



JRCC Bodø Norway – JRCC Stavanger 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)

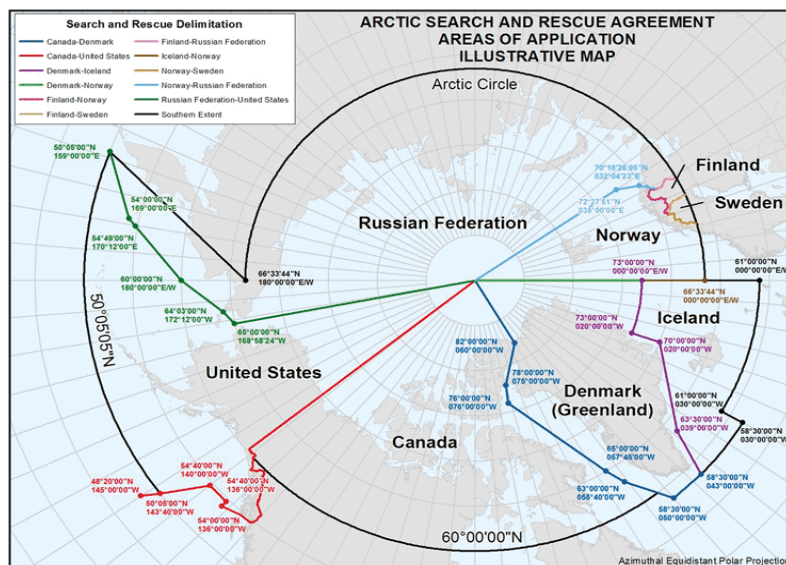
PART III,

3.1 THE NORWEGIAN SEARCH AND RESCUE (SAR) SERVICE.

The organization 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 Bodø 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 Bodø

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 operations@jrcc-stavanger.no	E-mail operations@jrcc-bodoe.no
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 CRS, coastal radio station North and coastal radio station South. 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 Bodø 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 15min 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) (SAR Queen SAR helicopter. Long range. Doctor onboard)

Florø (61.35N 005.01E) (Super Puma SAR helicopter. Long range. Doctor onboard)

Ørland (63.42N 009.36E) (SAR Queen SAR helicopter. Long range. Doctor onboard)

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

Tromsø (69.41N - 018`55E) (S-92 SAR helicopter. Long range. Doctor onboard)

Banak (70.04N 024.58E) (SAR Queen 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, Ål, Dombås, Arendal, Stavanger, Bergen, Førde, Ålesund, Trondheim, Brønnøysund, Harstad, Tromsø and Kirkenes.

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.

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.

4.12 RECEPTION OF RESCUE HELICOPTER AT SEA

The YouTube link provided offers an insightful visual demonstration of how rescue helicopters expect the ship crew to receive them during crucial operations at sea. The video serves as a valuable resource, outlining the best practices and necessary preparations required for a successful rescue operation. It highlights the importance of clear communication, coordination, and adherence to safety protocols between the ship crew and the helicopter team. By following the guidelines presented in the video, both the ship crew and the rescue personnel can work in harmony to ensure a smooth and efficient operation, ultimately enhancing the chances of a successful rescue mission.

<https://www.youtube.com/watch?v=gfjBC6jrRw>

PART V

1. RELATIONS WITH THE MEDIA

a) Company policy

b) JRCC policy

The JRCC is, as coordinator of the emergency response, responsible for the communications related to the SAR-operation. Dependent on the scope and the impact of the incident and SAR-operation, the JRCC will coordinate media messages with other stakeholders, such as government agencies, shipping companies and other relevant actors, to ensure that information is consistent and up-to-date. A shipping company with a distressed vessel should coordinate with the JRCC to ensure that any information released to the media is consistent with the official information provided by the JRCC.

The JRCC will seek to provide honest and accurate information to the media within the limits of privacy protection, duty of confidence, and other legal or ethical considerations. The JRCC spokesperson will attempt to provide timely updates to the media as the situation develops, while also keeping in mind the need to protect sensitive information.

Both the JRCC and the ship(ping company) involved should only report what is known, and not speculate or provide unverified information. Speak only about your side of the operation and what you are responsible for. Do not talk to the media about other aspects of the incident, in which you are not involved or have any responsibility.

Overall, both parties should communicate truthfully and honestly with the media, while ensuring that their interactions do not impede the actual SAR-operation.

Keep in mind to keep the ship's own crew (and passengers) informed of the situation, both when the ship itself needs assistance and when assisting others.

NB: Expect media attention. If there are passengers on board, they are likely to share their experiences in real time in social media as well as possibly in contact with the real media. Real footage and quotes may therefore soon be circulating.

c) Agreed rules of procedure.

PART VI

PLANS FOR EXERCISES

a) Types and content of exercises

b) Periodicity of exercises

The company in cooperation with the RCCs shall work out plans for exercises.