

STO - CMRE



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MAINTENANCE MANAGEMENT – A NEW CONCEPT AND CONTRACT

BACKGROUND

- CHANGE OF FLAG TO ITALIAN MILITARY
- CHANGE TO ITALIAN NAVY CREW
- COMMERCIAL FULL SHIP MANAGEMENT PACKAGE NO LONGER APPROPRIATE WITHOUT CREWING COMPONENT
- MAINTENANCE STILL RESPONSIBILITY OF NATO BUT SHOULD TRY AND MATCH NAVY CREW CAPABILITY
- DESIRE TO REDUCE RISK AND MAKE BUDGETS MORE PREDICTABLE
- REQUIREMENT FOR FULL GLOBAL SUPPORT FOR PREVENTIVE AND CORRECTIVE ELEMENTS
- NECESSARY FOR FULL INTERNATIONAL COMPETITION DUE TO PROCUREMENT RULES

MAINTENANCE MANAGEMENT – A NEW CONCEPT AND CONTRACT

- ONE OF THE BIGGEST COST DRIVERS FOR SHIPS
- WHAT CAN BE PREDICTED AND PROVIDED AT FIXED COST?
- WHERE DOES THE RISK SIT?
- WHAT IS VARIABLE?

- HOW CAN THIS BE CONTRACTED?
- REQUIREMENT FOR VERY DETAILED SPECIFICATIONS
- A ROBUST AND COMPREHENSIVE PMS IS ESSENTIAL
- DELIVERABLES ARE ESSENTIAL
- DESIRE TO MATCH NAVY CREW CAPABILITIES USING COMMON DEFINITIONS OF MAINTENANCE LEVELS
- USE 1 – 4 LEVELS

- *WILL COMPANIES BE ABLE TO BID?*

- INTERNATIONAL COMPETITION COMPLETED
- GOOD STANDARD OF TECHNICAL COMPLIANCE
- NEW CONTRACT COMMENCED 1 MAY 2017
- FIRM FIXED PRICE
- COMPONENTS BUILT IN FOR CORRECTIVE WORK
- BOTH SHIPS NOW INCLUDED
- SHOULD BE MORE PREDICTABLE FOR FUTURE BUDGETS

