**STATEMENT OF REQUIREMENT**

**Fitter Utilities & Petroleum Course Pollution Control Training**

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| **Introduction****Purpose**The RE Fitter Utilities & Petroleum (Ftr U&P) courses are required to conduct pollution control training as a critical part of their training. |
| **Background**The Ftr U&P, under the authority of 516 (Bulk Petroleum) STRE is responsible for aiding in the design, construction, and maintenance of all in-service Defence and tri-service bulk fuel installations and infrastructure (BFI), including ship-to-shore subsea pipeline and cross-country pipeline systems in operational theatres and government establishments around the world. This includes semi-permanent and permanent fuels infrastructure; for example, the Petroleum Supply Depot (PSD) in the Falkland Islands which is critical to Army, Naval and RAF assets, as well as being a main storage facility for energy generation infrastructure. A typical military BFI can store approx. 600,000 to 6,500,000 litres of fuel product, with much larger capacities commonly found in civilian infrastructure. It is common for a lone Ftr U&P to be the maintainer and SME of such sites at the rank of LCpl and above, therefore it is imperative that they have sufficient expert knowledge and training to successfully act as the first-responder and to co-ordinate any incident involving the spillage of fuel products at the previously mentioned volumes and theatres. This could be in a variety of environments; land or sea, in peace or conflict. The consequences of unsuitable training could cause a significant environmental disaster on such a magnitude that the socio-economic impact could be devastating and prolonged, in and around the geographical location of the incident. It is mandated in the Detailed Instructional Scalar (DIS) of the Military Engineer (Fitter) Capability document that Pollution Control Measures training must be taught to Category 3 training level.  |
| **Objectives**To deliver the best training possible to the Ftr U&P to maximise operational effectiveness and limit the potential catastrophic damage to the environment in the event of a large fuel product spillage.This training will have to be both practical and theory as the students will not carry out anymore training whilst on the Ftr U&P course.The following list is not exhaustive• Theoretical concepts of responding and managing a spillage• Socio-economic considerations• Case studies• Identification of suitable equipment pertaining to the type of spillage• Conduct shoreline clean-up• Conduct inland waterway clean-up• Emergency response and agencies  |
| **Scope**The Oil Spill Response SOR sets out the requirements for the provision of a 3 day training course to take place annually in February of each year over a five year contract. These courses must include but are not limited to: * Pollution Control Measures Training (Category 3 training level).
* Roles of Government Agencies and industry during an incident.
* Environmental and Socioeconomic Effects of Marine Oil Spills.
* Effective implementation of contingency plans.
* International cooperation.
* Hazards to responders during an incident.
* Spill termination and Post spill monitoring.
* Overview of response options.
* Waste management.
* Media management.

The anticipated contract start date is May 2021 with courses to take place at the Supplier premises.  |
| **Requirements** The Ftr U&P course is run once per training year (subject to change) and requires pollution training to be delivered to each course. In extraordinary training year cycles, this has increased to two courses per year. With up to 12 students per course.Essential requirements - * Start and completion dates - Normally done in February each year, with a possibility of one in September if two are run in one year.
* Timescales - Course would have to be a maximum of a week to minimise effect on training program.
* Contractors understanding of military level of operation e.g equipment and spills we are likely to encounter.
* Technical Specification/parameters - Pollution Control Measures Training (Category 3 training level).
* Training must be carried out on the premises of the contractor and using the contractor’s equipment.
* SHEF considerations – All SHEF matters are covered by the contractor as the training will be conducted on their property and with their equipment.
* Practical scenarios must be as close to real life as possible e.g training must be conducted on a flowing river and coastal area to ensure students know how to deal with both areas if a spill is to occur.

Desirable requirements – * Accommodation – it would be desirable that the location of the training takes place near military accommodation. To minimise the daily commute for the students.
* Performance measures – The training will be constantly monitored and assessed by FTR U&P SNCO/ JNCO and any drop in performance will be addressed with the contractors.
* Transfer of assets or personnel – Students will have to travel to and from the training daily along with the initial and departure commute, the travel time should be kept minimal.
* Contractors providing lunch for students to maximise training time.

Although there is no military test or evaluation of this course it is standard practise for a PET Wing Instructor to sit in on lessons given, this is to ensure the correct content is covered and relevant to the job the students will be carrying out once trained. Students will also provide feedback to ensure the content and was relevant and pitched at the right level. |
| **Outputs/deliverables/milestones**All students are to complete the course with aPollution Control Measures Training (Category 3 training level) qualification. This will be provided within 3-5 days, with 3 days being preferred to minimise impact to the PET Wing overall training program. Theory and practical aspects of the course must be covered in this timeframe.All training material will be provided by the contractor along with any specific PPE required on the contractor’s premises.All students are to finish the course with the knowledge and skills to deal with a fuel product spillage whilst on task. This will not be assessed by a test or evaluation from the PET Wing but a confirmation of knowledge e.g a multiple choice or written test, on the contractor’s side would be needed. The PET Wing Instructor will be there during lessons to assist in showing students the relevance of what they are learning and ensure the content being delivered is appropriate for the tasks expected of a Ftr U&P in the Field Army.A PET Wing Instructor will be available to liaise with the contractors to ensure the contractors have knowledge of the kit used by Ftr U&P’s. This can be done by simply contacting through email or telephone or a visit the PET Wing if the contractors deem it necessary. Any required clarification will need to be completed prior to course delivery.Should a change request to the training be deemed necessary this will be executed using the Contract Change Control Procedure.  |
| **Intellectual Property (IP) Rights (Known as IPR)**N/A |
| **Payment*** The contractor will be paid monthly in arrears via CP&F
* Payment will only be made on confirmation by FTR U&P SNCO of successful delivery of the required deliverables for each period.
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| **Contract management arrangements**SBO RSME will act as the first point of contact with the provider. Training will be monitored by the FTR SNCO/ JNCO to ensure the training meets the requirement as detailed above.  |

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Sgt

FTR U&P SNCO

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