

Access to Research Vessels: The Eurofleets experience “Logistical aspects”

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Logistics Review Panel

Mandate of the Logistics Review Panel:

- Makes recommendations on the logistical feasibility of proposals - primarily regarding the area of operation and timing of cruises during the evaluation process.
- Makes recommendations on the choice of research vessel and equipment.

Members of the Logistics Review Panel are:

- Fleet managers and research vessel operators nominated by Eurofleets beneficiaries and appointed by the Eurofleets Consortium. The LRP is composed of permanent members from Eurofleets beneficiaries and individual research vessel operators managing those ships which have been requested in proposals under evaluation.

The Chair was appointed by the Eurofleets Consortium



Logistics Review Process

- Excellent geographical spread of applications proposed over three years of Vessel activity
- Vessel Operators were contacted for logistical feasibility input for every (1 or 2nd vessel choice) proposal in advance of the LRP meeting. Rejected proposals, i.e., below the bar, were not forwarded to the operators for consideration
- There is a need to link the Eurofleets ship time allocation to Member States existing ship time allocation processes



Logistics Review Panel Process

- LRP Panel meet after scientific review panel have completed their evaluation of proposals
- SRP provide a ranked list of accepted proposals based on scientific excellence alone
- Vessel Operators have previously indicated geographical working area and period of availability for Research Vessels
- Estimated day rate for each Vessel is fixed and there are a provisional number of available days in budget
- Estimated figure for travel and subsistence for vessel users in budget for each vessel
- Some flexibility to redistribute days between vessels while staying within overall TNA budget



Logistics Review Panel Process

Decision on which cruises to allocate ship time was based on:

1. Feasibility based on geographic availability of vessel to work area (passage time to mobilisation port not covered under Eurofleets)
2. Availability of vessel within required time period for survey
3. Suitability of vessel/vessel equipment for the proposed work program, e.g., Dynamic positioning, deepwater multibeam, number of berths etc.
4. Other factors, e.g., diplomatic clearance issues.



Logistics Review Panel Process

- Panel attempted to place as many A1/A2 ranked proposals from oversubscribed vessels on to other vessels with no demand if possible
- Flexibility allowed LRP to increase days on some vessels by redistributing funds from non-required vessels or ROV's
- Highly ranked Global vessel applications were accommodated on Regional vessels if it was feasible and vice-versa
- Lower ranked (close to cut off) applications were urged to re-submit improved applications for 2nd round



- Highly ranked applications for the same vessel with a small number of participants in relatively close geographic regions were "merged" (e.g., Marion

Benefits of SRP- LRP Process


- Separation of scientific review process from vessel operators
- Involvement of vessel operators for logistical assessment only
- Vessel operators are best qualified and experienced to make the final decision regarding the feasibility of programs
- Model has worked well for the applications received for Eurofleets 1 with a successful allocation of cruises to vessels making best use of the available fleet with few issues
- The model can be applied successfully to the three TNA Calls which will be opened for Eurofleets 2



- Eurofleets 2 will see an expanded Fleet (TNA 1), expanded embarked equipment call (TNA3) and a super integration call (TNA2)

Recommendations for future calls

- Flexible number of days available on each ship allows logistics panel to match vessels to users requirements whilst remaining within overall available budget (relevant for Eurofleets 2)
- Detailed information and specification on vessel and its equipment needs to be available for each vessel/embarked equipment prior to call as this is vital to ensure that applicants apply for the right vessel that can conduct the required science
- Where feasible, detailed information on location and availability of each vessel over the potential 3-4 years of the project allows applicants to submit a realistic proposal
- Certain regions have great difficulties with regard to Foreign Vessel authorisation and other permits. These issues need to be clear prior to the logistics review process



• The level of available technical support for operating and supporting equipment on vessels needs to be clear from the outset



“Regional 1+2” Results

