

# **SAR CO-OPERATION PLAN**

## **(III-VI)**



**Politsei- ja Piirivalveamet**

**2024**

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 Organization (IMO).“

The plan should be made up in accordance with guidelines approved by IMO (MSC/circ. 1079/Rev. 1 with appendices).

The aim of SAR co-operation 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 plan for co-operation

A plan for co-operation consists of six parts: company information (I), ships information (II), SAR (Search and Rescue) information (III), SAR facilities (IV), media relations (V) and periodic exercises (VI).

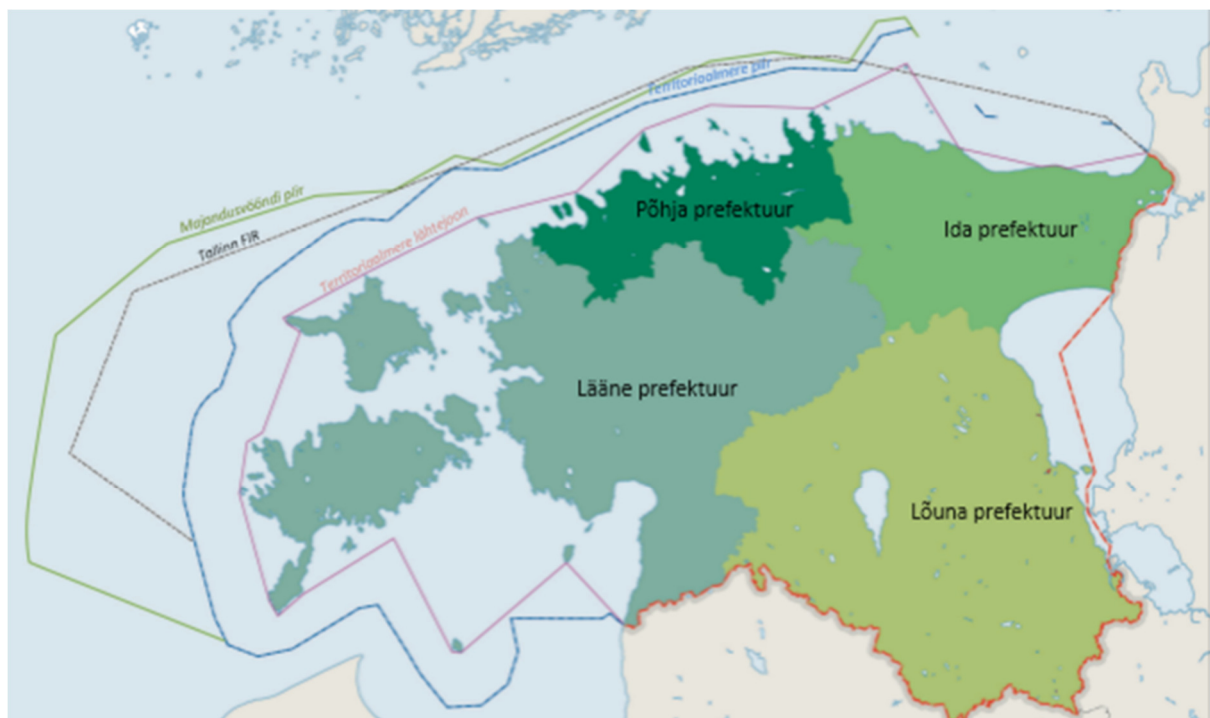
## Corrections and updating

Minor corrections like new telephone numbers, exchange of persons, names etc, can be sent directly to the JRCC Tallinn. More extensive changes to the ship and ship-owner details must be corrected by means of an updated SAR cooperation plan or part thereof.

## III SAR (Search and Rescue) Information

### (III) 1. Search and Rescue region (SRR)

Estonian SRR is marked with grey line (Tallinn FIR).



### **(III) 2. SAR Mission Coordinator (SMC)**

The JRCC function is provided by the Estonian Police and Border Guard Board – JRCC Tallinn. The JRCC Tallinn is constantly manned by duty officers and one of them is designated as SMC.

The SMC determines the phase of emergency and is responsible for alerting the units needed for the task. The SMC also decides on the suspension and termination of the search and rescue activities and releasing the units from duty which were ordered to participate in the SAR mission.

The responsibilities of SMC are in accordance with the IAMSAR manual.

### **(III) 3. On-Scene Coordinator (OSC)**

On-scene coordinator is specifically-trained person, who, under the command of the SMC, is responsible for leading and coordinating SAR operations at the scene of the accident.

A competent person, even without OSC specific training, can also be temporarily assigned as an OSC where it is deemed necessary.

### **(III) 4. Aircraft Coordinator (ACO)**

The Aircraft Coordinator (ACO) duties require special knowledge of aircraft operations. In certain special cases, the ACO may operate at the scene of the accident.

### **(III) 5. Maritime Assistance Service (MAS)**

Maritime Assistance Service is a function to handle events within Estonian SRR on ships that require assistance, but it has been confirmed that there is no danger to human life.

JRCC Tallinn is acting as the point of contact (PoC) between ship and shore within Estonian SRR.

The main tasks of JRCC Tallinn in case of MAS event are:

1. receiving reports from ship in need of assistance;
2. monitoring the situation;
3. acting as a point of contact between ship and coastal authorities;
4. acting as a point of contact between interacting partners at sea and mainland.

### **(III) 6. Medical advice/assistance**

Emergency medical advice and assistance is available 24/7.

#### **Medical advice**

- TALLINN RADIO provides free medical consultation calls 24/7 between the vessel and nearest medical facility. The consultation is provided in both Estonian and foreign languages. The vessel which is in the Estonian Rescue Region, calls the radio station with call sign "Tallinn Raadio" on radio channel 16 or sends a DSC call on MMSI number 002761000.
- When call is received by JRCC Tallinn, it forwards the medical consultation call to the North Estonian Medical Centre.

**Medical evacuations** are organized through the JRCC Tallinn, after doctor's advice. The transport will be carried out by helicopter or watercraft depending on circumstances. A medical team will be included whenever possible.

When a medical evacuation is requested, the ship must provide initially the following information:

- position, speed and course;
- weather conditions in the area;
- patient's condition and personal info;
- is there a doctor/medic on board;
- available equipment onboard for transporting the patient, spinalboard, scoop etc;
- is there availability for the helicopter to carry out winching operations or land on deck;
- available pilot gate(s) or other suitable boarding arrangements.

### **(III) 7. Firefighting and Chemical Hazards**

In the event of a fire or chemical accident, the ships own safety systems and the preparedness of the crew play a significant role. In these situations, the joint resources of the SRU-s (Search and Rescue Units) and the equipment and personnel of the Rescue Board are coordinated by the JRCC Tallinn. SRU-s are used when the vessel is at sea. If the ship is located in the port, the Rescue Board is alerted and they provide the required/additional resources. When ship is

located in the vicinity or approaching/leaving port, it is the decision of the master, in cooperation with the port operator, whether it is safer to berth in the port.

In the Baltic Sea area, specialized MIRG (Maritime Incident Response Group) teams are located in Helsinki and Turku. After the assessment of situation, MIRG team will be alerted by JRCC Tallinn. Team(s) will be transported to the scene by helicopter or watercraft depending on the situation. Team(s) will co-operate with the crew and support the ships own firefighting team(s).

In the event of a possible pollution, JRCC Tallinn informs the Estonian Navy's Maritime Operations Center, which is responsible for pollution control in the high seas.

In the event of a fire or chemical accident, the ship must provide initially the following information:

- position, speed and course;
- weather conditions in the area;
- the situation on board, assistance required and own resources
- information on the quantities of cargo, dangerous goods with UN number;
- information on the quantities of IFO/MGO/LO, other bunkers onboard.

Early information about a fire or chemical hazards and a request for MIRG/firefighting teams/other resources must be given to the JRCC Tallinn as soon as possible.

### **(III) 8. Shore Reception Arrangements**

In case of a major accident (Mass Rescue Operation) and associated evacuation, a shore based evacuation centre(s) will be set up under the authority of the SMC. The location of evacuation centre(s) will be determined by JRCC Tallinn. The evacuation centre(s) ensures the reception and identification of injured persons and evacuees, their transfer to hospitals or accommodation. The relevant actions in the evacuation centre(s) are coordinated and directed by JRCC Tallinn in cooperation with the on-scene manager (usually EPBGB field manager).

The decision and order of abandoning the vessel is made by the master of the vessel. This decision should be immediately relayed to the JRCC Tallinn. The ships own evacuation system and actions by the crew play an essential role in the actual evacuation situation.

## **IV SAR facilities**

#### (IV) 1. Joint Rescue Coordination Centre

**JRCC TALLINN**  
**Miinisadama 4, Tallinn**  
**+372 619 1224**  
**VHF CH 16, 69, VHF-DSC 70**  
**MF 2182 kHz, MF-DSC 2187,5 kHz**  
**Call sign: TALLINN RESCUE**  
**MMSI: 002760100**

JRCC Tallinn receives distress calls from people in need of help through following channels:

- telephone;
- VHF-DSC and MF-DSC distress call frequencies;
- VHF and MF voice distress call frequencies;
- COSPAS-SARSAT distress alarm reception system;
- other means.

#### (IV) 2. SAR-units

	Maritime assets					Land assets				Aerial assets		
	Vessel	Motorboat >18 m	Motor boat <18 m	Hovercraft	Airboat	SUV	Rescue truck	ATV/UTV	Snowmobile	Fixed wing	Helicopter	UAV
Estonian Police and Border Guard Board		X	X	X	X	X		X	X	X	X	X
Rescue Board			X			X	X	X				X
Navy	X	X										
Airforce											X	X*
State Fleet	X	X										
Volunteers		X	X		X	X		X	X			X
Environmental Board		X	X		X	X		X	X			X

Overview of the resources involved in search and rescue operations by institutions (units on round-the-clock readiness are marked on a blue background). \*unmanned aerial vehicles are in the Land Forces of the Defense Forces

#### (IV) 3. Radio Communication

JRCC Tallinn is responsible for radio communications in distress situations and for maintaining the related emergency preparedness. Radio communications in distress situations comprise the monitoring of emergency frequencies and traffic, answering distress alarms and calls, alerting the SAR units, and coordinating the radio traffic during the SAR operation.

JRCC Tallinn gives order on the use of communications frequencies and channels relating to the accident as precisely as possible and additionally gives orders pertaining to other communications traffic.

When assigned to a mission, a search and rescue unit is always provided with details on the effective lines of command and the communications network to be used.

The international distress and safety call frequencies monitored at the JRCC Tallinn are:

- VHF-DSC channel 70 (156,525 MHz);
- VHF channel 16 (156,800 MHz);
- MF-DSC channel (2187,5 kHz);
- MF channel (2182 kHz).
- Aeronautical VHF distress frequency 121,5 MHz.

Frequency used for aeronautical emergency is 121.5 MHz.

Frequency used for co-operation with aeronautical search and rescue services is 123.1 MHz.

When distress situation is located at sea, then coordination is primarily implemented using the international VHF voice channels 16 and 69, through which a mission coordination network is established.

The mission coordination network involves the following parties as applicable:

- Air- or watercraft in distress;
- JRCC Tallinn;
- OSC(s);
- ACO;
- Shore reception coordinator.

#### **(IV) 4. Search planning**

JRCC Tallinn will provide OSC and SAR units with search area and search patterns. SAR units and other vessels shall provide the JRCC with all information from the scene regarding weather, sea current, visibility, sea state, water temp and other relevant information.



#### **(IV) 5. Informing next-of-kin**

In the event of an accident, the Estonian Police and Border Guard Board are responsible for informing the next-of-kin of those involved in the accident.

#### **(IV) 6. Suspension or Termination of SAR activities**

The decision to terminate SAR activities is made by the SMC. SMC terminates the SAR operation when:

- a.) all people have been saved and are no longer in imminent danger;
- b.) all people have not been found or rescued, but it has been confirmed that further search will not provide results considering all the circumstances and influencing factors of the situation.

If required, the SMC shall discuss the termination of the mission with the other parties involved. A SAR action may also be temporarily suspended by the SMC, for example when there is extremely bad weather. After that the actions will be continued in accordance with the decision made. Efforts will continue as long as there remains reasonable hope of finding or rescuing people.

#### **(IV) 7. Shore reception**

In case of evacuation the JRCC will alert the staff for shore reception which will take care of registration, prioritization, medical care, transportation and accommodation.

### **V Media Communications**

Estonian Police and Border Guard Board is responsible for coordinating the communications relating to the search and rescue mission. Depending on the extent of the accident the communications personnel from the other authorities may assist Estonian Police and Border Guard Board.

The first release about the accident shall contain at least the following information:

- what has happened;
- where the incident took place;
- when the incident took place;

- what measures have been taken;
- when additional information will be available.

Depending on the accident, a press conference may be arranged. The representatives of the authorities involved and the ship-owner shall be present at the press conference. The authorities shall explain the actions taken and ship-owner shall explain matters related to the vessel and its crew. Only reliable information shall be released at the conference; the potential causes of the accident with considering factors will not be included.

## **VI Periodical exercises**

The amount, form and content of the exercises shall be considered jointly by the ship, the ship-owner and the SAR services according to the needs. The exercises are organized once a year. The ship-owner is obliged to actively contribute to organizing the exercise and contacting the JRCC Tallinn well in advance of the exercise. Large-scale exercises should be agreed as early as possible, while smaller exercises can be carried out at a notice of 2-4 weeks.

The purpose of the exercises is to make the SAR services better known by ships crew and ship-owners, and to co-ordinate the actions of the ship-owner, the crew and the JRCC in the event of accidents.

The exercises shall primarily take place outside of the high season (between September and April).

Exercises can preferably be of the following types:

- communication exercises;
- joint table top exercises;
- live exercises.

Communication checks and readiness can be practiced as applicable (monthly basis).