MRO GENERAL ASPECTS

What's an MRO ?

- The SAR capabilities normally available are inadequate in an MRO
- complexity and rarity
- It is necessary to recognise the risks, and to plan and train to deal with them and respond,
- 'Catastrophic' cases, which affect the SAR services themselves so that planned MRO resources are not available
- Public special announcement
- Irregular migration, when landing survivors may be problematic,

irst mass rescue operations traini

- *The first IMRF's Mass Rescue Operations (MRO) Project*
- *Mass Rescue workshop*

Maritime events

4-6 September 2018, at Chalmers University of Technology in Gothenburg, Sweden.

From Australia, Canada, Denmark, Estonia, Germany, Ghana, Guinea-Bissau, Malta, Morocco, the Netherlands, Norway, Portugal, Russia, Sweden and the UK. A

IMO INTERNATIONAL MARITIME ORGANIZATION

INTERNATIONAL MARITIME RESCUE

Subject matter expert

Details of such operations

The coordination,

Communications in water

- A scene-setting case study,
- consideration of appropriate responses to a complex or initially chaotic situation such as a mass rescue operation.

Training and Testing regimes

Aim

It concluded with affirmation of the continual Plan:

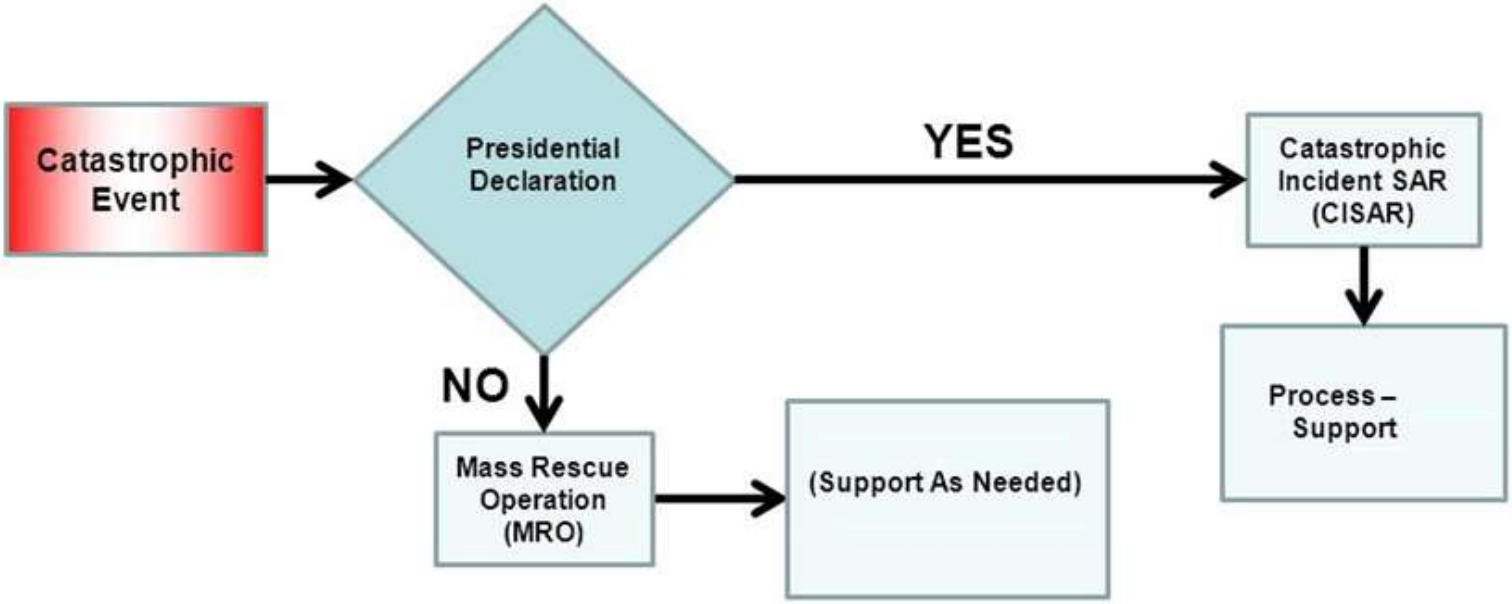
– Train – Test – Review cycle -

MRO

MASS RESCUE OPERATIONS

MASS RESCUE OPERATIONS

SAR SERVICES CHARACTERIZED BY THE NEED FOR IMMEDIATE RESPONSE TO LARGE NUMBERS OF PERSONS IN DISTRESS, SUCH THAT THE CAPABILITIES NORMALLY AVAILABLE TO AUTHORITIES ARE INADEQUATE.



Risk and risk analysis

- Part of the planning process
- Planners should select suitable risk analysis tools
- MROs are low likelihood, high consequence’
- MROs may have many causes, but tend to have common effects
- Risk analyses are likely to show geographical areas of enhanced risk, and areas of enhanced or reduced response capability

‘Ownership’ of plans

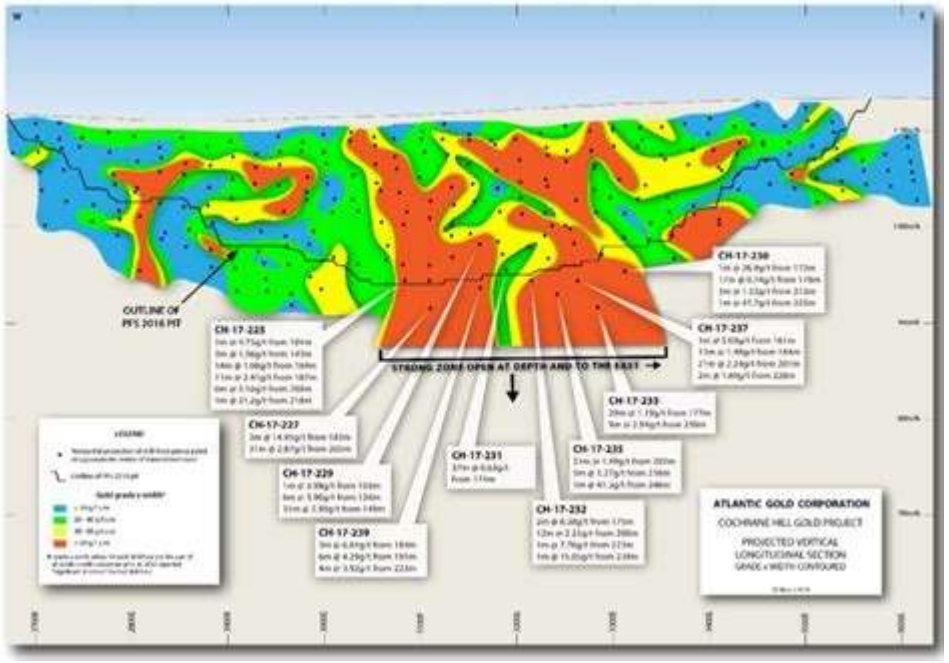
- Name individuals or groups should be given specific responsibility for developing and testing the plan and keeping it up-to-date

- Individuals do not need to know the whole plan, only that there is a plan, and what their own role will be

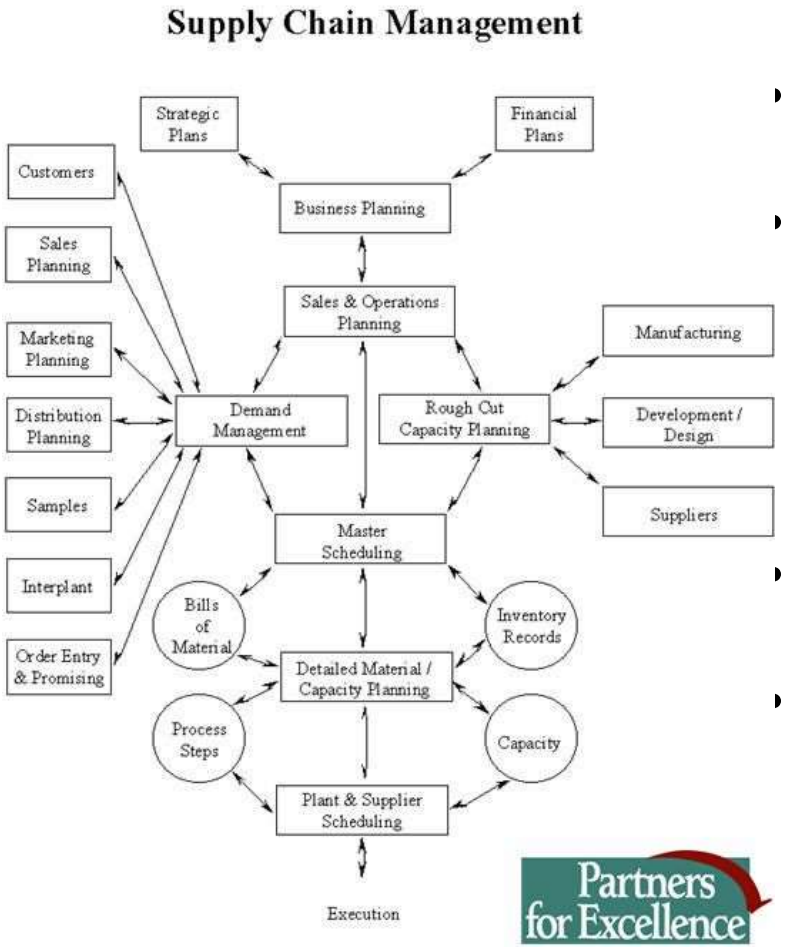
- Everyone who may have to put the plan into effect should understand and agree their part in it

Fill the ‘capability gap’?

- Identify additional resources
- Cooperate regionally
- Provide support on scene



Funding MRO preparedness

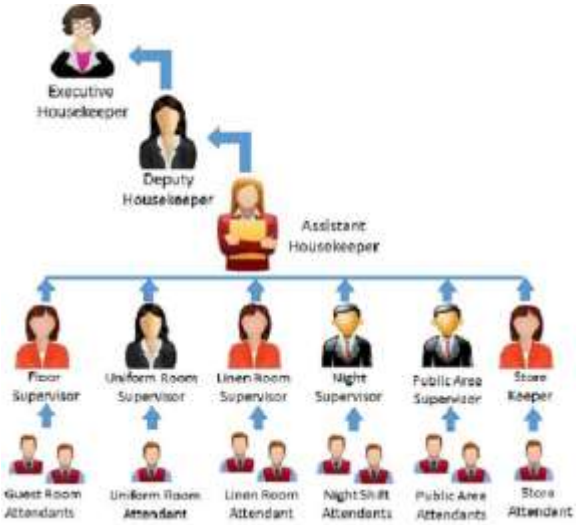


- Funding MRO capability is a question of balance
- The resourced level of SAR capability, based on risk assessment, will be less than that needed to deal with every conceivable MRO, for practical economic reasons
- MRO funding is therefore a matter of funding planning,
- Ensure that no delay occurs during an MRO due to uncertainties or disputes over cost and payment

Command, Control, Coordination

- Good coordination i
- Distinguish between ‘command’, ‘control’ and ‘coordination’
- Coordinate responding organisations’ command networks efficiently and effectively within an overall control structure
- A network of coordination and communication nodes should be pre-planned
- Trained and equipped ‘communications’ or ‘liaison’ officers

The role of the SAR Coordinator in planning for MROs



- The ‘SAR Coordinator’ is defined by the IMO as “…persons or agencies […] with overall responsibility for establishing and providing SAR services and ensuring that planning for those services is properly coordinated.”

ROLES

- IMO distinguishes between the SAR Coordinator (SC) and the SAR *Mission* Coordinator (SMC)
- The SC has a leading role in *preparing* for mass rescue operations
- It is essential that the SC's overall coordinating responsibility for MRO planning is recognised
- The SC should ensure that the 'capability gaps' are identified and planned to be filled
- The SC is responsible for ensuring that the necessary legal and funding frameworks are in place.

Retrieval

- IMO define ‘rescue’ as the “operation to retrieve persons in distress, provide for their initial medical or other needs and deliver them to a place of safety”.
- ‘Retrieval’ is the first, but only the first, part of rescue.

- ‘Persons in distress’ may be in various locations
- They may or may not be able to assist in their own rescue
- Leaving people aboard their parent unit or survival craft may be an alternative to recovering them at sea
- Retrieval can be a very difficult operation, which should be prepared and trained for
- Retrieval possibilities and priorities should be carefully considered and agreed, at the planning stage and at the time of the incident

Use of surface units and aircraft

- There are many types of ‘surface unit’ that may become involved: consider which are suited to the various functions that may be required: search, rescue, support and coordination
- The most suitable units should be used for retrieval and transfer to ‘places of safety’ – and they may not be the same for both
- Rescue needs to be as carefully coordinated as search action *(see diagram for one example)*
- Rescue units should not be assumed to be satisfactory temporary places of safety
- Support may be an alternative, or an aid, to ‘traditional’ rescue
- SAR helicopters are probably best thought of as ‘specialist’ rescuers in MROs
- Fixed-wing SAR aircraft may be able to deliver support; can cover search areas rapidly and effectively; and make good communications and surveillance platforms
- Good communication between SMC, OSC and ACO, and between the ACO and the pilots-in-command of the aircraft responding, are essential to flight safety and operational success

Accounting for people, including searches

- Counting people in an MRO is a significant problem, but accurate counting is necessary
- Accounting for everyone originally involved should include searches of the unit in distress and the surrounding area
- Response personnel placed on board the unit in distress or survival craft etc must also be accounted for

Supporting survivors during rescue

- Survivors should be supported during the transfer phase, between retrieval and landing at the ‘place of safety’
- Counting and medical triage are primary functions: medical advice and assistance may be sought via the RCC
- Survivors’ basic welfare needs should be catered for
- Survivors will be easier to manage if they understand what is happening
- Survivors are a valuable source of information; but any questioning needs to be handled carefully

Places of safety

- The ‘place of safety’ is defined in the IAMSAR Manual as “a location where rescue operations are considered to terminate; where the survivors' safety of life is no longer threatened and where their basic human needs (such as food, shelter and medical needs) can be met; and, a place from which transportation arrangements can be made for the survivors' next or final destination. A place of safety may be on land, or it may be on board.

The SAR Mission Coordinator

- In an MRO the SMC should appoint, and work closely with, an OSC: other subsidiary coordinators, including an ACO, should be appointed as circumstances require
- The SMC should plan for all eventualities – search, rescue and support – and should keep the planning flexible accordingly

The On Scene Coordinator

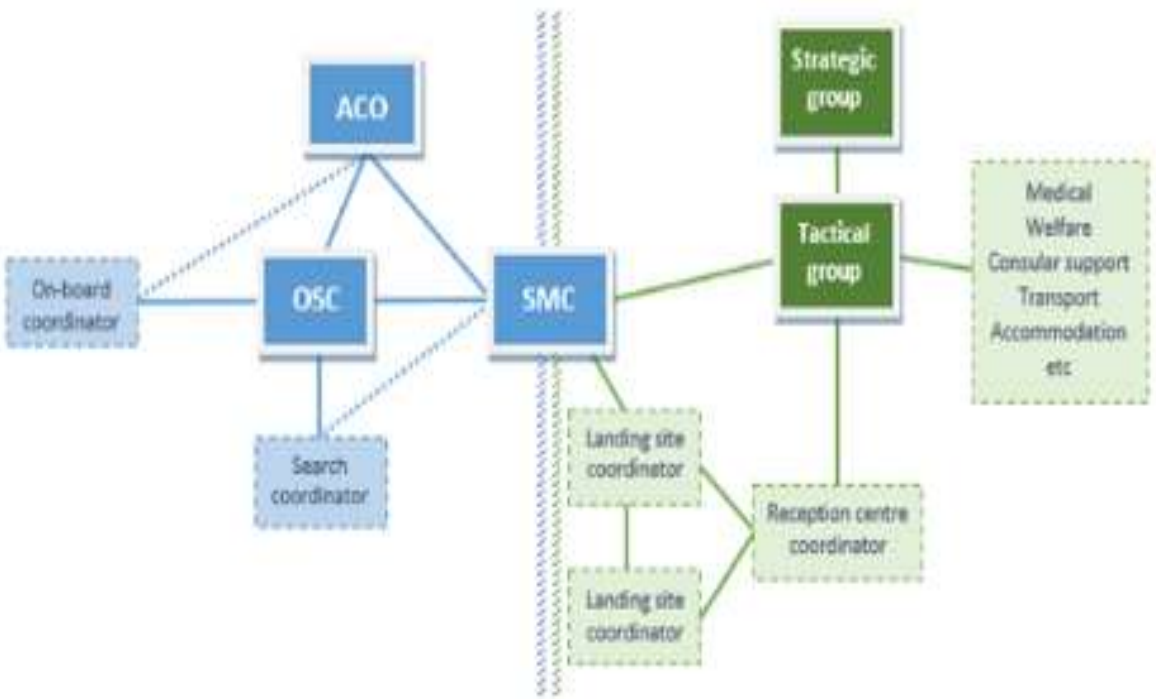
- The OSC coordinates the search, rescue and/or support actions of the SAR facilities assigned, implementing plans drawn up by, and discussed with, the SMC
- Communications with the commander of the unit in distress may be one of the OSC's most important functions in an MRO, together with appraisal of the situation, initially and as it develops
- Good communication and information flow between OSC and SMC are particularly important
- Having the OSC keep an eye on overall safety on scene is beneficial
- The OSC must understand what the role is, and be able to concentrate on it; must have good communications capability; and should have good on-scene endurance.

The Aircraft Coordinator

- The ACO's main duties are to ensure flight safety and to assist in implementing the response plans under the SMC's general direction, working closely with the OSC
- An ACO should be appointed, normally by the SMC, whenever there is more than one aircraft assigned to operate within an ‘area of SAR action’
- The ACO should make regular reports of on scene activity to the SMC, OSC and the aircraft involved in the operation
- Aircraft carrying VIPs and/or news media teams must only be allowed into or near to the area of SAR action in consultation with the ACO, and should not be allowed to impede SAR operations

Maritime / shoreside coordination

- Good communication and coordination are required between the maritime and shoreside parts of an MRO
- The SAR Coordinator should ensure that maritime and shoreside responders plan together
- The MRCC should be the focal point as regards operational and tactical communications between the at-sea and the on-shore parts of the operation
- Landing points and procedures should be agreed at the planning stage: port authorities will


ACO
Strategic group
On-board coordinator
OSC
SMC
Tactical group
Medical
Welfare
Consular support
Transport
Accommodation
etc
Search coordinator
Landing site coordinator
Reception centre coordinator
Landing site coordinator

Communications

—what are the priorities?

—what systems are required?

—how should communications be structured?

Public relations

- Plan to communicate: consider those involved in the incident; the news media; friends and families of those involved; the general public; and VIPs
- Monitor and use social networks as well as ‘traditional’ news networks
- Agree which organisation will lead on which subjects
- Make sure that your public messages are simple, clear, factual – and agreed
- Establish a public relations presence, including a news media centre, near the incident scene

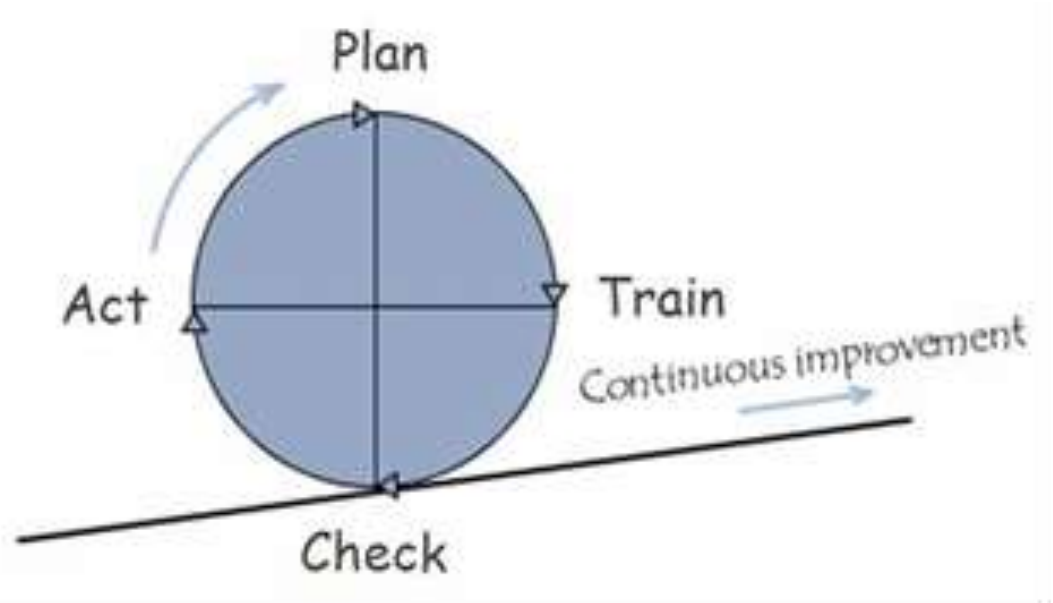
An MRO plan should be SMARTA

- ✓ *Specific* – MROs have been fully considered and planned for
- ✓ *Meaningful* – the plan is focussed and sufficiently detailed
- ✓ *Attainable* – all stakeholders have agreed that the plan will work in practice; which means that its users must be trained in it and 'own' it
- ✓ *Relevant* – the plan is based on actual resources and capabilities
- ✓ *Tracked* – the plan must be up-to-date: a controlled document
- ✓ *Accessible* – all users must know where to find it, and understand their own part in it

Training, testing, learning

IMRF summary

- Training is an essential part of the ‘plan, train, test, review’ cycle of continuous improvement
- There are considerable benefits to be achieved in training together, on a multi-agency basis
- Exercises can be for demonstration purposes, as part of a training programme, or to test plans and training
- Exercise participants should be ready to learn from their experience, whether good or bad
- The exercise format chosen should be suited to the agreed aims and objectives
- An open and honest report enables assessment of the effectiveness of planning and training
- We can, and should, learn from each other’s experience: the report should contain sufficient information to enable the reader to understand what happened and how and why it happened


Plan
Act
Train
Continuous improvement
Check

Conclusions

- Be prepared to be unprepared! It's not 'if' but 'when'…
- Planning for MROs is essential to their success: appoint a lead planner with clear responsibility and powers to prepare the plan
- Identify the stakeholders, and agree a planning process and what should be included in the plan
- Identify the capability gaps and means of filling those gaps
- Train as appropriate
- Test both the planning and the training, and revise both as necessary: planning is a cyclical process, not a 'one-off'
- Encourage 'ownership' and active review

The "Concordia
" where the lessons of a shipwreck

On January 13, 2012, at 9:45 pm, the ship, skirting the coast too close, struck at 15 knots the Scole, rock which disembowelled its hull more than 70 meters. Losing almost immediately its means of propulsion.

consequences :

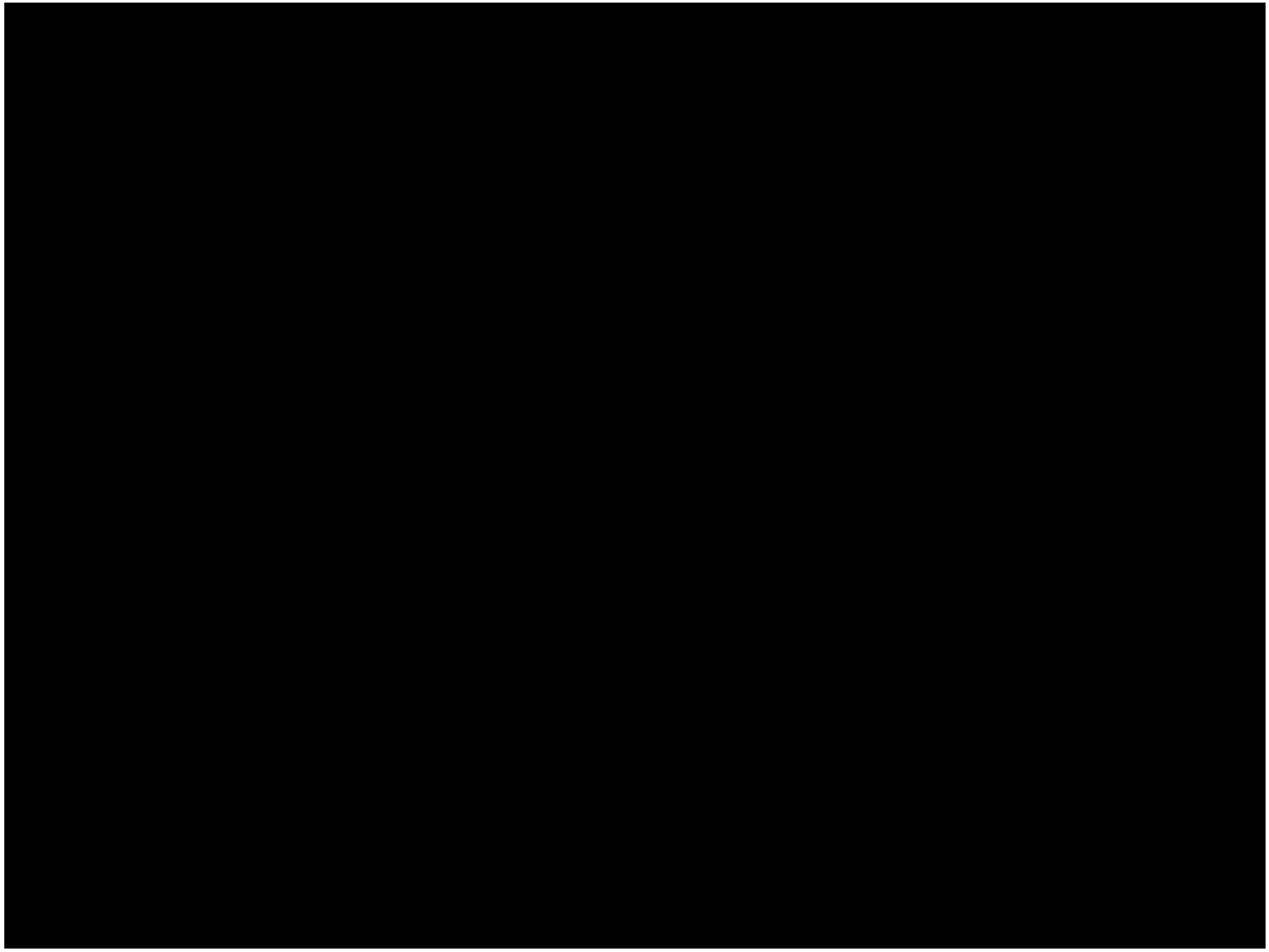
a much heavier toll, 32 people lost their lives and 157 others were injured, out of the 3216 passengers and 1013 crew members on board that day.

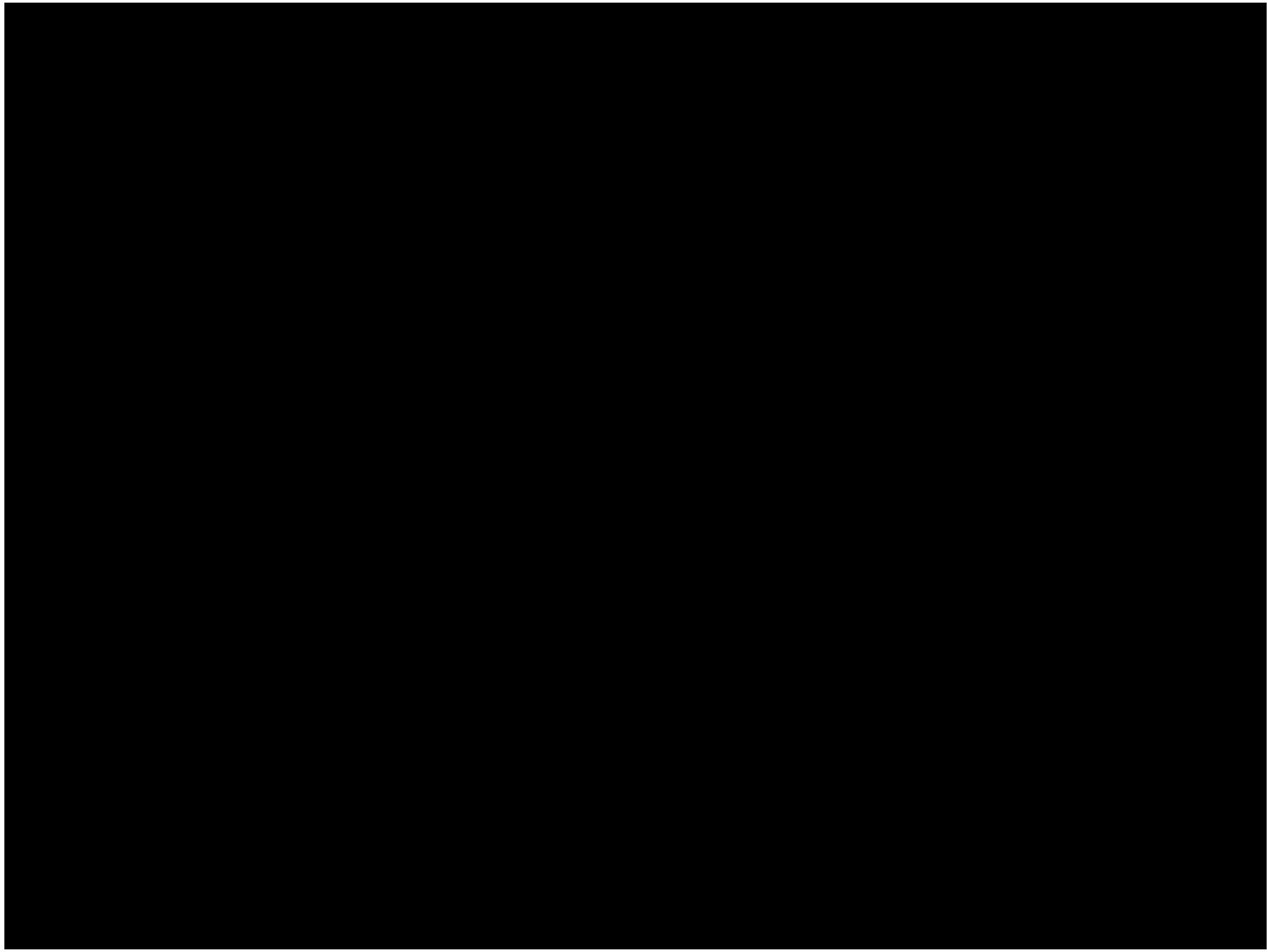
Viking sky

A call for help: The vessel sent a distress signal Saturday after its engines cut out in rough seas with 1,300 passengers and crew on board.

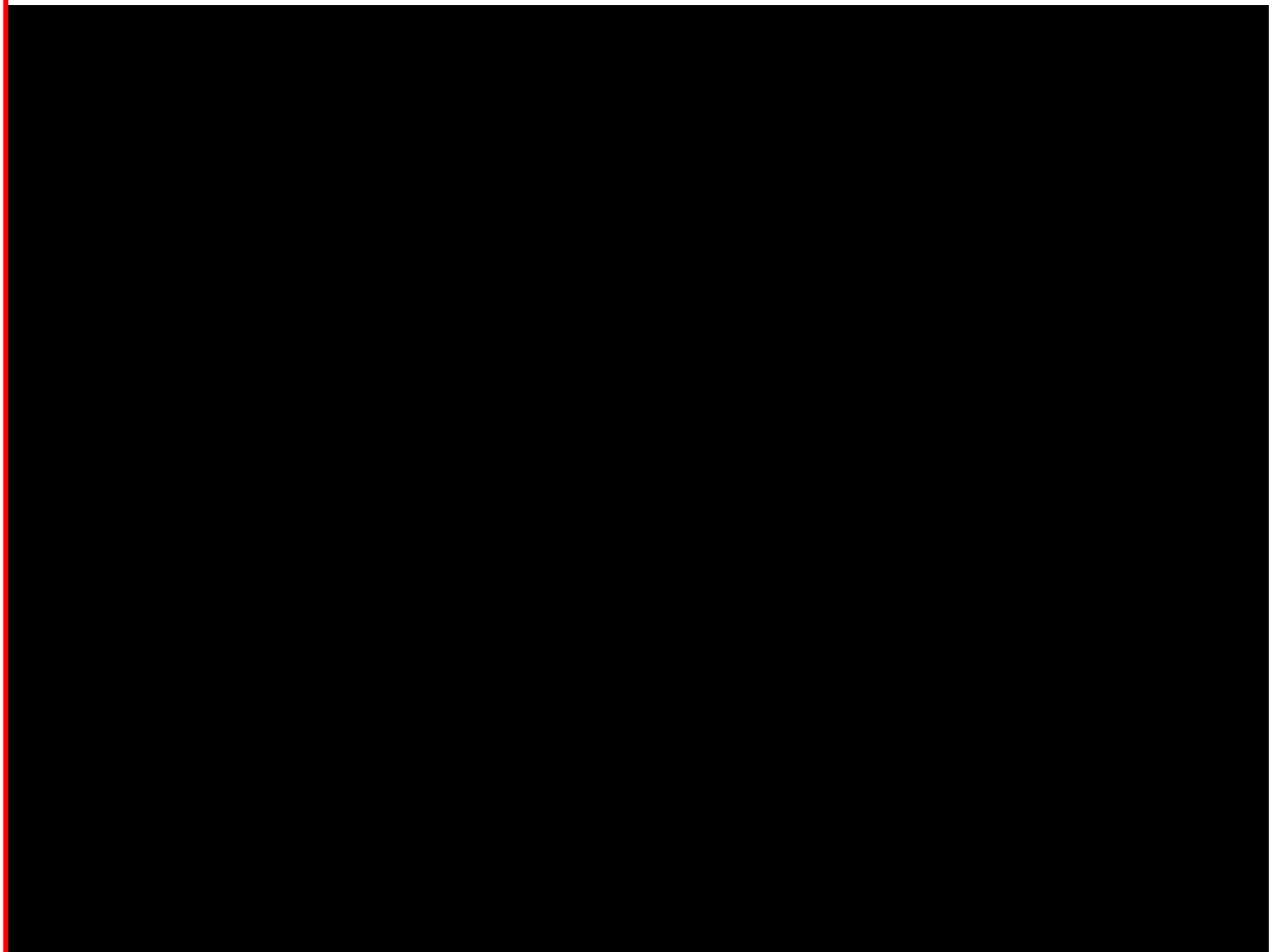
- What happened: Rescuers evacuated 479 people from the stricken ship by helicopter.
- Twenty people who were injured on the vessel were being treated by medical facilities in Norway.

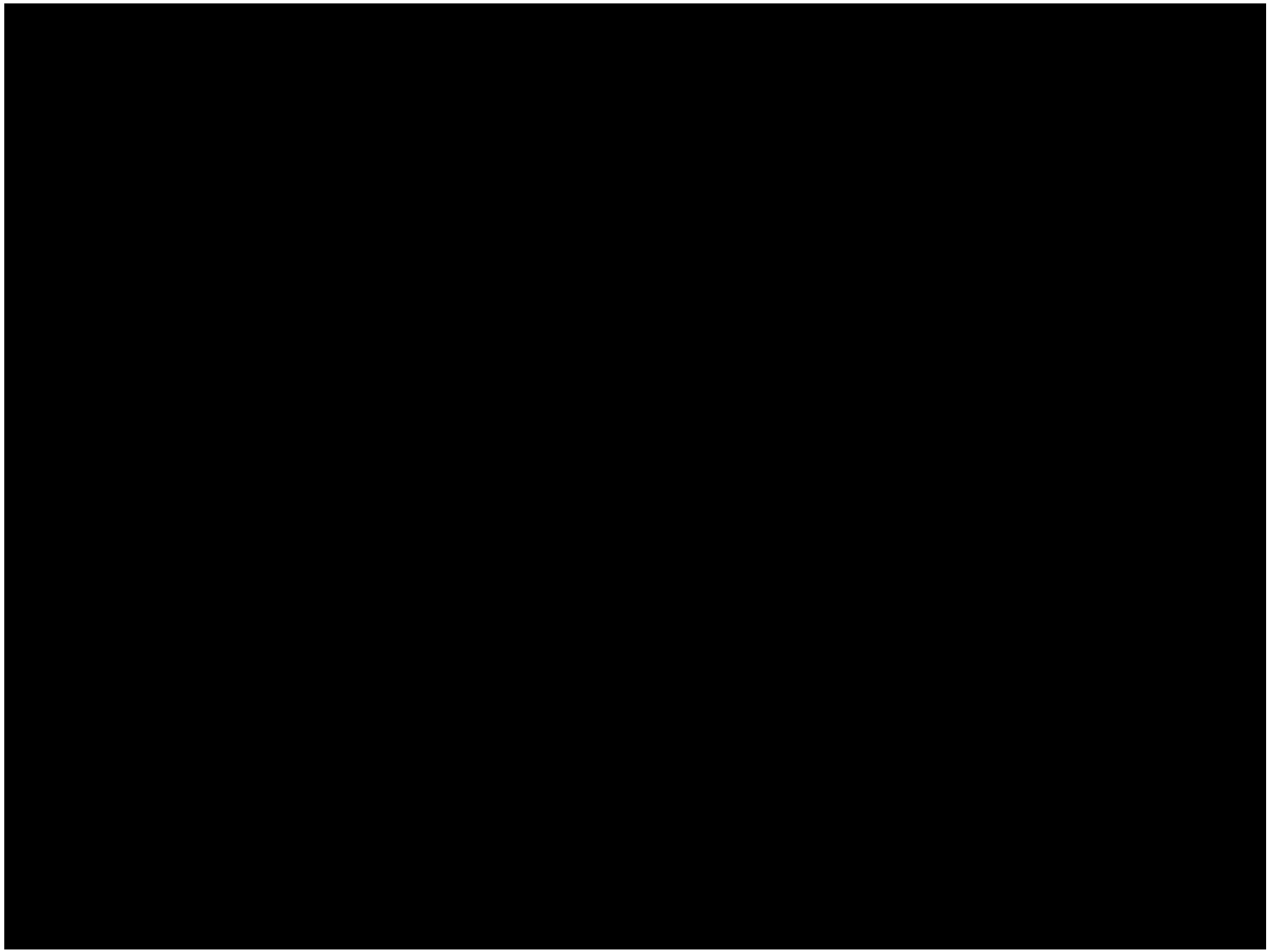
Cruise Ship in Storm SAVED! Viking Sky Towed into Molde Norway





Passengers recount airlift evacuation from Viking Sky cruise ship





Références

-GUIDENCE FOR MASSE RESCUE OPERATIONS(COMSAR/ CIR.31)

-GUIDE TO RECOVERY TECHNIQUES (MSC.1/CIR.1182/REV.1)

- GUIDELINES ON THE TREATEMENT OF PERSONS RESCUED AT SEA (MSC.167(78))

-ENHENCED CONTINGENCY PLANNING GUIDENCE FOR PASSENGER SHIPS OPERATING IN THE AEREA REMOTE FROM SAR FACILITIES(MSC.1/CIR.1184)

-GUIDELINES ON PLACES OF REFUGE FOR SHIPS IN NEED IN ASSISTANCEA.949(23)

-INTERNATIONAL MARITIME RESCUE FEDERATION CONFERENCE ON MASS RESCUE AT SEA ;GOTHENBURG JUNE/ REPORT.

V

- In the cruise industry, you do not get lost in these conjectures. The measures taken after the sinking are satisfactory. They "help to improve the safety of passengers and crews, which remains the top priority for our sector," says the International Association of Cruise Lines (CLIA). For the European Cruise Council (ECC), they "reflect the willingness of cruise companies to adopt and share their best practices". The interprofessional bodies also launched an audit after the sinking in January 2012, on the operational safety of the cruise industry. The report was submitted to the Maritime Safety Committee of the International Maritime Organization (IMO) in November 2012 but will only be considered at its next session in May 2013.

- Another measure was taken concerning the lifeboats, whose malfunctions appeared glaring. Nothing about their mechanism strictly speaking but about the formation of the crew when boarding the boats. "This is of no use because the problem of the boats is technical and far exceeds the training of personnel or maintenance issues, says a sailor, a specialist in security issues. This is the very mechanism that must be challenged because, with boats for 150 people who weigh 3 to 5 tons each, the launching remains today a real challenge as the maneuver is dangerous and not control. As proof, the numerous fatal accidents during simulation exercises ". IMO is still working on this problem without being able to solve it. "We can improve the procedures as much as we want, spend millions in maintenance and safety devices, if the technical process that allows the evacuation of people does not work, what's the point?" Questions Arnaud Wattel, captain of a ship. "Nobody will ever say but it must be admitted: evacuate 4000 people in the open sea, we do not know how to do," says the maritime prefect of a coastal region.