



**THE NORWEGIAN ARMED FORCES**  
The Norwegian Defence Logistics Organisation

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2020017974 –  
Assured Access Contract regarding Strategic Sealift

Annex C  
Assured Access Plan

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## 1 Introduction

Owner shall provide a description of the company's organizational plan for providing maritime transportation services for Charterer as required under the Contract. This plan shall be attached as Annex C-1.

## 2 Assured Access Plan

Owner shall provide a detailed t plan specifying how Owner intend to comply with the obligation to assure access to the vessel for Charterer throughout the entire duration of the Contract (the "Assured Access Plan"). The Assured Access Plan shall contain a detailed logistics description of how Owner plan to release the vessel from any potential engagements if the vessel is required by Charterer. Moreover, scenarios like the contracted vessel being indisposed in dry dock or other form of repair must be considered in the Assured Access Plan. Other mandatory key requirements in the Assured Access Plan should include, but not be limited to:

- A detailed suggestion on how Owner will solve the commission / fulfil the Contract.
- Detailed assured access plan and responsibility matrix.
- Docking schedule.
- The suggestions shall include a plan for every area described in the price matrix where the vessel can be summoned. Illustration of a detailed time schedule for the whole delivery must be presented in the plan.
- Give an illustration of how Owner will fulfill the Contract if/when the vessel is indisposed for a period of time.
- Illustration of the Crew matrix.
- Capacity plan.

## 3 Provision and Quality of Management to assure the access

1. Owner has to confirm that the vessel is operated and maintained in accordance with requirements as stated in the Contract.
2. Owner has to confirm that they can provide all relevant details of the vessel's Manager/Operator.
3. Owner has to confirm that the Manager / Operator can provide proof of contractual relation with Owner.
4. Owner has to confirm that the Vessel is suitable to carry dangerous cargo including class 1, and that the Owner/Manager/Operator has ability and the right to carry such cargo.