



SWEDISH MARITIME ADMINISTRATION

SAR Co-operation Plan

Part III, IV, V and VI



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PLANS FOR CO-OPERATION BETWEEN SEARCH AND RESCUE SERVICES AND PASSENGER SHIPS

According to SOLAS regulation V/7.3

1. Introduction

Following the recommendation from the "IMO Panel of experts on ro-ro safety" in 1995, a new regulation 15 (c) was added to the SOLAS Convention, chapter V.

In revising chapter V in the SOLAS Convention this regulation was adopted as a new regulation V/7.3

Having considered the recommendations made by the COMSAR Sub-Committee, at its fifth session, MSC 74 approved new Guidelines for preparing plans for co-operation between SAR-services and passenger-ships.

The MSC also agreed that all ships to which SOLAS regulation V/7.3 applies should have co-operation plans in place by 1 July 2002.

The text of regulation SOLAS V/7.3 is now as follows:

"Passenger ships to which chapter 1 applies, shall have on board a plan for co-operation with appropriate search and rescue service in event of an emergency. The plan shall be developed in co-operation between the ship, the company, 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."

2. Description of a plan for co-operation

A plan for co-operation will consist of six parts and the information given therein can be divided into the following areas: Company information, Ships information, SAR (Search and Rescue) information, SAR facilities, Media relations and Periodic exercises. The plan should be made up in accordance with guidelines approved by **MSC/circ. 1079**.

3. Corrections and updating

Minor corrections like new telephone numbers, change of persons, names etc., can be sent directly to the JRCC.

Change of the organisation, new ships etc., shall however be approved by the administration.

PART III, SWEDISH SEARCH AND RESCUE ORGANIZATION

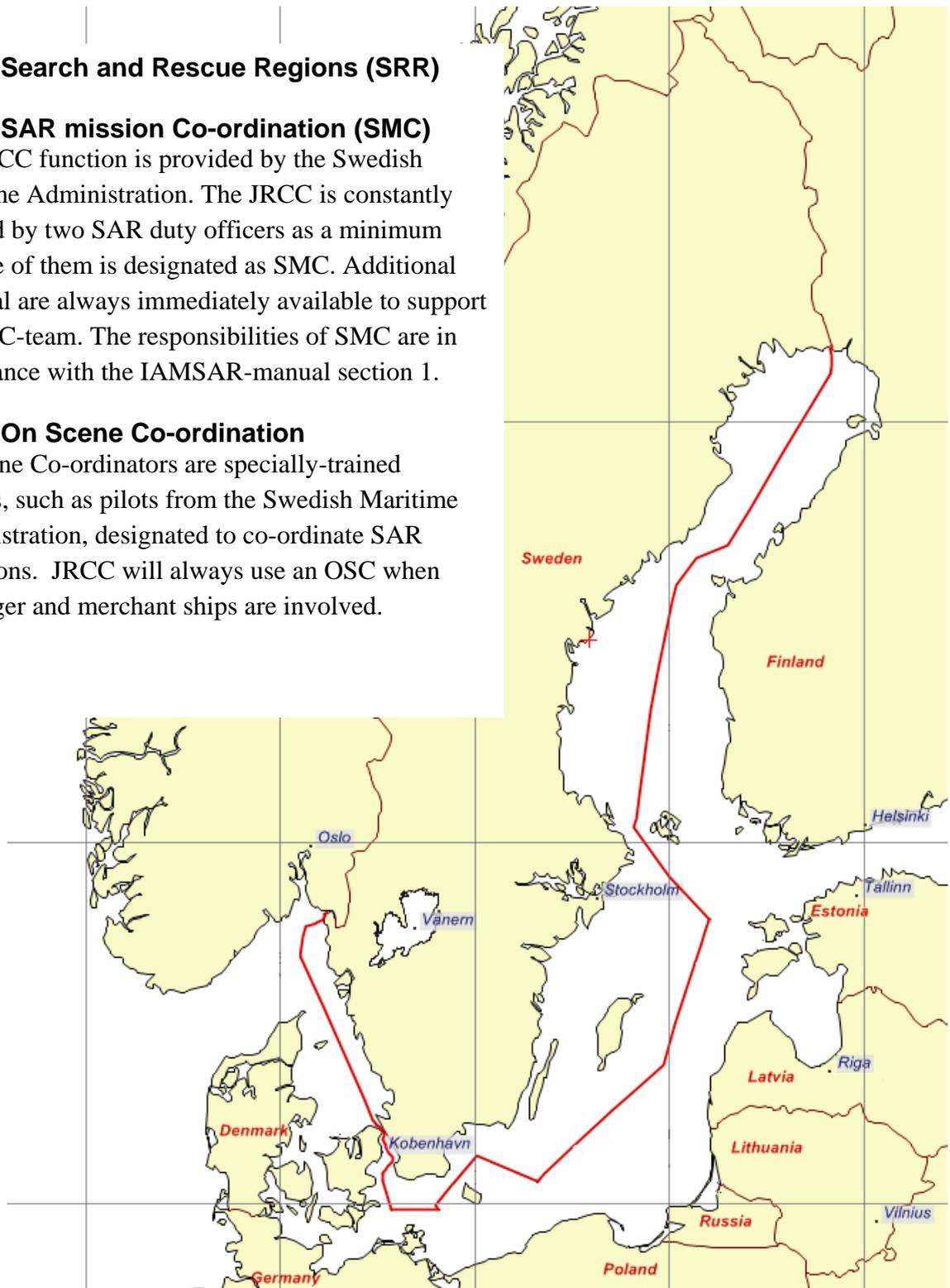
(III).1 Search and Rescue Regions (SRR)

(III).2 SAR mission Co-ordination (SMC)

The JRCC function is provided by the Swedish Maritime Administration. The JRCC is constantly manned by two SAR duty officers as a minimum and one of them is designated as SMC. Additional personnel are always immediately available to support the SMC-team. The responsibilities of SMC are in accordance with the IAMSAR-manual section 1.

(III).3 On Scene Co-ordination

On Scene Co-ordinators are specially-trained persons, such as pilots from the Swedish Maritime Administration, designated to co-ordinate SAR operations. JRCC will always use an OSC when passenger and merchant ships are involved.



PART IV, SAR FACILITIES

SWEDEN

(IV).1 JRCC

JRCC Göteborg
P.O. Box 5158
SE-42605 V. Frölunda
Telephone: +46 104927700
Emergency: +46 104927900
Fax SMC: +46 31290134

Inmarsat C: 426590010

e-mail: jrcc@sjofartsverket.se

(IV).2 Communications

“Sweden Rescue”

Watch H 24: VHF 16 and 70 DSC
MF 2187,5 DSC
MMSI: 002653000

Within the Swedish SRR a GMDSS **A1** area is established along the Swedish coast.

GMDSS **A2** area is in force outside of VHF coverage.

The Swedish SAR-service use the same VHF/MF equipment as the Coast Radio Station. The working channels on VHF are also used by the SAR-service when needed.

All pilotstations and most mobile SAR units are fitted with VHF direction-finding equipment.

(IV).3 Declared SAR-units

	Fast boats and vessels	Other vessels	SAR helicopters	Medi.range aircrafts	Long range aircrafts
Swedish Maritime adm.	X H 24 *	X	X H 24*		
Coast Guard	X H 24 *	X(oil)H24*		X	
Swedish armed forces	X H 24	X		X	X
Police	X H 24				
Swe. Lifeboat institution	X H 24 *	X H 24 *			

*) Duty boats/vessels with crew in about 15 minutes readiness.

SAR helicopters, based at **Gothenburg, Ronneby, Visby, Norrtälje Sundsvall, and Umeå** have **15 minutes** readiness.

(IV).4 Communications plan

During the ALERT-phase radio communication shall be established and maintained on **VHF channel 16 or MF 2182 KHz** by the **vessel/person in distress**, the **JRCC** and the **OSC**, if the JRCC do not decide otherwise. Communication by **OSC** and **Rescue Units** will normally be carried out on a **VHF simplex channel**.

(IV).5 Search planning

JRCC 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).6 Medical advice/assistance

Medical advises, world-wide, is handled by **JRCC** either through direct contact or via Coast Radio Stations and Coast Earth Stations.

Assistance/evacuation can be requested from **JRCC**, after doctor's advice. The transport will be carried out by helicopters or surface units depending on circumstances. A medical team or doctor will normally be included.

(IV).7 Fire-fighting, chemical hazards

For **life saving** purpose, firefighting assistance can be requested from the JRCC. Special trained fire/chemical teams are based at following fire brigades: **Göteborg, Stockholm and Karlskrona**. Firefighting teams will be transported to the scene by helicopter or surface units depending of the situation. Each team include six persons and will co-operate with and support the assisted vessels own firefighting team. For a successful operation, early information about a fire and a request for firefighting teams must be given to the JRCC as soon as possible.

Shore reception arrangements

In case of evacuation the JRCC will alert the shore based rescue organisation for reception. The shore reception organisation will take care of registration, prioritization, medical care, accommodation and transportation. In ports with heavy passenger traffic, the SAR-service and the shore organisation have made up plans in co-operation with passenger ship companies for this purpose and have prepared shore reception arrangements.

(IV).8 Informing next-of-kin

The police are responsible for informing next-of-kin.

(IV).9 Suspension / termination of SAR action

The decision to terminate a SAR action rests with the SMC, when there is no longer any reasonable hope of rescuing survivors. A SAR action may also be temporarily suspended by the SMC, for example when: bad weather will place rescue staff at undue risk or under darkness when no night detection aids are available.

PART V, RELATIONS WITH MEDIA

(V).1 Media relations

The public are entitled to have correct information about SAR operations and other activities within the responsibilities of JRCC. For this purpose JRCC have a well developed network of media contacts and will issue press statements and press-releases containing relevant SAR information regarding rescue operations.

PART VI, PERIODIC EXERCISES

(VI).1 Plans for exercises

Plans for exercises shall be developed in co-operation with the maritime traffic area concerned, the JRCC and the company shall as far as possible be assimilated with other types of exercises. Exercises shall also be planned by the company in co-operation with the SAR-services along the ships route. For more details about exercise planning, see MSC cirk.1079, section 9.

(VI).2 Types of exercises

Exercises can preferably be of the following types:

- a. Communication exercises
- b. Joint table top exercises
- c. Live exercises