



# International guidance on MROs



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## International guidance on MROs



- ❑ **COMSAR/Circ.31: Guidance for Mass Rescue Operations**
- ❑ **MSC.1/Circ.1186: Guidelines on the training of SAR service personnel working in major incidents**
- ❑ **MSC.1/Circ.1183: Guidelines on the provision of external support as an aid to incident containment**
- ❑ **MSC.1/Circ.1184: Enhanced contingency planning guidance for passenger ships operating in areas remote from SAR facilities**
- ❑ **MSC.1/Circ.1182/Rev.1: Guide to recovery techniques**
- ❑ **MSC.1/Circ.1447: Guidelines for the development of plans and procedures for recovery of persons from the water**
- ❑ **MSC.1/Circ.1079: Guidelines for preparing plans for cooperation between SAR services and passenger ships**





## COMSAR/Circ.31 Guidance for Mass Rescue Operations



- ❑ Prepared by the Joint ICAO/IMO Working Group on Harmonization of Aeronautical and Maritime Search and Rescue at its ninth session (Hong Kong, China, 30 September to 4 October 2002)
- ❑ Guidance were agreed by the Sub-Committee on Radiocommunications and Search and Rescue (COMSAR), at its seventh session (13 to 17 January 2003)

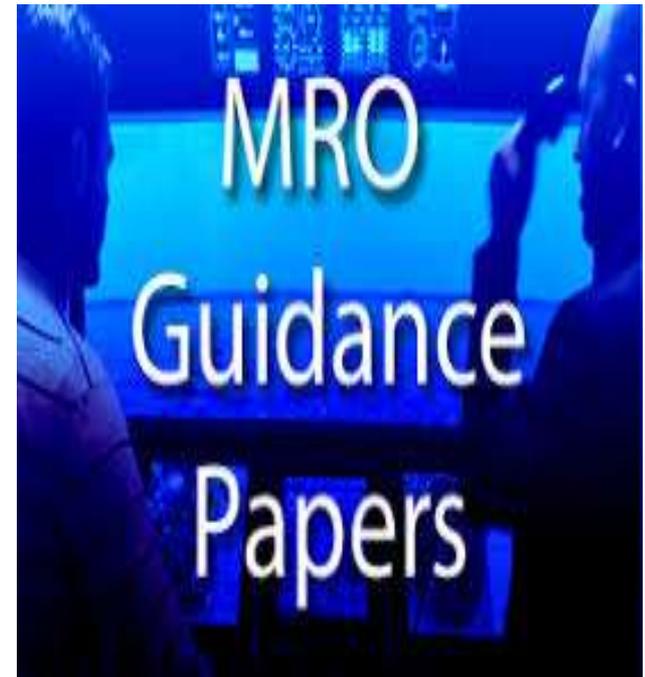




## COMSAR/Circ.31 Mass Rescue Operations



- ❑ A mass rescue operation (MRO) is one that involves the need for **immediate assistance to large numbers of persons** in distress such that capabilities normally available to search and rescue (SAR) authorities are inadequate
- ❑ Fortunately, **MROs are relatively rare compared to normal SAR operations**
- ❑ But major incidents leading to the need for MROs have not been infrequent on a world-wide basis
- ❑ Can occur anywhere at any time





## COMSAR/Circ.31 Guidance for Mass Rescue Operations



- Since the nature of such operations may be **poorly understood due** to limited chances to gain experience with **major incidents involving MROs**
- **Moral and legal obligations, as well as public and political expectations, drive the need to be prepared to carry out MROs safely and effectively should they become necessary**
- The provisions of this document are intended to provide general guidance to **authorities and organizations responsible for ensuring that MROs, should they be necessary, are successful.**





## COMSAR/Circ.31 Guidance for Mass Rescue Operations



- To the extent practicable, MROs should be co-ordinated by an SMC in an RCC
  - However, depending on
  - the magnitude
  - nature
  - complexity of a mass rescue incident,the rescue efforts may be better co-ordinated by an **appropriate operations center higher within the SAR agency or a government**
- Considerations in this decision might include, among others:
  - extensive rescue support by organizations other than those commonly used for SAR
  - need for heavy international diplomatic support
  - serious problems in addition to potential loss of lives, such as environmental threats, terrorist actions, or national security issues



## COMSAR/Circ.31 Factors in MRO planning



- ❑ **Activation of additional staff** to augment, replace or sustain needed staffing levels
- ❑ **Recovery and transport of large numbers of survivors** (and bodies, if necessary), accounting for survivors potentially having injuries and lack of training, age limitation, hypothermia...
- ❑ **Means of reliably accounting for everyone involved**, including responders, survivors, crew....
- ❑ **Care, assistance and further transfer of survivors once delivered to a place of safety**, and further transfer of bodies beyond their initial delivery point
- ❑ **Activation of plans for notifying, managing and assisting the media** and families in large numbers
- ❑ **Control of access to the RCC** and other sensitive facilities and locations
- ❑ **RCC backup** and relocation plans, as appropriate
- ❑ **Ready availability** to all potential users of plans, checklists and flowcharts



## MSC.1/Circ.1186 Guidelines on the training of SAR Service Personnel Working in Major Incidents



- ❑ Major incidents are, fortunately, rare
- ❑ However, they must **be planned and prepared for**
- ❑ The preparation includes an **additional element of training**
- ❑ SAR service personnel are generally used to handling relatively small-scale incidents
- ❑ The rarity of major incidents means that they cannot gain the same levels of direct experience in dealing with emergencies on this scale.
- ❑ The need for specific **training therefore increases commensurately**



## MSC.1/Circ.1186 Guidelines on the training of SAR Service Personnel Working in Major Incidents



- ❑ The Guidelines on the training of SAR service personnel working in major incidents were approved by the **Maritime Safety Committee**, at its eighty-first session (10 to 19 May 2006)
- ❑ **Successful interaction and mutual understanding** between those who will have to work closely together during a major emergency are of **fundamental importance to its being handled successfully**
- ❑ **The human element and relevant training** for all who may be involved are **key factors in this context**.



## MSC.1/Circ.1186 Guidelines on the training of SAR Service Personnel Working in Major Incidents



- ❑ These guidelines should be read in conjunction with the guidance on mass rescue operations in the **IAMSAR Manual, Volume I, Section 6.5, and especially Volume II, Section 6.15**
- ❑ In these guidelines the term major incident means an incident which requires **special arrangements to be put in place in order to deal with it.**
- ❑ The incident is **above and beyond what may be regarded as routine SAR work**



## MSC.1/Circ.1186 Fundamental concerns



- Particular attention is drawn to the following aspects of major incident preparedness:
  1. **the structure and synergy of the wider SAR team** which, in a major incident, will include members who are not used to working together as part of the everyday response;
  2. **the crucial importance of effective communications** at all levels;
  3. **the additional pressures placed on SAR service personnel** during major incidents, and particularly in mass rescue operations;
  4. **the usefulness of major emergency exercises and simulations**; and
  5. the usefulness of familiarization visits and exchanges, and joint training initiatives



## MSC.1/Circ.1182/Rev.1 GUIDE TO RECOVERY TECHNIQUES



- ❑ Prepared by the Sub-Committee on Navigation, Communications and Search and Rescue at its first session (30 June to 4 July 2014)
- ❑ The Maritime Safety Committee, at its ninety-fourth session (17 to 21 November 2014), with a view to providing specific guidance to seafarers on recovery techniques, approved **the Guide on recovery techniques**



## MSC.1/Circ.1182/Rev.1 The recovery process



- The recovery process is often difficult
- It may be complicated by:
  - The size of your ship:**  
survivors may have to climb or be lifted considerable distances to get aboard
  - Differences in relative movement between your ship and the craft or people alongside:**  
it may be difficult to stay alongside or for survivors to get onto ladders, etc. or in through shell openings; and
  - The physical capability of those to be recovered:**  
they may be able to do little or nothing to help themselves





## Msc.1/circ.1182/rev.1 Aims and contents of this guide

- This guide focuses on recovery and the work you may have to do to achieve it.
- It is intended to be used as a reference document.
- You should read it now and you should refer to it again while proceeding to the scene of the emergency
- Should be a part of your preparation for the recovery operation



## Msc.1/circ.1182/rev.1 Contents of the Guidance

- The guidance is set out as follows:
  - Possible recovery problems
  - Planning considerations
  - Providing assistance before recovery
  - The recovery process - general considerations
  - The approach
  - Rescue craft and lines
  - Getting people aboard - factors to consider
  - Climbing and lifting
  - Providing assistance when standing by The immediate care of people recovered
  - Recovery Checklist



## MSC.1/Circ.1447 Guidelines for the development of Plans and Procedures for Recovery of Persons from the Water

- ❑ Approved by the Maritime Safety Committee, at its ninety-first session (26 to 30 November 2012)
- ❑ Aiming at providing additional guidance on the application of the requirements in **SOLAS regulation III/17-1**
- ❑ Should be read in conjunction with the Guide to recovery techniques (**MSC.1/Circ.1182**) and the **Guide for cold water survival (MSC.1/Circ.1185/Rev.1)**



## MSC.1/Circ.1447 Matters to be considered when developing plans and procedures

- ❑ **A risk assessment** should be conducted and documented when developing plans and procedures for recovery of persons from the water
- ❑ **The recovery plans and procedures** should facilitate the transfer of persons from the water to the ship while minimizing the risk of injury from impact with the ship's side or other structures
- ❑ To the extent practicable, recovery procedures **should provide for recovery of persons in a horizontal or near-horizontal ("deck-chair") position.** (refer to the Guide for cold water survival (MSC.1/Circ.1185/Rev.1))
- ❑ If carried, dedicated recovery equipment **should be clearly marked with the maximum number of persons** it can accommodate, based on a weight of 82.5 kg per person



## MSC.1/Circ.1447 Matters to be considered when developing plans and procedures



- ❑ **Recovery operations** should be conducted at a position clear of the ship's propellers and, as far as practicable, within the ship's parallel mid-body section
- ❑ **A source of illumination** and, where required, a **source of power** should be available for the area where the recovery operation is conducted
- ❑ **Ship-specific procedures for the recovery of persons from the water should specify the anticipated conditions** under which a recovery operation may be conducted without causing undue hazard to the ship and the ship's crew



**MSC.1/Circ.1079/Rev.1**  
**Guidelines for Preparing Plans for Cooperation between  
Search and Rescue Services and Passenger Ships**



- Having considered the recommendations made by the Sub-Committee on Navigation, Communications and Search and Rescue at its fourth session (8 to 10 March 2017)
- The Maritime Safety Committee, at its ninety-eighth session (7 to 16 June 2017), approved the revised guidelines (**in accordance with SOLAS regulation V/7.3**)



## MSC.1/Circ.1079/Rev.1 The purpose of the Guidelines



- ❑ To provide a uniform basis for the establishment of plans for cooperation between passenger ships and SAR services in accordance with **SOLAS regulation V/7.3**
- ❑ Plans developed in accordance with the Guidelines **will meet the requirements of the regulation**



## MSC.1/Circ.1079/Rev.1 Aims and objectives of SAR cooperation planning

- The aim of SAR cooperation planning is **to enhance the mutual understanding** between a ship, a company and SAR services
- In the event of an emergency, **all three parties** will be able to work together efficiently and effectively
- This is best achieved by the prior **exchange of information** and by **conducting joint emergency response exercises**





## MSC.1/Circ.1079/Rev.1 The objectives of SAR cooperation planning



- ❑ To link the SAR response plans of the company, the passenger ship, and relevant SAR services so that these plans complement each other
  
- ❑ To enable the early and efficient establishment of contact in the event of emergency between
  - ❑ the passenger ship
  - ❑ the company's shore-based emergency response system
  - ❑ the SAR services
  
- ❑ To provide the SAR services with easily accessible and up-to-date information about the ship
  
- ❑ To provide the ship and the company with easily accessible information about SAR and other emergency services available in the ship's area of operation, to assist in decision-making and in contingency planning





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