

TASK ORGANISATION OF NATO SUPPORT AND PROCUREMENT AGENCY AND ITS CAPABILITIES FOR MARITIME SUPPORT

Abstract: This report researches the NSPA capabilities, which the Bulgarian navy can use in allied operations. Analysis of NASPA capabilities for harbor support in third party ports in various conditions.

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During the past years the involvement of Bulgarian navy in allied operations is expanding. The quality of the logistic support enables and enhances the defense capabilities.

NATO Support and Procurement Agency (NSPA) was established in 2012 with the sole purpose of providing logistic support to all NATO entities. NSPA's independence is fully ensured by NATO. Only NAC can cancel or waive NSPA's decisions. The mission of NSPA is to enhance the logistic support and reduce the costs of the allied members.

Its organization comprises: (Board of Directors - BOD) and (NATO Support and Procurement Agency - NSPA), which was established on 01 Jul 2012 and brings together the beforehand NATO Maintenance Supply Agency, NATO Airlift Management Agency and Central Europe Pipeline Management Agency ⁶.

NSPA has about 1200 employees, dealing with procurement, supply, technical maintenance, and administration.

The headquarters and the main operational center are located in Capelin, Luxembourg. Within the NSPA task organization are also the operational centers in France, Hungary and Italy. Special strategic installation is the South Operational Center in Taranto, Italy, because its location allows the nations to pre-position materiel resources for Mediterranean, Balkans, Middle East and North Africa, which reduces significantly the transportation costs and improves the effectiveness of the logistic support.

NSPA functions in close cooperation with numerous companies with various activities. The companies, which are willing to work with NSPA need to be registered in the potential deliverers data base („Source File"), managed by the agency. Its main task is to provide logistics for NATO member countries by acquiring and supplying the necessary equipment and spare parts, as well as maintaining and repairing armaments and equipment. At the moment NSPA has contracted the following companies:

- Multinational Logistics Services, MLS – covers the ports in the following countries – Albania, Algeria, Bosnia and Herzegovina, Bulgaria, Egypt (incl. Suez channel), Croatia, Estonia, Lithuania, Malta, Morocco, Tunisia, Romania, Georgia, Greece and Turkey;
- MARMEDSA (Maritima del Mediterraneo S.A.) – Ukraine;
- Shipping Consultants Associated, SCA – Belgium, Great Britain, Finland, France, Ireland, Latvia, Italy, Spain, Portugal, Denmark, Sweden, Germany, Holland, Norway and Poland. ⁶

According to the contracts signed, tax rates in most of the ports are fixed for the calendar year and vary according to the region, water displacement of the ship, duration of the stay etc.

Most allied countries have liaison officers, who facilitate the relationship with the agency. The liaison officer have direct access to the Director General of NSPA and as a rule, can directly negotiate with the local authorities in regard with the logistic support.

NSPA procedures allow all kinds of communication. The consumers are responsible for the correct and relevant information. They also determine the urgency levels of the requests ¹.

The experience of NSPA in general logistic operations enables maximum effectiveness. It emphasizes on different elements of the expenses, so that with minimum investments to be achieved high level of sustainment and maintenance.

This way the integrated logistics leads to real economies, best contract distribution and effective mutual aid in urgent cases².

For facilitation of logistic support for NATO ships and with some restrictions and to Partnership for Peace ships, NSPA has developed a Port Services Project. It ensures quality and in timely deliveries and port services (navigation, trailers, POL supply, spare parts deliveries, urgent maintenance and technical support) in any port during peace and war time and other emergent situations. For the purpose NSPA has contracted through international bids with proven companies all around the world⁸.

The requirement to the ship crew is to produce correct logistics request and timely dispatch to the relevant agent not later than four days before the ship embarkation.

After the confirmation for the requested class of supply materials by the agent company, the correspondent MoD confirms the request trough fax. It approves the expenses and confirms a subsequent fund payment transaction within the agreed terms. After receiving the requested materials, the logistic officer of the ship signs the presented by the agent documents and fills an estimate about the quality of the service, which goes directly to NSPA. After the online payment, the only duty of the ship logistic staff is to deliver the invoices to the Mod after return⁴.

For expansion of its activities, NSPA starts in 2010 the initiative “Maritime Logistic Support Partnership”. The logistic support of the NATO and EU ships, engaged in the war with the piracy in the Somalia region, is being conducted through that project.

The logistic support is being provided in the main ports in the regions of Baltic, North, Mediterranean, Black and Caribbean Sea, Persian Gulf, North Atlantic, South America, East and West African coast, South Asia and Australia.

The sustainment with POL products in third party ports is the most expensive service for all NATO countries. There are three ways for POL supply – automotive cisterns, tanker-barges and a pipeline system. The latter is the most cost efficient one. The real price of the fuel, delivered through the first two ways is determine by the quantity, distances, as well as the calendar day of delivery.

Another aspect of POL products delivery is their quality. According to STANAG 1385 (NATO Guide Specification for Naval Distillate Fuel NATO Code F-76) the accepted content of Sulphur is 1.5

%. This does not meet the requirement of “Sulphur Emission Control Areas” (SECA). In the North European countries there are sea zones with strict control of Sulphur emissions, where the requirements are fuel with Sulphur content not higher than 0.1 %. There is a tendency for expansion of these zones, which will encompass the Atlantic Ocean and the Meditherian Sea ⁷.

For the medical support of a group of ships NSPA provides several of means. In the catalogs one can find the following automatic injectors, part of the first aid kit of any sailor. (Table 1).

Table 1

Automatic Injectors in NSPA catalogue

<i>Name</i>	<i>NSN</i>	<i>Content</i>	<i>Purpose</i>
Binaject	6505-21-909-0622	2 mg atropine sulphate и 220 mg obidoxime chloride	Antidote against phosphoric poisons
ComboPen	6505-01-125-3248	600 mg pralidoxime chloride	-“-
AtroPen	6505-00-926-9083	2 mg atropine sulphate	-“-
Nerve Agent Antidote Kit	6505-01-174-9919	AtroPen and ComboPen	-“-
Morphine Auto-Injectors	6505-01-302-5530 6505-99-898 0262 6505-99-147-0945	10 or 20mg/ml morphine sulphate	Painkiller
Diazepam Auto-Injector	6505-01-274-0951	10 mg diazepam	Sedative
Binaject	6505-99-898-4614	Antibiotic	Injuries

Trough NSPA can be delivered:

- Military rucksack for First Aid. Made from durable materiel and has compartments for various medical gadgets. It is comfortable to wear and to be put on a helicopter. Very suitable for the navy crew.
- Urgent bandage “All in one”, which can be applied to any time of wounds, NSN 6510-01-460-0849 very suitable for the navy medical personnel⁵.

After the above, we can make the following conclusions:

1. NSPA’s project provides very well organized, quality and timely port support of allied ships.
2. NSPA facilities to a greater extent the ships crews. No need to follow different procedures for the choice of a company provider.
3. The delivery of the requested materiel resources is timely, with guaranteed quality at fixed prices and are being controlled by NSPA specialists.

Today the allied and the partner countries take part in NATO-led operation on three continents – Africa, Asia and Europe, which demonstrates the NANTO capabilities and resolve to answer to any treat anywhere. This requires a relevant logistic support, which is NSPA for.

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