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XXVI **TRATADO ANTÁRTICO**
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XXVI **ANTARCTIC TREATY**
CONSULTATIVE MEETING

XXVI **TRAITÉ SUR L'ANTARCTIQUE**
RÉUNION CONSULTATIVE

XXVI **ДОГОВОР ОБ АНТАРКТИКЕ**
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IAATO-Wide Emergency Contingency Plan 2003/2004

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**Submitted by the International Association of
Antarctica Tour Operators**

**IAATO-Wide Emergency Contingency Plan
2003/2004**

The following plan was provisionally agreed to at the IAATO 14th General Meeting, May 2003 and will be in place for the upcoming Antarctic season-2003-2004. It can be amended should international shipping regulations be changed or operators find more efficient and practical ways to work.

Vessels operating in Antarctica are required to operate under the ISM-code¹ and consequently they must have a well-established Safety Management System (SMS) in place in addition to IAATO emergency contingency plans and recommendations. However, these systems can vary because there is not an international standardized format. In order to establish an IAATO-wide Emergency Response Plan we have to be aware of and accept these differences while simplifying the coordination of our common Emergency Plans.

1. The cornerstones for an IAATO-Wide emergency contingency and Search and Rescue Plans for Antarctic cruise vessels are the following:

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

¹ International Safety Management (ISM) Code means the International Management Code for the Safe Operation of Ships and for Pollution Prevention adopted by all Flag states.

2. Emergency situations to consider are:

- Ice damage to the hull, propeller and rudder
- Heavy weather damage
- 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 and/or steering failure
- Power outage/blackout
- Fire
- Collision
- Security threat
- Explosion

3. Some of the 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)
- Propulsion and steering failure plan
- Security and threat plan
- Evacuation and abandon ship plan
- Plan for evacuation of passengers and crew from large cruise vessels

4. Currently in place are the following:

- A well-established spreadsheet of vessel itineraries in the Antarctic and Sub-Antarctic
- Improved communication via GMDSS
- An established medical evacuation plan
- A 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
- Adequate insurance coverage
- Engagement of only experienced and properly trained officers and crew, Ice Masters in compliance with Standards for Training, Certification and Watchkeeping (STCW)

5. Recommended 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 will evaporate more quickly in

the event of a spill.

- Lubricating oil is persistent. In such case lubricating oil should be kept in low quantities, which will minimize the environmental impact from an accident.
- Use of appropriate ships based on ice conditions
- Naval Structure as referenced in the Arctic Shipping Guidelines
- Oil spill contingency training
- All collected Hydrographical data to be deposited with appropriate governmental offices
- Participation in the Automated Mutual-Assistance Vessel Rescue (AMVER) system

6. Future Work

- Regular updates of the IAATO emergency equipment database
- Compliance with the International Ship and Port Security Code, Voyage Data Recording systems, and Advanced Information Systems.
- Enhancing training and certification requirements for zodiac drivers.
- Increased medical emergency response capabilities in remote areas.

Appendices

A. IAATO Emergency Contingency Plan-Flow Chart

B. Vessel Information Request (excel file) (not included in the ATCM submission but sent to all vessels for the upcoming season.)

Appendix A

IAATO Emergency Contingency Plan

Flow Chart

Vessels are required to operate under the ISM-code and consequently they must have a well-established Safety Management System (SMS) in place. The command center for any emergencies in Antarctica will always be the ship that is experiencing the emergency. The Master of the distressed ship will be the commander for all the emergency response activities. The Master of the ship experiencing the emergency can appoint a Master of another ship as the incident commander and the command center. However, the incident commander can only act on behalf of the distressed ship and will not have any legal obligations other than what is accepted under normal international shipping practice.

The Master/Ship Operator shall have the authority to contract with emergency providers for all assistance required in compliance with their Safety Management System (SMS).

NO	RESPONSIBILITY	TASK	TIME	INITIAL
1	Master	Activate appropriate IMO and SAR plans with regard to communication- and checklists from the individual company Safety Management System including SOPEP if an oil spill is expected.		
2	Master	Contact all the other IAATO ships in the area as appropriate via the GMDSS. Use the established radio log for proper contacts and documentation.		
3	Master/Ship Operator	Contact IAATO		
4	Master/Ship Operator	Contact the nearest Antarctic stations		
5	Master/Ship Operator	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/Ship Operator	Contact COMNAP		
7	Master	Establish a list of ships that have arrived on site to assist in compliance with Safety Management System (SMS).		
8	Master	Keep notes about when the contacts are established with specific parties involved in the emergency procedures.		