuccinate and sorbitan monooleate surfactants in their formulations. If several companies are sourcing these materials at the same time, the supply chain would be severely strained. Do not add together the production capacities quoted by the various dispersant manufacturers.
		2. All volumes listed above would be delivered in 1000 litre IBCs.
		3. OSRD L must purchase dispersants from the Total Fluides/Nalco during resupply, then either restock the GDS or sell it to the Client. The Client cannot purchase direct from Total Fluides/Nalco (in accordance with end user indemnity agreements). There are no purchase restrictions with Dasic products, as there are no end user indemnities required.

8 Glossary

Logistics terminology used within the document is, where possible, universal. Where regional variations occur the reader is to note.

For the purposes of the context of the document the following simplified terms and abbreviations are used:

Burn Plan – a model to plan and predict available, delivered and applied dispersant at location.

Deployment – move and bring into effective action, i.e. deploying stores and Equipment to required destinations.

DOM – the dispersant date of manufacture.

DNV 2.7.1 – Standards for Offshore containers, OSRL equipment referred to as DNV in this plan meets either DNV 2.7.1 (Offshore containers).

Equipment – the dispersant and stockpile support equipment.

GHS - The United Nations' Globally Harmonised System provides a voluntary agreement for the classification and labelling of chemicals.

GT – Grant Thornton, an independent accounting and consulting firm, providing assurance, tax and advisory services in Brazil.

IATA – International Air Transport Association.

ISO Container/20 Foot Container/TEU – A standard (with some weight variances) shipping container. TEU = Twenty Foot Equivalent Unit (20 ft container is 1 x TEU, a 40 ft container is 2 x TEU).

Lead time - The period of time from when the item is ordered to when the item is delivered to, and received at, the final destination ready for use (technically Supply Lead Time). The understanding of lead times is a critical management component.

Logistics - management and flow of resources between point of origin and point of consumption.

Maintenance - the process of preserving a condition in respect of Equipment, associated items and other items in storage therefore ensuring items are fit for issue and subsequent use. Including planned and unplanned activities.

Material Handling Equipment - equipment that relate to the movement, storage, control and protection of materials, goods and products.

Mobilisation - Make something movable or capable of movement, i.e. making stores and Equipment ready for deployment.

MOU – Memorandum of understanding between two parties

Primary Storage – the primary long-term storage warehouse location of the Equipment prior to mobilisation.

Recovery - move items back from deployment location to home storage base location.

Secondary Storage – any Equipment location following mobilisation from Primary Storage; this could be during freight, temporary laydown area, at the incident location, in bulk storage or on a vessel.

SDS – a Safety Data Sheet is to provide OSRL, Client and associated contractors with procedures for handling or working with that substance in a safe manner.

9 Appendices

9.1 GA Box Inventory

- 1 x Large forkliftable storage box
- 1 x Diesel pump frame mounted on a wheeled trolley
- 3 x 6m 2" hoses with 2" female-male camlock nylon connectors
- 1 x 1m Plastic/poly pick up tube with 2" female camlock and 2" ball valve
- 1 x IBC Cap Spanner
- 1 x 1m x 2m bund
- 1 x Going Away spill kit (90 litres)
- 1 x bale of drizits
- PPE storage for three persons
 - 9 x Impervious suits (3 x med. 3 x large, 3 x extra-large)
 - 3 x UVEX goggles
 - 1 x box nitrile gloves
 - 3 x Pairs of gauntlets
 - 1 x Reel of gaffer tape
 - 1 x Eye wash station
 - 1 x Dispersant Information folder (SDS, COSHH, Emergency Contact etc)
- Spares & Ancillaries Storage Box
 - 3 x Pump & diesel engine manuals
 - 3 x 2" Ball valve with 2" female/male connections
 - 1 x 2" T – piece with 2" male inlet and 2 x 2" female outlets
 - 1 x 2" double male adapter
 - 1 x 2" double female adapter
 - 2 x 2" NPT/camlock adapters
 - 1 x Viton repair kit – 9907- KT026
 - 1 x Drain plug – 9907–723-30
 - 1 x Filler plug – 9907-722-30
 - 1 x Fuel filter - BW699-1093
 - 1 x Air filter - BWL2175254
 - 1 x 5lt diesel can
 - 1 x Medium funnel
 - 1 x Toolkit
 - 1 x Pack of medium cable ties
 - 2 x 2" Female camlock hose connections
- 1 x Dispersant effectiveness kit
- 2 x Flush drain covers
- 2 x Traffic cones
- 1 x bag of rags

9.2 IBC Specification

Packaging - Specification ECOBULK		
MX 1000 UN EVOH / DN150 closed / butterfly-valve, FKM-g. / 2 label plates / Steel-framepallet		SCHÜTZ GmbH & Co.KGaA Schützstraße 12 D 56242 Selters / Germany
Article - No.: 4027214		Date: 15.06.2016 / TE-KO / ss Page 1 from 2
		
<u>Technical data:</u>		
Nominal Capacity:	1000	Litre
Brimful Capacity:	1060	Litre
Length:	1200	mm
Width:	1000	mm
Height with pallet:	1160	mm
Filling opening:	150	mm
Discharge opening:	50	mm
Fork opening:	100	mm
Label plate:	2	piece
Corner Protector:	4	piece
Weight:	Inner container:	15,5 kg
	Total approx:	56,0 kg
<i>Technical subjects to change, all dimensions approximately</i>		

Packaging - Specification
ECOBULK

**MX 1000 UN EVOH / DN150 closed /
butterfly-valve, FKM-g. / 2 label plates / Steel-framepallet**
**SCHÜTZ GmbH & Co.KG&A
Schützstraße 12
D 56242 Selters / Germany**
**Date: 15.06.2016 / TE-KO / ss
Page 2 from 2**
Article - No.: 4027214
Construction:
Outer Container: Rectangular grid box made of tubular Steel material, with bottom plate, connected on top with tie-bar, label plate with Schütz-Ticket on the front side, additional label plate on the back side.

Material: Grid / Bottom plate: Steel, galvanized
Comer Protector: 4 pieces made of PE-HD, black

Inner Container: Rectangular blow molded tank of high density polyethylene. Six-layer technology. With filling opening in the middle of the top section. Discharge opening at the bottom of the front side.

Material: Outer layer: PE-HD, natural
Center layer: PE-HD, natural, regrind EVOH and adhesive resin
Interior layer: PE-HD, natural

Filling Opening: DN150 with external thread, closed with screw cap and gasket.

Material: Screw cap DN150: PE-HD, red
O-ring gasket: TPE

Discharge Opening: Screwed butterfly-valve DN50 with grey handle. Outlet sealed with PE-lined Alu-film. Valve closed with screw cap, PE-disk and flat-gasket. Outlet nozzle enclosed.

Material: Butterfly-valve housing: PE-HD, natural
Flap-gasket: PP
Flat-gasket: FKM
Screw cap DN50: PE-HD, black
Flat-gasket screw cap: PE, foam
PE-disk: PE-HD, red
Outlet nozzle: PE-HD, natural

Pallet: Steel-framepallet (1000 x 1200 mm), 4-way entry

Material: Steel, galvanized

Heavy metals: Concentration level of heavy metals (Pb, Cd, Cr VI and Hg) in packaging does not exceed 100ppm

Delivery: Ready to fill. The customer or filler is responsible for testing the material compatibility of the filling material with the packaging

UN-Marking: UN 31HA1/Y .../ BAM12868

Technical subjects to change, all dimensions approximately

9.3 Dispersant Spillage Instructions

Safety

1. Safety is priority
2. PPE is to be worn in the event of any spillage
3. First aid kit located in the GA box
4. Eyewash bottle located in the GA box

Initial Actions

1. Load vocal alarm
2. Don PPE (located in GA box)
3. Apply putty to IBC breach if possible
4. Contain or reduce spread using absorbent pads and booms
5. Cover drains with putty matts or drain covers if IBC is not bunded
6. Transfer remaining dispersant into spare empty IBC, using transfer pipe

Secondary Actions

1. Inform HSEQ representative if working alone
2. Manage the spread of dispersant with spill kits, assisted by colleagues
3. Cordon off area and manage clean up