

# **SAR CO-OPERATION PLAN**

## **(III-VI)**



**Politsei- ja Piirivalveamet**

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).“

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 consist 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).

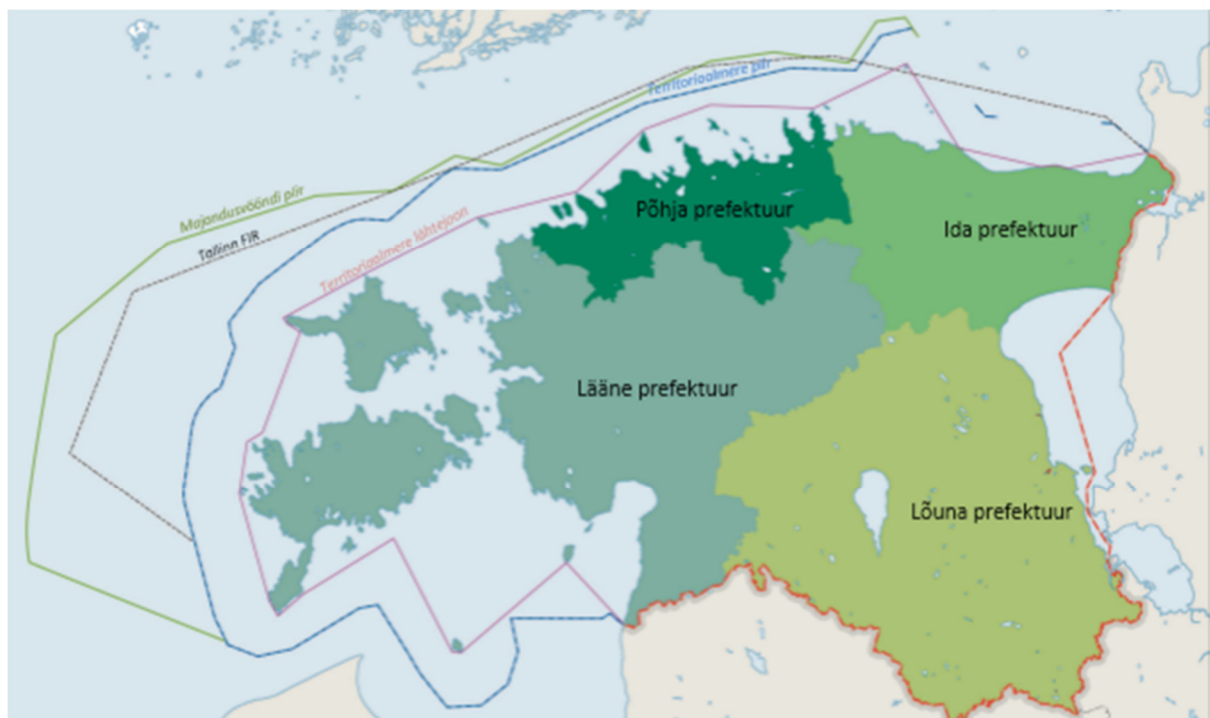
## Corrections and updating

Minor corrections like new telephone numbers, change 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 co-operation 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 Co-ordinator (SMC)**

The JRCC function is provided by the Estonian Police and Border Guard Board – JRCC Tallinn. The JRCC 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 on the release from duty of the units ordered to participate in the SAR mission.

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

### **(III) 3. On-Scene Co-ordinator (OSC)**

On-scene co-ordinator is specially-trained person, who, under the command of the SMC, is responsible for leading and co-ordinating SAR operations at the scene of the accident.

A competent person other than an official can also be temporarily assigned as an OSC in urgent cases where it is deemed necessary in order to save human lives.

### **(III) 4. Aircraft Co-ordinator (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)**

JRCC Tallinn is responsible for providing Maritime Assistance Services (MAS) within the Estonian SRR. The purpose of MAS is to support the contingency planning and preventive measures within the search and rescue services in preparation for maritime hazards and emergencies.

## IV SAR facilities

### (IV) 1. Joint Rescue Co-ordination Centre

<p><b>JRCC TALLINN</b>  <b>Miinisadama 4, Tallinn</b>  <b>+372 619 1224</b>  <b>VHF CH 16, 69, VHF-DSC 70</b>  <b>MF 2182 kHz, MF-DSC 2187,5 kHz</b>  <b>Call sign: TALLINN RESCUE</b>  <b>MMSI: 002760100</b></p>
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JRCC Tallinn receives emergency alarms from people who are in distress at sea through channels such as:

- telephone;
- VHF-DSC and MF-DSC emergency safety call frequencies;
- VHF and MF voice emergency 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	Copter	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	X
Transport Agency	X	X										
Volunteers		X	X		X	X		X	X			X
Environmental Board		X	X									

Blue – 24/7 readiness.

### **(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 co-ordinating 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 also 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 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)

The frequency used for co-operation with aeronautical search and rescue services in a distress situation is 123.1 MHz.

The off-shore mission co-ordination is primarily implemented using the international VHF voice channels 16 and 69, through which a mission co-ordination network is established.

The mission co-ordination network involves the following parties as applicable:

- Distress vessel
- JRCC Tallinn
- OSC(s)
- ACO
- Shore reception co-ordinator

### **(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 pertinent 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 actions**

The decision to terminate SAR actions rests with the SMC. SMC terminates the SAR operation when all people have been saved and are no longer in imminent danger or if all of the people have not been found or rescued, efforts will continue as long as there remains reasonable hope of finding or rescuing them.

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.

#### **(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, accommodation and transportation.

### **V Media Communications**

Estonian Police and Border Guard Board is responsible for co-ordinating 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 disseminated at the conference; the potential causes shall not be assessed.

## **VI Periodic 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 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 JRCC Tallinn well in advance of the exercise. Large-scale exercises should be agreed upon around 6-12 months in advance, 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 and ship-owners, and to co-ordinate the actions of the ship-owner, the ship 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.

Connection tests and preparedness enquiries can be practised as applicable (monthly basis).