



NATIONAL MARITIME SAFETY AUTHORITY

Terms of Reference

TASK DESCRIPTION

PROJECT/TASK TITLE: Sealark Buoy Replacement

EXECUTING AGENT: National Maritime Safety Authority (NMSA)

IMPLEMENTING AGENT: National Maritime Safety Authority (NMSA)

PROJECT SPONSOR: General Manager /CEO

PROJECT LOCATION: Huon Gulf, Morobe Province

COMMENCEMENT:

PROJECT DURATION:

1. **INTRODUCTION/BACKGROUND**

The Navigation Safety Services Department (NSSD) of the National Maritime Safety Authority (NMSA) is responsible for the operation and maintenance of all marine Aids to Navigation (AtoN) sites and structures in and around PNG waters. The NSSD has funds allocated in its 2018 Work Plan and intends to utilize these funds to replace the Sealark Buoy.

The current installed buoy which was installed in 01st January 2010 has broken off its mooring and has drifted off. It was 3.0 meter diameter steel buoy.

The AtoN's primary function is to mark the wreck of a sunken passenger vessel the MV SEALARK. The buoy was a pillar with a top mark of "Isolated Danger". This indicates that the particular spot marked has an obstruction but there is navigable water all around it.

The new buoy will still serve the same purpose for navigation and deliver the same standard of safety for vessels using the passage.

2. **OBJECTIVE**

The currently installed buoy has broken off its mooring and drifted off. After several weeks of searching it has been declared lost and NMSA deems it necessary to install a new buoy.

The main objective of this project will be to install a new buoy with the same specifications as the previous buoy. The proposed buoy system shall meet all IALA requirements/Standards and also certain NMSA specifications as requested.

3. **CONSTRAINTS**

The immediate constraints expected of this project is the remoteness of the site demanding logistic capabilities and operations on site. Other expected constraints include but are not limited to those listed below:

- Weather conditions on site.
- The AtoN site is located in an area with a water depth of 20 – 25 meters. Note that the wreck is a large vessel and its super structure and masts may be closer to the surface.
- The tides in the area must be taken into consideration when calculating the swing of the buoy.
- Consultations must be carried out with appropriate locals before and during works are carried out.
- All rubbish during and after completion of installation works must be collected and stored for proper disposal.
- Works carried out must not have long term negative environmental impacts or affect the livelihood of the local communities in a negative manner.

REQUIREMENTS FOR THE BIDDER

4.1 GENERAL PRINCIPLES

By accepting the Terms of Reference (ToR), the Bidder agrees and confirms that they meet the following general conditions:

- The Bidder give an assurance of proof of evidence that all employed staff and limited to those are certified where required to the PNG standards and international standards and requirements.
- The Bidder must be currently registered as required under the PNG Companies Act 1997 and must always comply with the requirements and guidelines of the Investment Promotion Authority (IPA) and Internal Revenue Commission (IRC).
- The Bidder must comply with all tax requirements of the Internal Revenue Commission (IRC) and must have a current operating Certificate of Compliance (CoC).
- The Bidder on accepting the Terms of Reference shall return to NMSA the Bidder's Proposal for the project which shall include the costing for the successful completion of the project.
- All design and drawings for the project shall upon completion of the Project be the property of National Maritime Safety Authority (NMSA) and shall be properly collated and labeled and handed over to NMSA.
- Upon the successful completion of the Project a Completion Report is to be submitted to the NMSA Representative within ten (10) working days.
- A Maintenance Plan for the continued use of the new AtoN structure shall be submitted to NMSA on completion of the project concurrently with the Completion Report.

4.2 QUALIFICATIONS AND EXPERIENCES

The successful Bidder is expected to be technically qualified and experienced and having all the required working assets for commencement through to completion of the project. The Bidder shall provide a summary of its technical qualifications and experiences and include a list of all its working equipment to be engaged in the project.

4.3 EXPECTED RESPONSE PROPOSALS

EOI are required to detail the following requirements;

- Works implementation schedule
- Schedule of rates
- Detail proposed methods of mitigating the constraints, issues and requirements stated above in achieving the objective

5. SCOPE OF WORKS (SoW)

The scope of works shall include all the negotiations and works to bring about the new AtoN structure to an acceptable degree of structural integrity, safety and security for the support of the AtoN equipment set on the structure and the technician(s) whom attend to its maintenance.

5.1 SCOPE OF WORK AND REQUIREMENTS

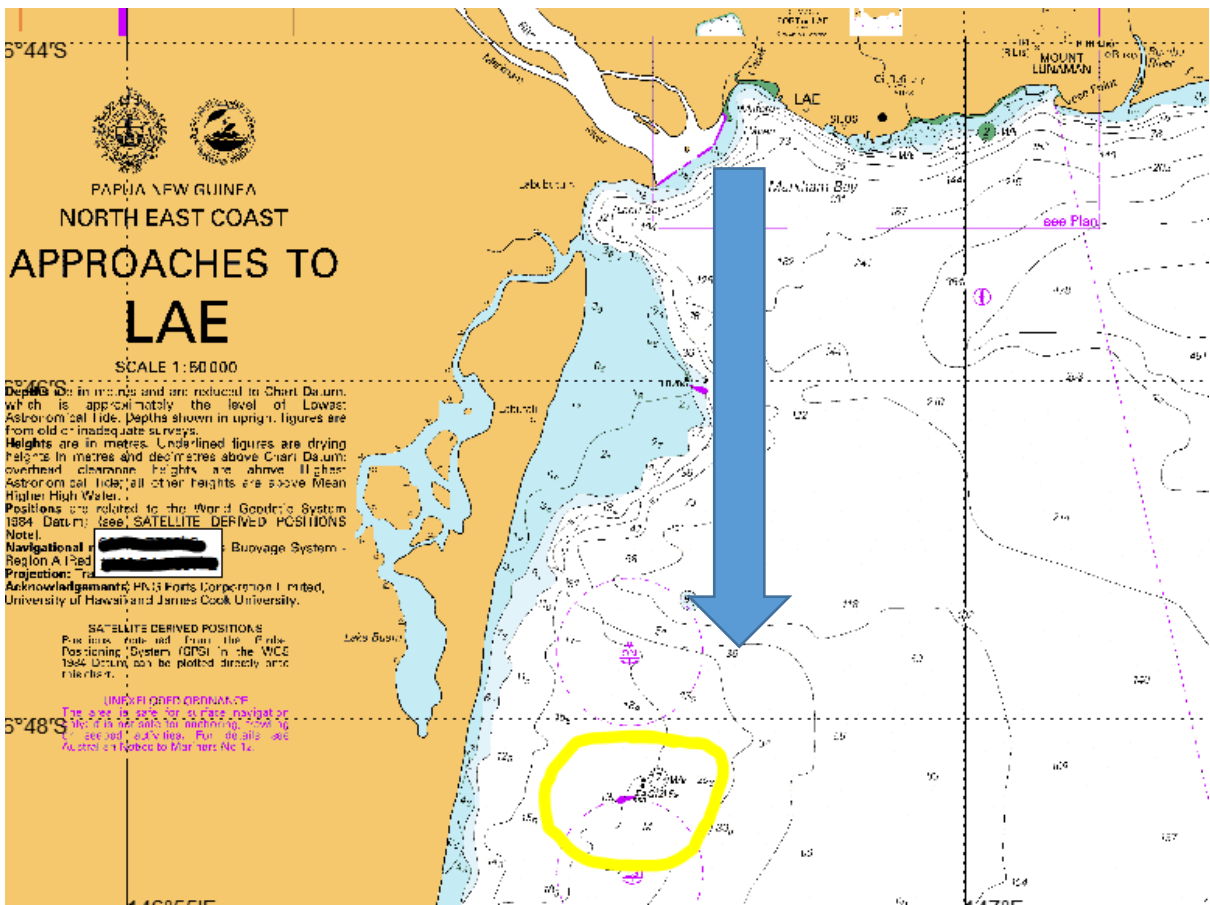
1. The approved contractor before commencement of works, shall provide NMSA with their schedule of works and costing.
2. The AtoN site (GPS coordinates to be given by NMSA) is to be surveyed by a qualified diver. The diver shall confirm a suitable resting place for the buoy sinker. (If the current anchor chains are in good condition, attach the new buoy to the existing anchor chains).
3. The Buoy with the same specifications as the current buoy is to be installed. The Buoy should meet IALA requirements for the **Maritime Buoyage System** for an **ISOLATED DANGER** mark. Refer to the website for more information www.iala-aism.org.
4. The approved contractor shall install the Buoy with the least damage as possible to the marine life at the designated position/location.
5. The approved contractor shall if needed, liaise with locals in the surrounding area and inform them of the works to be carried out.
6. Upon completion of works, the site shall be cleared of all debris and unused items.
7. After the completion of the project, NMSA shall inspect the installation and the authority shall give final approval of acceptance.

8. EXPECTED OUTCOMES

The installation of the new structure (Buoy) shall be completed in a professional and timely manner incorporating a high standard of works and finish and should comply with all known best practices. NMSA expects to have on completion a structure that meets IALA standards, is structurally sound and causes the least environmental impact as possible.



- General location of the Sealark buoy near Lae in the Huon Gulf, Morobe province.



- Marine Chart AUS 643. Sealark Buoy is circled in yellow and is 4 nautical miles due south of Lae city.



- The Sealark buoy in its IALA approved colour markings and the isolated danger top mark depicted by the two spheres one above the other. The actual buoy is lost and there is no buoy in place on site.