



ATCM XXV
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Agenda Item 7
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IAATO-Wide-Emergency Contingency and Search and Rescue Plan A Brief Summary of the Work in Progress

It was agreed during the IAATO 2001 General Meeting to begin working on an IAATO-wide contingency plan. Progress was made on the plan during the 2001-2002 season and will continue into the 2002-2003 season.

1. The cornerstones for an IAATO-wide emergency contingency and search and rescue plans for Antarctic cruise vessels are the following:

- Assure that there is adequate emergency equipment available onboard IAATO ships
- Assure that the ships' schedules and positions are frequently updated
- Assure effective communication via GMDSS or INM-C including reporting schema for a possible event
- Medical evacuation support

2. Emergency situations to consider are:

- Ice damages on hull, propeller and rudder
- Heavy weather and sea damages
- Medical emergencies
- Man overboard from the ship, Zodiacs, kayaks, etc.
- Grounding and stranding
- General oil spill from deck equipment, Zodiacs, boats, helicopters, etc.
- Waste oil spill
- Mechanical failure and steering failure
- Power outage, blackout
- Fire
- Collision
- Security threat
- Explosion

3. The proper action plans to deal with the above emergencies are as follows:

- Damage control plan
- Medical contingency plan
- Search and Rescue plan

- Fire plan
- Oil spill and pollution plan, SOPEP
- Mechanical and steering failure plan
- Security and threat plan
- Evacuation and abandon ship plan
- Plan for evacuation of passengers and crew from large cruise vessels and all others

All ships have plans in place otherwise they would not be issued certificates. Vessels are required to operate under the ISM-code and consequently they have a well-established Safety Management System in place. However, these plans can vary because there is not an international standardized format. In trying to establish an IAATO-wide Emergency Response Plan we have to be aware of and accept the differences and try to simplify the co-ordinations of our common Emergency Plans.

4. Currently in place are the following:

- A well-established spreadsheet of vessel itineraries in the Antarctic and Sub-Antarctic
- Improved communication via GMDSS or INM-C radio system.
- Established medical evacuation plan
- Database detailing emergency equipment available on board all IAATO ships.
- All ships are in compliance with ISM, MARPOL, SOLAS, etc.
- Agreement to assist each vessel in any emergency

5. Suggested Preventive Measures:

- Encourage the use of very light Marine Gas Oil (MGO) fuel during the Antarctic season. Light MGO is a non-persistent fuel oil that evaporates from the ocean surface in less than 3 days after a spill, even in polar waters. MGO however is more expensive
- Lubricating oil is very persistent and will always be a problem. Lubricating oil must be kept onboard in several tanks and in low quantities, which will minimize the environmental impact from an incident
- Use of appropriate ships for appropriate ice conditions

6. Future Work

- Appendix A is a spreadsheet that was distributed to IAATO members during the 2001-2002 season in order to gather information about the emergency equipment for our mutual knowledge. This will need to be updated as necessary.
- Regular update of data base
- Address potential of a significant oil spill and pollution incident
- Most importantly, focus efforts on preventive measures.
- Prepare IAATO-wide Contingency and Search and Rescue Plans

Appendices

- A. IAATO Emergency Contingency Plan-Flow Chart
- B. Vessel Information Request (excel file)

Appendix A

IAATO Emergency Contingency Plan

Flow Chart

The command center for any emergencies in Antarctica will always be the ship, which is the victim of an emergency. The Master of the distressed ship should be the commander for all the emergency response activities. If desired by the Master from the ship in an emergency, another ship and its Master can be appointed as the commander and the command center. However, that Master can only act on behalf of the distressed ship and will not have any legal obligations than what is accepted under normal international shipping practice.

Any salvage and rescue operation should be in line with the Lloyd's standard form of the Salvage Agreement, NO CURE - NO PAY. Such an agreement will immediately be established as soon as the ships involved verbally refer to the above document. IAATO ships directly involved in the emergency operation should share any salvage payment. The proportions of any salvage payment will be fixed by Arbitration in London. It will not be necessary for any ships to negotiate on site.

NO	RESPONSIBILITY	TASK	TIME	INITIAL
1	Master	Activate appropriate communication- and checklists from the individual company Safety Management System including SOPEP if an oil spill is expected. All ships operating in Antarctica should have an updated SOPEP with an Antarctic appendix for proper action.		
2	Master	Contact all the other IAATO ships via the GMDSS. Use the established radio log for proper contacts and documentation.		
3	Master	Contact IAATO		
4	Master	Contact the nearest Antarctic stations		
5	Master	Contact national government The governments to whom the tour operator has given the advanced notification and/or environmental impact assessment regarding Antarctic visit.		
6	Master	Contact COMNAP		
7	Master	Establish a list of ships that have arrived on site and agreed to Lloyds salvage agreement, NO CURE - NO PAY.		
8	Master	Keep notes about when the contacts are established with specific parties involved in the emergency procedures.		



International Association of Antarctica Tour Operators

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VESSEL INFORMATION REQUEST

In order to facilitate coordinated emergency response for IAATO Members, please complete the following information fields. Information from all members will be gathered & redistributed.

After completing the information request form below, email it to Denise Landau's attention at iaato@iaato.org.

General Information

Vessel Name	<input type="text"/>	Membership	<input type="text" value="Choose Type"/>
Vessel Operator	<input type="text"/>	Passenger Cap.	<input type="text"/>
Vessel Operator Contact Person	<input type="text"/>	Crew Cap.	<input type="text"/>
Vessel Operator Phone Number	<input type="text"/>	Excess Capacity	<input type="text"/>
Vessel Operator Fax Number	<input type="text"/>	Primary Fuel (m ³)	<input type="text"/>
Vessel Operator Email	<input type="text"/>	Secondary Fuel	<input type="text"/>
Tour Operator	<input type="text"/>	Lube Oil (m3 or ltr)	<input type="text"/>
Tour Operator Contact Person	<input type="text"/>	Outboard Gas (ltr)	<input type="text"/>
Tour Operator Phone Number	<input type="text"/>	Other	<input type="text"/>

Damage Control

Vessel Towing Capacity	<input type="text"/>
Towing Wire	<input type="text"/>
Diving Equipment	<input type="text"/>
ROV	<input type="text"/>
Tools/Equipment for underwater work	<input type="text"/>
Gloves for cold water	<input type="text"/>
Portable Pump(s)	<input type="text"/>
Chainsaw	<input type="text"/>
Collision Mats	<input type="text"/>
Damage Control Kit Equipment	<input type="text"/>
Safety Equipment	<input type="text"/>
Other: Describe	<input type="text"/>
Other: Describe	<input type="text"/>
Other: Describe	<input type="text"/>

Firefighting

External firefighting equipment	<input type="text"/>
Other: Describe	<input type="text"/>
Other: Describe	<input type="text"/>

Oil Spill - External Containment

Booms	<input type="text"/>
Unitor Oil Spill Kit Number	<input type="text"/>
Other: Describe	<input type="text"/>
Other: Describe	<input type="text"/>
Other: Describe	<input type="text"/>
Other: Describe	<input type="text"/>

Oil Spill - Onboard Containment

Absorbent Booms	
Absorbent Pads	
Absorbent Rolls	
Absorbent Sheets	
Absorbent sawdust	
Sweep Package	
Plug Puttee	
Safety Goggles	
Rubber Gloves	
Truck Packs	
Detergent (Deck spills)	
Spark Proof Shovels	
Empty Drums (200 L)	
Other: Describe	
Other: Describe	
Other: Describe	
Other: Describe	
Other: Describe	
Other: Describe	

Medical

Doctor	
Onboard Hospital (Bed Capacity)	
X-Ray	
AED	
ECG	
ECG	
Blood Test Kit (Reflotron)	
Anesthetics	
Oxygen Tanks	
Oxygen Machine	
Stokes Litter	
Trauma Kits	
Other: Describe	
Other: Describe	

Search & Rescue Resources

Radio Resources beyond GMDSS	
Lifeboats (Capacity)	
Zodiacs Onboard (Capacity/Range)	
Fast Rescue Boat (Capacity/Range)	
Tenders (Capacity/Range)	
Liferafts (capacity)	
Helicopter (Capacity/Range)	
Helicopter Pad, Landing or Winch Only	
Survival Suits	
Other: Describe	
Other: Describe	
Other: Describe	

IAATO USE ONLY

Added to Database	
Initials	