



JRCC North Norway – JRCC South Norway

## **SAR Cooperation Plan**

Part III, IV, V and VI

PLANS FOR CO-OPERATION BETWEEN SAR-SERVICES

AND PASSENGER SHIPS IN AN EMERGENCY.

(SAR CO-OPERATION PLAN)

**(in accordance with SOLAS regulation V/7.3)**

## **Introduction**

The preparation of a SAR co-operation plan is required under Chapter V, Section 7.3 of the SOLAS Convention: Passenger ships, to which chapter I applies, shall have on board a plan for co-operation with appropriate search and rescue services in event of an emergency. The plan shall be developed in co-operation between the ship, the company (ship-owner) as defined in regulation IX/1, and the search and rescue services. The plan shall include provisions for periodic exercises to be undertaken to test its effectiveness.

The plan shall be developed based on the guidelines developed by the Organisation (IMO). A SAR co-operation plan must be developed by the ship, ship-owner and the SAR (search and rescue) services in accordance with the guidelines of the International Maritime Organization IMO (MSC / Circ. 1079 / Rev. 1 with appendices). The aim of SAR cooperation planning is to enhance mutual understanding between a ship, the ship-owner and SAR services so that in the event of an emergency, all three parties will be able to work together efficiently. The information included in the plan must be readily available and up to date.

## **Description of a SAR Co-operation Plan**

A SAR co-operation plan shall consist of six parts that contain information on the ship-owner (Part 1), ships (Part 2), SAR services (Parts 3 and 4), media relations (Part 5) and periodic exercises (Part 6). Further instructions on the development of a SAR co-operation plan is provided in the Maritime Rescue Instructions and on the web site of the Joint Rescue Cooperation Center, “[hovedredningsentralen.no](http://hovedredningsentralen.no)“, On the same web site there is more SAR related information available.

## **Corrections and Updating**

Minor corrections to the SAR co-operation plan may be notified by e-mail directly to the relevant Maritime Rescue Co-ordination Centre or sub-centre.

Examples of such corrections are changes in telephone numbers or contact persons. More extensive changes to the ship and ship-owner details must be corrected by means of an updated SAR co-operation plan or part thereof.

The SAR co-operation plan is checked for up-to-datedness annually

## PART III,

### 3.1 THE NORWEGIAN SEARCH AND RESCUE (SAR) SERVICE.

The organisation and function of Norwegian SAR services is based on provisions, general guidelines and operational procedures given in international conventions on SAR, for both shipping and aviation.

The Norwegian maritime search and rescue region indicated in annex 1.

SAR operations are co-ordinated by two Joint Rescue Co-ordination Centres (JRCC's). JRCC Stavanger and JRCC Bodø. This plan is valid for the Norwegian Search and Rescue Region (SRR).



### **3.2 SAR MISSION CO-ORDINATOR (SMC).**

The SMC is the JRCC co-ordinating the incident. JRCC Stavanger is responsible for co-ordinating the conduct of search and rescue operations within its SRR, south of 65 degrees North and JRCC Bodo north of 65 degrees north..

If the SAR incident is on or close to the border line between adjacent JRCCs, the JRCCs involved will select one to assume coordination of the SAR operations. The other JRCCs will assist the co-ordinating JRCC.

### **3.3 ON SCENE CO-ORDINATOR (OSC).**

If JRCC consider it necessary to ensure an efficient operation on scene, JRCC will appoint an On Scene Co-ordinator (OSC) . Specific responsibilities will be assigned to OSC, taken into account the capabilities of the OSC and operational requirements. The OSC shall perform the following tasks, if capable of doing so:

- . Assume operational co-ordination of all SAR facilities on scene.
- . Receive the search action plan from the JRCC
- . Modify the search action plan based on prevailing environmental conditions and keeping JRCC advised of any changes to the plan
- . Provide relevant info to the other SAR facilities
- . Monitor the performance of other units participating in the search
- . Coordinate safety SAR facilities involved.
- . Make consolidated reports (SITREP) to the JRCC, and report destination, number and names of survivors aboard each unit and request additional assistance from JRCC when necessary, such as medical treatment/evacuation of seriously injured survivors.

### **3.4 Aircraft Coordinator ACO**

The ACO (Aircraft Co-ordinator) duties require special knowledge of aircraft operations.

Aiming at the effective co-ordination of aircraft, the ACO activities seek to contribute to aeronautical rescue and SAR services with a clearly improving effect.

The methods employed are based on highly developed routines.

## PART IV

### 4, SAR FACILITIES.

#### 4. 1 Joint Rescue Coordination Centre, Stavanger and Bodoe

JRCC SOUTHERN NORWAY, STAVANGER (JRCC STAVANGER). Responsible for the Norwegian SRR South of 65 North.	JRCC NORTHERN NORWAY, BODO (JRCC BODO). Responsible for the Norwegian SRR North of 65 North.
Emergency : 47 51517000	Emergency : +47 75559000
Telephone : 47 51646000	Telephone : +47 75559300
Fax : 47 51652334	Fax : +47 75524200
E-mail <a href="mailto:operations@jrcc-stavanger.no">operations@jrcc-stavanger.no</a>	E-mail <a href="mailto:operations@jrcc-bodoe.no">operations@jrcc-bodoe.no</a>
Postal address: Postbox 13 N-4097 Sola NORWAY	Postal address: Postboks 1016 N-8001 - Bodoe NORWAY
Hrs of service: H-24	Hrs of service: H-24

#### 4. 2 COMMUNICATION.

When to alert JRCC

The JRCC to be notified of any situation, which, in the shorter or longer term, may develop to an emergency.

How to alert JRCC

- . Notification of emergency shall be direct through approved maritime communications systems.
- . The JRCC's are directly connected to the coastal radio stations at Bodø and Rogaland Coastal Radio Station North, over 65°N  
Coastal Radio Station South, under 65°N
- . All distress alerts/traffic on MF, VHF and DSC are routed to the JRCCs
- . Ships will automatically be connected to JRCC Stavanger when using INMARSAT distress via EIK LES.
- . Alarms from 406 Mhz EPIRBs will be handled by Cospas/Sarsat NMCC (Norwegian Mission Control Center) at JRCC Bodoe and terminate at the responsible JRCC.

Ships may use public or mobile telephone to contact JRCC, keeping in mind that no one else but the two points can hear your message, which is a disadvantage in distress alerting.

Information to be given when alerting JRCC:

- . Name/callsign
- . Position and weather condition
- . Total number of persons involved, number of injured, missing or dead
- . Situation and assessment of situation
- . Type of assistance needed
- . Measures taken by the ship
- . Others than JRCC alerted by the ship

## **4. 3 RESCUE UNITS**

### **Dedicated SAR units:**

Rescue helicopters on maximum 1 hours readiness H 24 are based at the following airports:

**Rygge** (59.23N 010.47E) (Sea King SAR helicopter. Long range. Doctor onboard)

**Sola** (58.53N 005.38E) (Sea King SAR helicopter. Long range. Doctor onboard)

**Florø** (61.35N 005.01E) (Sea King SAR helicopter. Long range. Doctor onboard)

**Ørland** (63.42N 009.36E) (Sea King SAR helicopter. Long range. Doctor onboard)

**Bodø** (67.16N 014.21E) (Sea King SAR helicopter. Long range. Doctor onboard)

**Banak** (70.04N 024.58E) (Sea King SAR helicopter. Long range. Doctor onboard)

**Svalbard** (78.13N 015.42E) (Super Puma SAR helicopter. Long range. Doctor onboard)

### **Other helicopters:**

Light air ambulance helicopters on 15 minutes readiness and with doctor onboard are located at the following hospitals along the coastline:

Oslo/Lørenskog, Arendal, Stavanger, Bergen, Førde, Trondheim, Brønnøysund, Evenes and Tromsø.

These helicopters will normally not operate outside the coastline.

SAR helicopters with SAR capacity are located at the Ekofisk, Statfjord B, Oseberg and Heidrun oilfields. In addition, shore based SAR helos in Sola and Hammerfest and Vardø.

### **Aircraft**

Orion and Hercules aircraft with droppable rescue gear based at Andøya and Gardermoen air stations, and could be available on 4+ hours' notice.

### **Coastguard vessels and Rescue cutters.**

Coast-guard vessels operate in the North Sea, Norwegian Sea and along the coastline. Rescue cutters, pilot cutters, and fast police boats are located along the coastline.

### **Others:**

Rescue helicopters, aircraft, rescue cutters and naval/coast guard vessels will also be available from neighboring countries.

#### **4. 5 COMMUNICATION PLAN.**

The JRCC will establish and maintain direct communication with the ship reporting to be in need of assistance, via radio, INMARSAT or public telephone or telex.

On Scene, communication will be on VHF ch.16 or 2182MHz until otherwise decided or agreed.

#### **4. 6 SEARCH PLANNING.**

Search planning carried out at the coordinating JRCC.

The OSC or other ships on scene should provide JRCC with on scene weather (wind, sea-state, sea-current, visibility and temperature)

And any information on search targets and time and position of incident.

#### **4. 7 MEDICO/MEDEVAC.**

Medical advice/assistance (MEDICO/MEDEVAC): Contact the CRS and request MEDICO, or use INMARSAT telex/phone two-digit code 32.

If a doctor consider it necessary to evacuate a person from the ship, the JRCC will if necessary provide helicopter. Rescue helicopter used for MEDEVAC is manned with a doctor. If the helicopter is not able to land on the ship, the doctor and the rescue man will be lowered onto the ship to examine and prepare the patient for transport. The ship is expected to use international procedures (IAMSAR Volume III, section 2) in such situations.

#### **4. 8 FIRE -FIGHTING ASSISTANCE.**

Firefighting assistance / Smoke divers can be requested from the JRCC`s.

The fire brigades in Oslo, Larvik, Bergen, Stavanger, Ålesund, Bodø and Tromsø have special Competence and equipment for fire-fighting onboard ships. The fire brigades are required to muster at least one team of 6 men, a supervisor and 5 smoke divers, at short notice. Their primary task is to save human lives, secondary firefighting. The ship which need assistance will be boarded from a helicopter or another ship. The team supervisor should join the captain at the bridge (if possible) and in co-operation with the captain direct his team as necessary.

The fire brigades provided with VHF radio equipment that might have a limited range on board the ship. It could therefore be necessary to use the ship`s UHF communication system to maintain communication between the supervisor and his team.

#### **4.9 ONSHORE RECEPTION ARRANGEMENT.**

The JRCC will ensure that persons evacuated from a ship are cared for onshore.

Onshore reception centers will be established by notification from the JRCC to the rescue sub center RSC (Police). The center`s will take care of survivors, including registration, accommodation, medical care and transportation. At the request from the RSC, the company concerned shall supply personnel to reception centers and to the police for assistance to organize the reception and the follow-up arrangements for evacuated passengers and employees.

#### **4.10 INFORMING NEXT-OF-KIN.**

The police are responsible for notifying next of kin in the event of death by accidents or criminal act.

The JRCC will notify the police of SAR accident. Guidelines for notification:

- . Uninjured persons inform their next of kin themselves with assistance of the ship, company, the police or health personnel.
- . The hospital is responsible for notification if persons are hospitalized. The hospital may request assistance from the company or the police,
- . The police is responsible for notifying the next of kin of persons missing or dead.

The police shall be informed when and by whom the next of kin were notified.

#### **4.11 SUSPENSION/TERMINATION OF SAR OPERATIONS.**

The JRCC will decide when to suspend/terminate a SAR operation. The SAR operation will be terminated when there is no longer any reasonable hope of rescuing people.

The Ship, owner, OSC will normally be informed and/or consulted before a decision is made.

If significant new information received, reopening of a suspended case will be considered.

## **PART V**

### **1. RELATIONS WITH THE MEDIA.**

a) Company policy

b) JRCC policy.

JRCC`s North and South Norway

Information to the media should in general be as honest and complete as possible within the limits of privacy protection, the duty of confidence etc. It is preferable to provide information within one`s area of competence rather than having others do this without one`s own control.

- . The JRCC is responsible for providing information on the SAR operation.
- . If media contact a ship involved in a SAR operation, the ship must ensure that the SAR operation is not impeded by traffic from the media.
- . Participating facilities must base their information activities on providing information about Themselves and the tasks they are responsible for, and avoid reporting on matters beyond their knowledge or competence.
- . Expect passengers to use mobile telephones to notify the media of events on board or in the area. It is important to keep the ship`s own crew and passengers informed of the situation, both when the ship itself needs assistance and when assisting others.

c) Agreed rules of procedure.

## Part VI

### Periodic Exercises

The number, form and training content of the exercises shall be considered jointly by the ship, the ship-owner and the SAR services according to the then-current needs. The exercises shall be arranged once a year. The ship-owner is obliged to actively contribute to the exercise arrangements and contact the MRCC/MRSC, for example, well in advance of the exercise. Large-scale exercises should be agreed upon around six months in advance, while smaller exercises can be carried out at a notice of only a couple of weeks.

The purpose of the exercises is to make the SAR services better known by ships and shipowners, and to co-ordinate the actions of the ship-owner, the ship and the MRCC or MRSC in the event of accidents.

The exercises are divided into co-ordination, map and communications exercises and contact requests testing the degree of emergency preparedness. The exercises shall primarily take place outside of the summer season (between September and April). The following preparation times should be taken into account when planning the exercises: - Live SAR exercises:

3 three to six months. –

Exercises between ships: 3 three weeks –

Info updates targeted at companies and ships: one month –

Connection tests and preparedness enquiries can be practise as applicable.

The exercises may be connected to the inspection of ISM functions. Co-operation exercises between a passenger ship and patrol vessels must be arranged at least once a year. These co-operation exercises may also be included as part of co-ordination exercises or seminars. Connection tests and preparedness enquiries shall be practised on a monthly basis. If a ship participates in an actual SAR mission, this can, on a case-by-case basis, be regarded as a substitute for a period exercise.

In order to ensure efficient co-operation during possible incidents, ship-owners shall acquaint themselves with the SAR system and be prepared to participate in working in cooperation with the SAR Management Board and comply with the unified communications policy.