



**NATIONAL MARITIME SAFETY AUTHORITY OF PAPUA NEW GUINEA**

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# **TERMS OF REFERENCE FOR**

## **SHIP WRECKS REMOVAL;**

- 1. MV.MUNDI NO:1**
- 2. MV. PROSPECTOR**
- 3. MV BURAI**

**APPROVED FOR TENDER**

**Signed:** .....

**Date:** .....

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## 1. BACKGROUND

The International Maritime Organisation (IMO) at a conference held in Nairobi adopted a final draft of a convention on wreck removal, designated the Nairobi International Convention on the Removal of Wrecks, 2007. The Convention permits a state party to take measures to remove a wreck that is a hazard to the safety of navigation or causing pollution to the marine environment.

A hazard is defined as a danger to navigation or a condition, giving rise to harmful consequences to coastlines or other wider coastal interests such as ports or fisheries, tourism, offshore and underwater infrastructure. The health of coastal populations and conservation of both marine and non-marine wildlife are further given considerations in determining a hazard within the meaning of the Convention.

A 'Wreck' includes a ship, or any part of a ship, or object that has been on board a ship but has become detached, e.g. cargo, that as a consequence of a maritime casualty has sunk or stranded or is adrift. The definition extends to a casualty that may be reasonable expected to become a wreck, provide salvage services are not already being rendered.

Papua New Guinea has significant number of ship wrecks that pose significant potential navigational safety and marine environmental pollution risks as well as aesthetic values within its internal waters around several Maritime Provinces. Although the wrecks removals are the responsibilities of the vessel owners and operators, it is also NMSA's responsibility to act accordingly should the wrecks pose hazards to navigational safety and marine environmental pollution/damages risks.

## 2. PURPOSE

The purpose of this Terms of Reference (TOR) is basically intended for the removal of ship wreckages that are located around the wharves, port limits and areas in PNG that poses hazards to navigational safety or marine environment pollution/damages as well as for aesthetic values.

## 3. TASKS TO BE UNDERTAKEN.

The identified wrecks shown below are ***MV.Mundi No:1, MV.Prospector & MV Burai*** that are posing potential leakage of oils from rusting and navigational hazard as well

as posing aesthetically unpleasant views. These vessels are located within the vicinity of Tubuserea within the port limits of Port Moresby.

Vessel Name	Wreck Type	Location	Long	Lat	Datum	Chart
MV BURAI	MV	Tubuserea	147° 19.413'	09° 32.514'	WGS84	AUS 621
MUNDI No. 1	MV	Tubuserea	147° 18.925'	09° 32.150'	WGS84	AUS 621
PROSPECTOR	MV	Tubuserea	147° 18.925'	09° 32.150'	WGS84	AUS 621



**Figure 1: Both Mundi No:1 & Prospector Wrecks at Tubuserea**



**Figure 2: MV Burai Wreck at Tubuserea**

The main task to be undertaken is the removal of identified wrecks within and around the port areas and shipping routes/lanes as well as other sea areas that may become a hazardous to navigation or the marine environment pollution/damages.

Prior to the removal and sinking of the wreckages, the following tasks must be undertaken;

### **3.1. Wreckage Clean-Up**

- That includes the removal, cleaning and pumping out of all the oils/lubricants still in the tanks, main engines, valves and fuel lines. Dispose them appropriately, so that they do not pollute other environments.
- Removal of all forms of potential debris on the wrecks such as metal structures, wirings, wooden and plastic structures and others and disposed appropriately and in an environmental friendly way.
- After the cleaning, the wreckage structure should be a skeleton free from any potential environmental damages.

### **3.2. Wreckage Disposal**

The wreckages must be appropriately disposed preferably sinking in a prescribed deep-sea location (GPS location) approved by NMSA hydrography department, preferably close to a reef area to create artificial reefs. Overtime

corals can grow onto the wrecks and create a habitat for fish and other marine flora and fauna.

If the wreckage is not feasible for sinking, it must be appropriately dismantled and disposed at a landfill site or appropriate location. All debris must be thoroughly cleaned and appropriately disposed.

#### **4. WRECK REMOVAL OPERATIONS.**

The removal of wrecks involves a mammoth task that poses other safety hazards to personnel and causing potential environmental damages operations. It requires appropriate resources and logistics, time, expertise and skills to undertake the tasks properly.

- Importantly, it requires mobilization of some of the heaviest machineries to carry out the salvaging of the wreckage vessels including floating, sheerlegs and cranes, pull barges and vast array of other specialised equipment.
- Pump out oily water and waste oil into drums and dispose them in certain prescribed locations or use for recycling purposes.
- Cut open valves and main oil pipelines to drain out all the fuel and oil.
- Use rags and detergents to clean the inside of the vessel thoroughly.
- All wastes and rubbish (cleaned out) matters on board the wreckage vessel should be dumped in a prescribed landfill area.

#### **5. REQUIRED TECHNICAL EXPERTISE.**

Any potential company should have the following capacities and experiences capable of removing the ship wrecks from the current locations:

##### **5.1. Technical Expertise - Man Power**

People with technical expertise and who have the technical knowledge on how to salvage vessels/ wreckages is highly preferable. Proven experience in undertaking similar tasks in the past is required.

## **5.2. Technical Expertise – Company capacity.**

A reputable company that has the appropriate capacity and equipment/machineries to undertake the tasks within a given period of time will be considered.

## **5.3. Statutory requirements.**

Comply with current **PNG Investment Promotion Authority (IPA)** registered business, valid Insurance cover and IRC compliance documents. The interested firm shall provide copies as evidence of these documents for operating as business in PNG.

## **5.4. Workmanship standards and trade practices.**

Perform all services in accordance with relevant local and international safety and construction standards as applicable to accepted professional practices. The work shall be undertaken according to the scope of work described in this terms of reference.

## **6. WRECK REMOVAL TIME FRAME**

The identified task shall be completed within the specified period of time. The whole operations shall be completed within three (3) months period although in each particular case this will be negotiated taking in consideration all contributing factors.

## **7. LIABILITY**

Any damages to equipment or injuries to personnel sustained during the engagement is not NMSA's responsibility. NMSA is also not responsible for any claims related to pollution to environment caused by engaged contract during wreck removal operation.

## **8. REPORT PROVISION**

Upon completion a report of the tasks undertaken must be provided to NMSA Marine Environment Protection department before the final payment can be approved.

## **9. CONTRACT SIGNING AND PAYMENT**

Contractual engagement payments shall be divided into 3 phases.

### **Phase 1.**

Initial mobilisation - 20% of the contract amount will be paid when contract is signed.

### **Phase 2.**

Disposal of the first wreck - 30% of the contract value will be paid.

### **Phase 3.**

**Final payment - 50%** of the total value of the contract shall be paid after both wrecks are completely removed/disposed and report submitted to NMSA's satisfaction.

Endorsed by

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**Paul M. Unas**

General Manager/CEO

National Maritime Safety Authority