

78th AFATG Minutes (19th May 2016)

Attendees :

Grade Prénom Nom	Fonction
Délégation française	
VAE <input type="text" value="Name"/>	Préfet maritime de la Manche et de la mer du Nord
AC1AM <input type="text" value="Name"/> <input type="text" value="Name"/>	Adjoint du PREMAR pour l'action de l'État en mer
CRC2 <input type="text" value="Name"/>	Division « action de l'État en mer » - PREMAR MMDN
CRP <input type="text" value="Name"/>	Division « action de l'État en mer » - PREMAR MMDN
IRD <input type="text" value="Name"/>	Division « action de l'État en mer » - PREMAR MMDN
CRC1 <input type="text" value="Name"/>	PREMAR ATLANTIQUE
CR1 <input type="text" value="Name"/>	PREMAR ATLANTIQUE
AC2AM <input type="text" value="Name"/>	CROSS JOBOURG
Délégation britannique	
<input type="text" value="Name"/>	<i>Head of Branch Counter Pollution - Chef de délégation</i>
<input type="text" value="Name"/>	<i>Deputy Head of Maritime Operations</i>
<input type="text" value="Name"/>	<i>Senior Watch Manager Dover</i>
<input type="text" value="Name"/>	<i>Maritime Operations Specialist</i>
Délégation des îles anglo-normandes	
<input type="text" value="Name"/>	<i>Jersey coastguard</i>
<input type="text" value="Name"/>	<i>Guernsey Harbour master and registrar of British Ships</i>
<input type="text" value="Name"/>	<i>Chief Officer – Air Search One</i>
<input type="text" value="Name"/>	<i>Pilot – Air Search One</i>
<input type="text" value="Name"/>	<i>Founder CIAS</i>
Délégation belge	
<input type="text" value="Name"/>	Directrice du MRCC Ostende
<input type="text" value="Name"/>	Chargé de mission de la marine royale

Introduction :

Admiral welcomes all the attendees and hopes they had a good journey for coming.

The Channel is a tricky area for navigation, even if we haven't have a major accident since 2008 (Ice Prince), we faced 12 near miss last year. It means that sooner or

4. Accidents and incidents since the last meeting

- « **Kalliopi R.C.** » (PREMAR Manche - mer du Nord) see annex enclosed ;
Captain interested in the legal notice sent by France to the ship owner to prepare a model of this kind for emergencies in the Belgian waters.

Action 2 : France to provide a model of legal notice to MRCC Ostende

- « **Modern Express** » (PREMAR Atlantique) see annex enclosed ;
Spanish accepted to shelter the Modern Express for a POR, once the ship was under tow the ship was too South to be accepted in a French Harbour, but PREMAR Atlant was ready to send it in Le Verdon in the Estuary of Gironde.
Stability calculations have been done by SMIT which gave it to PREMAR so that it could be compared with the figures and calculations of the Port State services.

- **Up date on the « Flintestar »'s wreck** (Belgium) ;
A consortium has been formed by Scaldis, Dredging International, Herbosh and Jan De Nul to remove the wreck from the sea bed to comply with the decision of the commercial court of Bruges.
Preliminary works will start on week 20, the removal of the wreck will start on week 23 to end on week 30 weather permitting. As the wreck has been pumped out the risk of pollution is very low, daily reports will be forwarded to UK and France.

Action3: Belgium to provide daily reports to UK and France

- **Grounding of Ro-Pax« Commodore** (Guernesey) ;
In 2014, the passenger vessel Commodore grounded while approaching Guernsey, a fishing net may be at the origin of the incident, anyway the Master informed the Guernsey Coastguards 2 hours later.
No pollution has been observed and the Port State Control let the ship go.
There is no overlap between Jersey and Guernsey VTS,

- « **Pink bottles** »incident (Maritime Coastguard Agency - MCA) ;
On May 19th 2015, 3 containers have been lost off the coast of Cornwall, on January 4th 2016 a great amount of pink bottles containing a stain remover has been found on a great length of the shore.
There was a difficulty to relocate the source and a risk for environment because the bottles were full.

- Vessels declaring "not under command" without cause (MCA) ;

- **Beaching of Wax products on UK South Coast** (MCA).

Waxy products have been found on the South Coast of England, it seems to be the result of legal discharges of substances belonging to Annex II of MARPOL. It causes some environment damage and has to be cleaned

This subject must be discussed in the framework of Bonn Agreement to consider the need of a reduction or a prohibition of Annex II discharges in the Channel

5 Exercises

- French ANED/POLMAR 2016 exercise (lessons learnt) (PREMAR MMDN). See annex

6 Organization and response planning

- Passenger vessel abandonment Plan (Guernsey);
- Update on Guernsey Coastguard call handling at the Guernsey Joint Emergency Services control Centre;
- **UK Defence's assets mobilization for a Mass Rescue Operation** under French coordination (question from France to MCA).

-
Name is still checking the answer, anyway such a request can be forwarded to NMOC and MCA will manage. Mobilization is a question, coordination of assets and aircrafts is another question.

Action 4: Coordination of UK's Defence assets to put on the agenda of next AFATG (MCA).

- **Futures rules to navigate inside and outside windfarms** (PREMAR MMDN)

Rules are established by France to reduce the risks generated by windfarms.

In order to do so windfarms must be settled at not less than 5 miles from a TSS and 2 miles from a fairway .

No commercial navigation (passenger vessels), no leisure activities will be permitted , fishing activities will be authorized but restricted , discussions are still ongoing (size of vessels, which kind of fishing activities, just day fishing or not...)

7 New equipment and assets

- The Jersey Marine Operation Centre;
- Arrival of NH90 Helo in Summer in Cherbourg (PREMAR MMDN);
- Integration of coastal Radio stations (MRCC Oostende);
- Update on the new Air Search One (Mark Harrison).

8 AOB

- CNIS Statistics.
- As desired by Admiral Ausseur, a French delegation (Jobourg MRCC and Emergency Response officer from maritime prefecture) will visit Jersey & Guernsey MRCC after this Summer.
- Aircraft Co-Ordinator : the IAMSAR's new provisions defines very precisely ACO's responsibilities and his associate tasks (cf MSC.1/Circ.1513 28 July 2015).

Action 5 : Include the ACO subject for the next AFATG meeting : how each organization plans mobilize and integrate the ACO in his SAR framework.

Date and location of the next meeting

The next meeting will be held in Southampton on the 8th December (to be confirmed by MCA)

By MCA, later changed to 6 Dec 2016.



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Modern Express



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- 148 miles off Cape Ortegal, Galicia, Spain
- Within UK SRR
- 3,600 tonnes of wood along with construction machinery. From Gabon to France
- 10,454 dwt, Panama flag, Korean owners
- reached a list of some 50 degrees.
- 22 crew rescued by SASEMAR rescue helicopters
- A joint, international rescue and salvage operation



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26 January 16. 12:16 UTC.

- CGOC Falmouth received an MF DSC distress alert from the Panamanian flagged car carrier MODERN EXPRESS,
- Communications on MF with the ship were not good and CROSS CORSEN conducted communications throughout the incident.
- the vessel was confirmed to have developed a 40+ degree list due to a shift in cargo.
- Several vessels were diverted to attend along with four Spanish helicopters and a fixed wing aircraft.
- The helicopters transferred the 22 crew safe and well to the vessel Trans Borg before evacuating them to La Coruna.
- Spanish fixed wing a/c and SAR helicopters involved

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- CGOC Falmouth tried calling INMARSAT phone – went to voicemail
- MF DSC relay sent and EGC Broadcast made to vessels in the vicinity with several vessels responding. Other vessels on scene but not contactable via MF radio.
- Falmouth assumed coordination of SAR (just inside UKSRR) working through CORSEN
- Information received from the ship was confused and it was not always certain how close responding vessels were
- Technically in UK SRR but practically CORSEN had best communications: ‘they who communicate coordinate’?
- Could not contact the ship’s Captain throughout the incident.



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- Salvage was managed (very quickly) by France (outside UK PCZ)
- Contact with vessel owners was very difficult: weekend; no emergency contact for owners. MRCC Hong Kong confirmed ships owners.



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26/01/2016 21:28



26/01/2016 21:24



26/01/2016 21:21

Name

Attached are the Briefing Notes and some pictures of the Modern Express incident.

Narrative Summary:

The initial distress call was made via MF DSC and received at Falmouth CGOC at 1217UTC on 26th January 2016. The Modern Express was in position 200 miles north of La Coruna, within Zone 25 of the UK SRR.

Communication with Modern Express was not possible from Falmouth. MRCC Corsen established communications and information was passed between Modern Express and Falmouth via Corsen throughout the incident.

Initial information was confusing, as the MMSI of the casualty vessel indicated a car carrier, whereas the information we received via Corsen from vessel on scene suggested that the casualty vessel was a bulk carrier, as the cargo was described as 'wood that had shifted' causing the list. For around twenty minutes we entertained the idea that there were two casualty vessels – one a car carrier and the other a bulk carrier – until we ascertained that the car carrier was indeed carrying a cargo of wood that had shifted, causing the list.

Falmouth prosecuted the incident as you would expect, with the production of search plans should they be required and liaising with Corsen with regards to assets tasked from the Spain.

The actual rescue of the 22 persons on board was undertaken by helicopter at the extreme range of operation with the vessel listing 50 degrees in a large swell.

Main learning points were around communication. With the communication dogleg of Corsen between Falmouth and the casualty, the information received was occasionally at odds with the actual situation, particularly with regards to whether or not persons had entered the water, and how close to scene some of the reporting vessels were. Although in our SRR, there is perhaps a question over whether the UK was best placed to coordinate, if you take the adage 'he who communicates, coordinates', then France was better placed, and in fact that is more the reality in this case.

In terms of salvage, as the Modern Express was outside out pollution control zone, we were not going to be the lead on salvage matters, and in fact the French were very quick in arranging tugs and dealing with the salvage of the vessel. Communication between the vessel owners and operators was poor during the outset of the incident, particularly as the incident occurred at the weekend and the offices in South Korea (if I recall correctly) were closed, with no emergency contact numbers linking to a manned telephone. MRCC Hong Kong were helpful in confirming who the owners / operators were. It proved impossible to communicate with the ship's captain during the SAR phase, and by the time he was ashore in La Coruna the incident had already been officially handed over to the French authorities.

Regards,

Name

Name

Maritime Operations Commander
National Maritime Operations Centre
Fareham
Hampshire
PO14 4LW

Tel **Personal Data** 501



Maritime &
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Agency

From: [Name]
Maritime Operations Commander

Date: 26 January 2016

Chief Coastguard – [Name]
Director of Maritime Operations – [Name]
Office Chief Exec – [Name]
Duty Operations Director – [Name]
Head of Maritime Operations - Julie Anne Wood
MCA Duty Press Officer

OPERATIONAL BRIEFING NOTE: ELBATOR

Briefing note number: 1
Produced at Date Time: 26 January 2016 12:16 UTC

Incident Background – Incident number 001472

MF DSC Distress received from the Panama flagged vessel MODERN EXPRESS, in position 201 miles north of Coruna (Zone 25) at 26012016 1217UTC.

Incident Number: 001472-26012016
Gross Tonnage: 33,831GRT
IMO: 9231688
Catgo: 3250 Tonnes Wheat
Type: Car Carrier
Size: 156m x 28m (Draft 8.5m)
POB: 22
Operator: Cido Car Carrier Service Co

Vessel sent MF DSC Distress. Communication with MRCC Corsen who established contact with the MODERN EXPRESS who reported listing at 50 degrees, with crew preparing to abandon vessel.

CGOC Falmouth assumed coordination, liaising with MRCC CORSEN.

MF DSC relay sent and EGC Broadcast made to vessels in the vicinity with several responding. Other vessels on scene but not contactable via MF radio.

Fixed wing aircraft from Spain tasked, along with two Spanish SAR helicopters.

Current Situation

- Vessel CHARLES ISLAND 1 NM from scene at 13:50UTC reports lifeboats lowered with crew still onboard with no-one in the water.
- Helicopter ET approx. 1450UTC

Next Steps

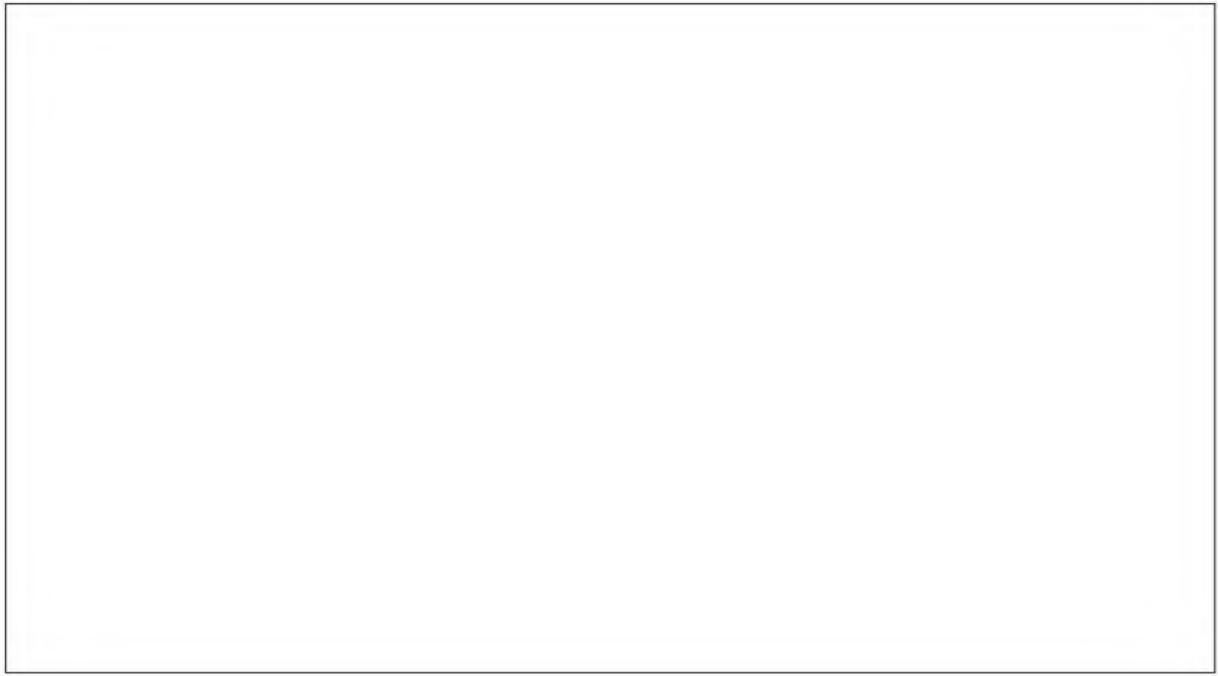
- Await report from CHARLES ISLAND with full brief on situation on arrival at position of MODERN EXPRESS.
- CHARLES EXPRESS launching rescue boat.
- Continue liaison with MRCC CORSEN with regards to SAR helicopter

Media Interest and Any Lines to Take

- Press release formulated and distributed (copy attached). Limited press interest so far.

Photograph







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From:
Maritime Operations Commander

Date: 26 January 2016

Chief Coastguard -
Director of Maritime Operations -
Office Chief Exec -
Duty Operations Director -
Head of Maritime Operations - Julie Anne Wood
MCA Duty Press Officer

OPERATIONAL BRIEFING NOTE: MODERN EXPRESS

Briefing note number: 2
Produced at Date Time: 26 January 2016 16:30 UTC

Incident Background – Incident number 001472

MF DSC Distress received from the Panama flagged vessel MODERN EXPRESS, in position 201 miles north of Coruna (Zone 25) at 26012016 1217UTC.

Incident Number: 001472-26012016
Gross Tonnage: 33,831GRT
IMO: 9231688
Cargo: 3700 metric tonnes Timber, Some Trucks (unknown quantity)
Type: Car Carrier
Size: 156m x 28m (Draft 8.5m)
POB: 22
Operator: Cido Car Carrier Service Co

Vessel sent MF DSC Distress received by HM Coastguard. Communication with MRCC CORSEN who established contact with the MODERN EXPRESS who reported listing at 45 degrees, with crew preparing to abandon vessel.

CGOC Falmouth liaising with MRCC CORSEN who established communications with the MODERN EXPRESS some 30 minutes after the DSC distress was received.

MF DSC relay sent and EGC Broadcast made to vessels in the vicinity with several vessels responding. Other vessels on scene but not contactable via MF radio.

Fixed wing aircraft from Spain tasked, along with two Spanish SAR helicopters.

Current Situation

- Spanish Fixed Wing Aircraft SASEMAR – 102 providing top cover
- Vessel TRANS BORG on scene and in VHF communication with MODERN EXPRESS, relaying communications via MRCC CORSEN
- Spanish SAR Helicopter PESCA II ETA on scene at 1445UTC (4/5 person capacity)
- Spanish SAR Helicopter HELIMAR 401 ETA on scene at 1445UTC (12/14 person capacity)
- Weather On scene 4 meter sea, Wind SW 25-30 Knots.
- MODERN EXPRESS listing dangerously.
- MRCC Korea and RCC Japan assisting in contacting owners.
- All 22 crew have been lifted off the MODERN EXPRESS to helicopters and are on route to La Coruna, Spain.

Next Steps

- Conference call with France and Spanish authorities to establish coordination of salvage efforts to be held once agents established. Vessel is outside UK Exclusive Economic Zone

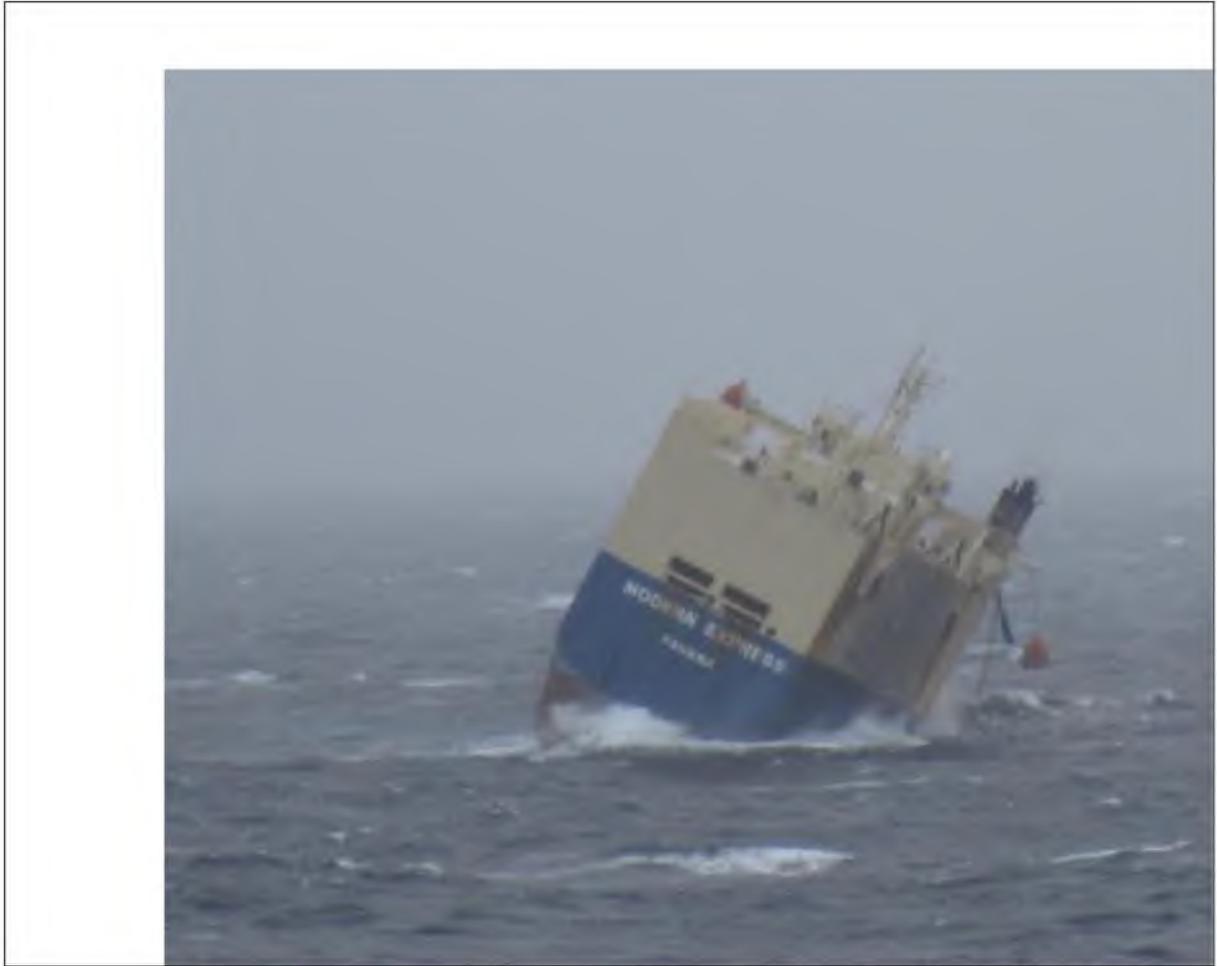
Media Interest and Any Lines to Take

- Press release prepared but on hold until interest shown by press.

Photograph



© Adrian D. Smith. Plymouth, UK
MarineTraffic.com





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Agency

From:
Maritime Operations Commander

Date: 26 January 2016

Chief Coastguard –
Director of Maritime Operations –
Office Chief Exec –
Duty Operations Director –
Head of Maritime Operations - Julie Anne Wood
MCA Duty Press Officer

OPERATIONAL BRIEFING NOTE: MODERN EXPRESS

Briefing note number: 3
Produced at Date Time: 26 January 2016 1745 UTC

Incident Background – Incident number 001472

MF DSC Distress received from the Panama flagged vessel MODERN EXPRESS, in position 201 miles north of Coruna (Zone 25) at 26012016 1217UTC.

Incident Number: 001472-26012016
Gross Tonnage: 33,831GRT
IMO: 9231688
Cargo: 3700 metric tonnes Timber, Some Trucks (unknown quantity)
Type: Car Carrier
Size: 156m x 28m (Draft 8.5m)
POB: 22
Operator: Cido Car Carrier Service Co

Vessel sent MF DSC Distress received by HM Coastguard. Communication with MRCC CORSEN who established contact with the MODERN EXPRESS who reported listing at 45 degrees, with crew preparing to abandon vessel.

CGOC Falmouth liaising with MRCC CORSEN who established communications with the MODERN EXPRESS some 30 minutes after the DSC distress was received.

MF DSC relay sent and EGC Broadcast made to vessels in the vicinity with several vessels responding. Other vessels on scene but not contactable via MF radio.

Fixed wing aircraft from Spain tasked, along with two Spanish SAR helicopters.

Current Situation

- Crew landed at La Coruna, Spain.
- French Navy have assumed responsibility for the vessel.

Next Steps

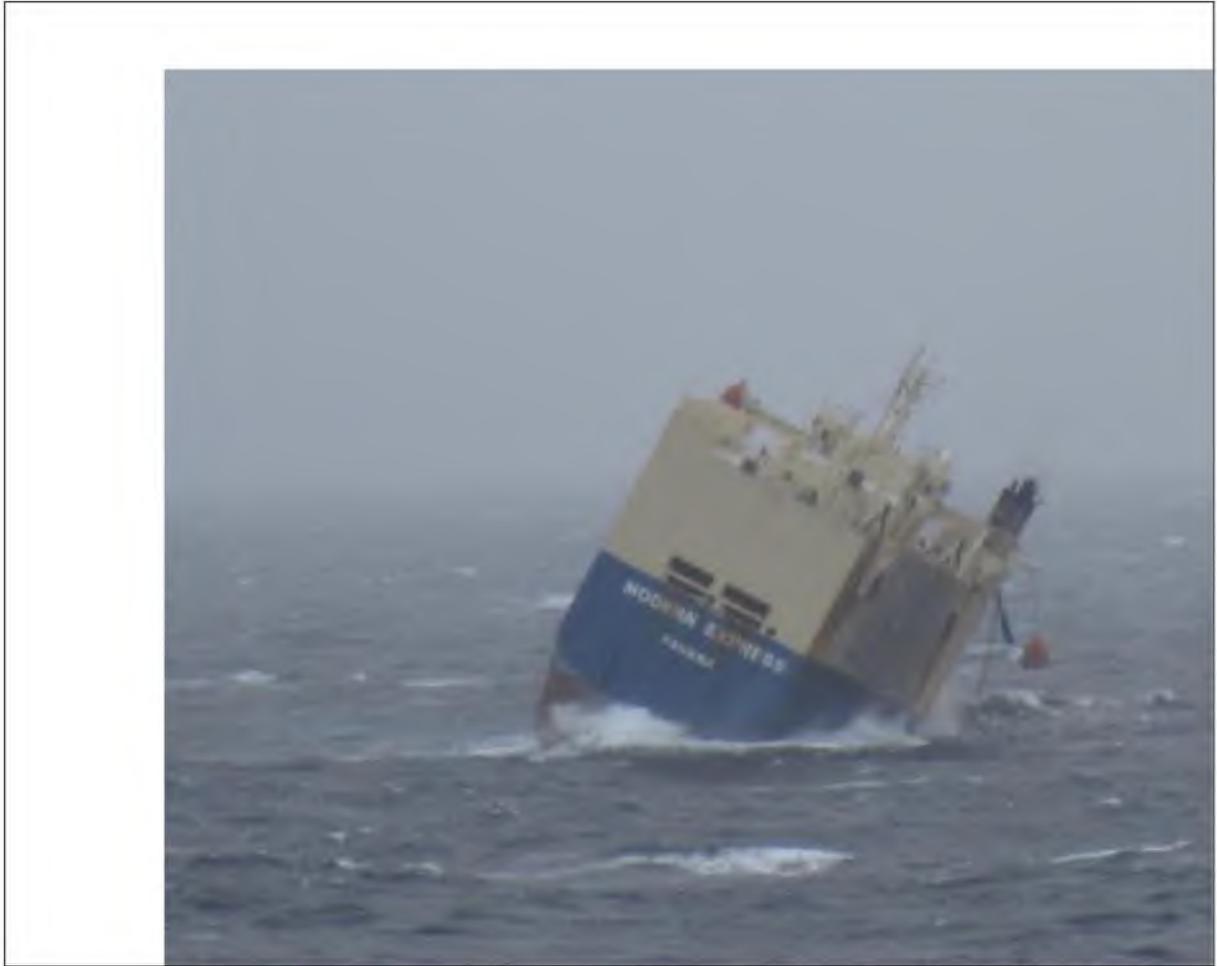
- Formal hand-over of coordination to the French authorities
- Continue to monitor while in the UK SRR

Media Interest and Any Lines to Take

- Press release prepared but on hold until interest shown by press.

Photograph







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HM Coastguard

CNIS Statistics 2015

78^{ème} AFATG, 19 Mai 2016

Dr.

Name

Maritime Operations Controller, CGOC Dover

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Vessel Activities Summary

01/01/2015 – 31/12/2015

- Ship Reports Received – 59577
- Rogues – 92 (2 of which Unidentified)
- Non Reporters – 22 (Zombies)



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Vessel Activities Summary

01/01/2015 – 31/12/2015

- Hazardous Cargo– 24155
- Non-Hazardous Cargo– 21536
- Hampered by Draft– 527
- Tug and Tow– 52
- Survey Movements– 134
- Unorthodox Transits– 227
- Navy Transits– 479
- Ferry Transits– 1



HM Coastguard

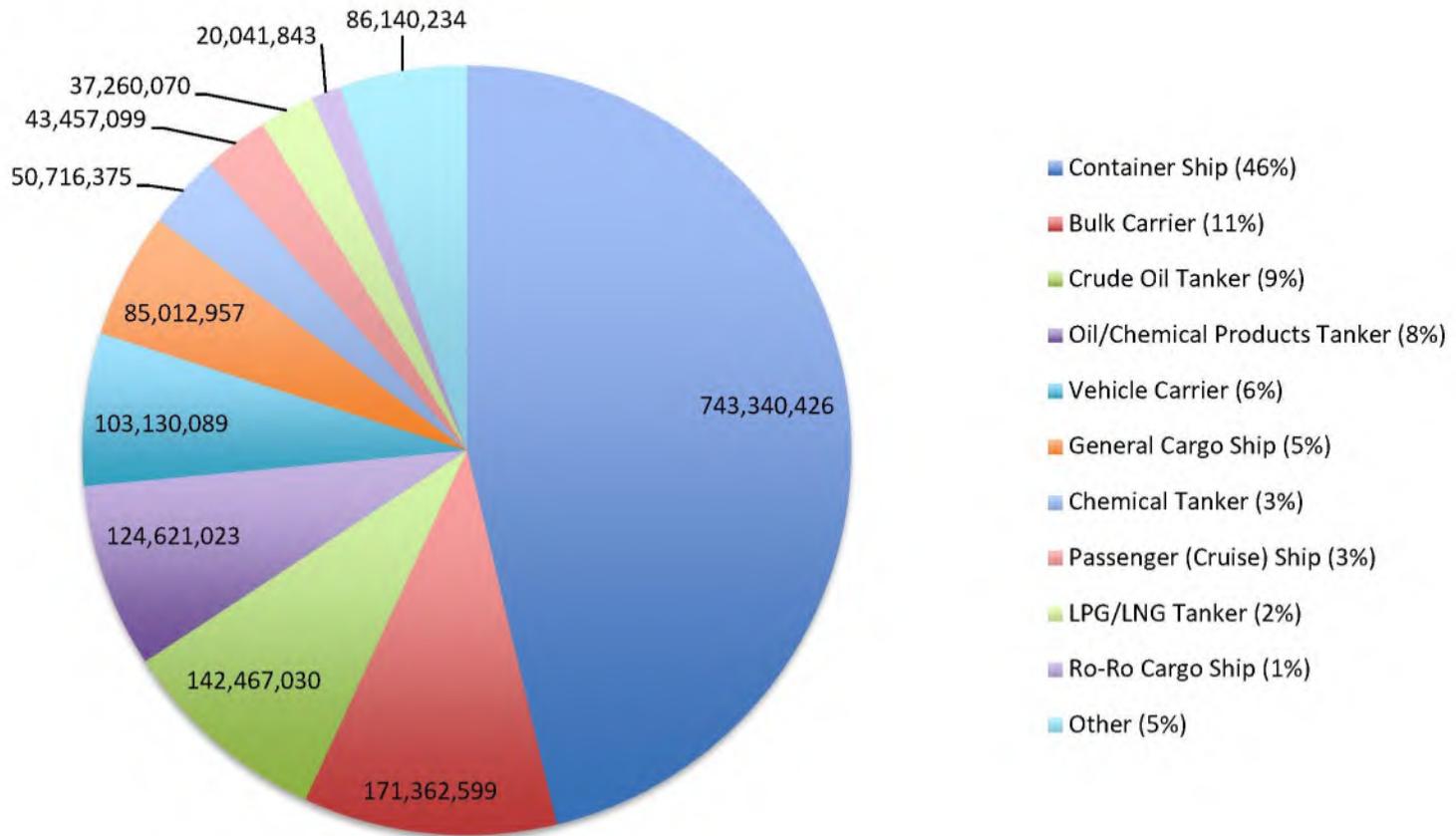
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Vessel Tonnages Summary

01/01/2015 – 31/12/2015



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Unorthodox Transit

The Argus

Swimmer in training to break earliest and coldest cross-Channel swim record



Previous Record for Earliest Channel Swim

- Set on 29th May 1990
- Kevin Murphy

Awaiting conformation of new record

- Set on 13th May 2016
- Swimmer Simon Cook

Indicative of both continued interest in cross-channel swimming and unorthodox transits

http://www.theargus.co.uk/news/local/12916888.Swimmer_in_training_to_break_earliest_and_coldest_cross_Channel_swim_record/



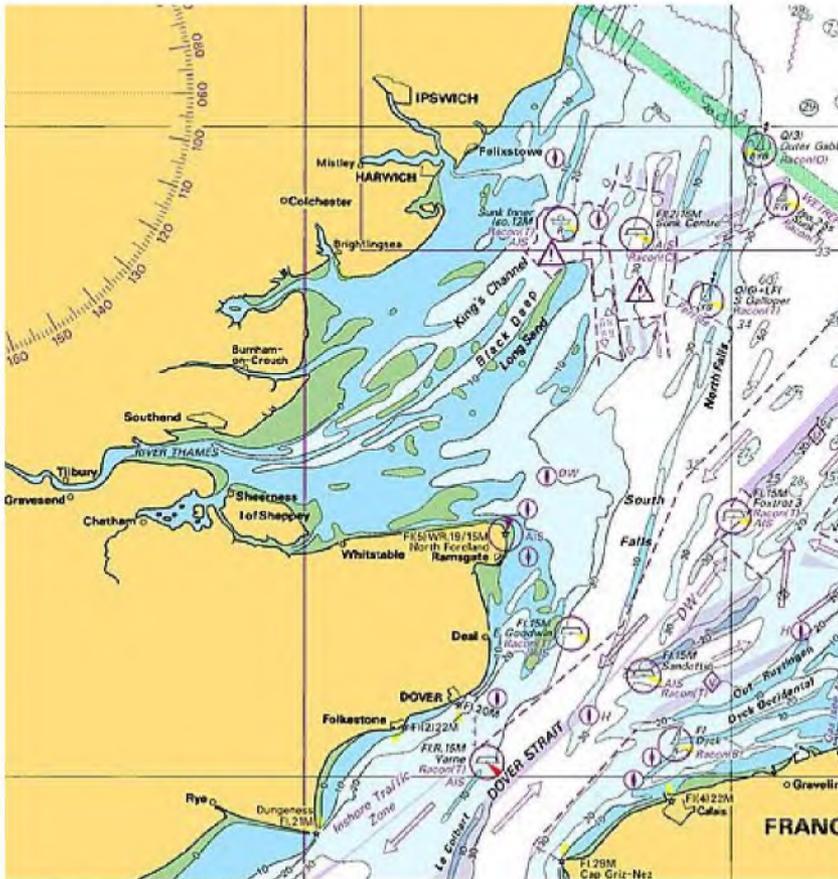
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Sunk TSS & VTS



Sunk VTS

- Established 1st July 2009
- Maintained by CGOC Dover

Serves vessels entering:

- Port of London
- Harwich International Port

Over 2015/2016

- Increase in non-reporters (Zombies)
- Predominantly F/V



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Agency



HM Coastguard CNIS Statistics 2015

Thank you, Merci – Any Questions?

Dr.

Name

Maritime Operations Controller
Coastguard Operations Centre, Dover

Name

[@mcga.gov.uk](mailto:mcga.gov.uk)

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HM Coastguard

Vessel Activities Summary



Vessel Activities Summary between 010000UTC Jan 15 and 312359UTC Dec 15

Vessel information :

Rogues Identified :	90	Transits Hampered By Draught :	527
Rogues Unidentified :	2	Tug and Tow Transits :	364
Zombies Identified :	22	Defect Engine Reports :	52
Zombies Unidentified :	0	Survey Movements :	134
Ship Reports Received	59564	Unorthodox Transits :	227
Specified Transits :	24410	Navy Transits :	479
Unspecified Transits :	21528	Ferry Transits :	1

Broadcast information :

Concentrations of Fishing Vessels :	1	Unlit Buoyage :	0
Concentrations of Yachts :	0	Missing Buoyage :	0
Unorthodox Crossings :	0	Unreliable Buoyage :	0
Reduced Visibility :	0	Off Station Buoyage :	0

Vessel Tonnages Summary



Vessels reported between 010000UTC Jan 15 and 312359UTC Dec 15

Vessel Type	Vessels	Gross	Deadweight
Anchor Handling Tug	6	23,329	13,221
Barge	2	7,268	2,500
Barge Carrier	2	14,021	12,934
Bitumen Tanker	223	972,999	1,172,219
Bulk Carrier	4,302	171,362,599	308,985,745
Bulk/Oil Carrier	35	2,158,547	3,721,496
Buoy/Lighthouse Vessel	78	148,123	60,772
Cable-Layer	40	380,038	261,685
Cement Carrier	186	551,370	785,010
Chemical Tanker	4,709	50,716,375	78,384,549
Container Ro-Ro Cargo Ship	314	16,713,314	15,060,350
Container Ship	12,317	743,340,426	773,652,517
Crane Ship	5	212,670	42,731
Crewboat	3		
Crude Oil Tanker	1,811	142,467,030	260,042,671
Customs Cutter	54	13,993	443
Diving Support Vessel	7	40,554	26,875
Dredger	1,856	8,054,838	12,481,560
Drilling Ship	3	69,699	69,487
Edible Oil Tanker	25	58,658	77,804
Fish Factory Ship	7	47,882	44,000
Fishing Support Vessel	11	12,285	4,310
Fishing Vessel	211	97,042	41,094

Report printed : 091102UTC Feb 16

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Vessels reported between 010000UTC Jan 15 and 312359UTC Dec 15

Vessel Type	Vessels	Gross	Deadweight
Fruit Juice Tanker	48	1,325,961	1,450,494
General Cargo Ship	14,609	85,012,957	119,628,721
General Part Container Vessel	89	1,101,963	1,484,044
General/Part Container Ship	127	1,417,368	1,897,809
Heavy Load Carrier	104	1,701,058	1,963,585
Hopper Dredger	881	3,889,652	6,448,424
Landing Craft	2	761	
Limestone Carrier	7	21,644	28,833
Livestock Carrier	1	3,738	3,420
LNG Tanker	192	18,302,798	14,746,663
LPG Tanker	2,193	18,957,272	22,170,809
Mooring Vessel	4	2,028	644
Motor Hopper	26	88,758	127,561
Naval/Naval Auxiliary	68	295,607	365,013
Nuclear Fuel Carrier	4	21,084	15,460
Offshore Construction Vessel, Jack Up	22	177,746	59,367
Offshore Supply Ship	72	197,476	218,783
Offshore Support Vessel	45	285,437	172,189
Offshore Tug/Supply Ship	69	213,922	181,158
Oil Products Tanker	3,157	72,027,153	120,070,174
Oil/Chemical Products Tanker	3,950	52,593,870	82,304,290
Ore Carrier	56	8,054,269	16,003,357
Ore/Oil Carrier	4	663,360	1,261,134
Other Activities	9	127,472	126,168

Vessels reported between 010000UTC Jan 15 and 312359UTC Dec 15

Vessel Type	Vessels	Gross	Deadweight
Palletised Cargo Ship	38	180,286	169,161
Passenger (Cruise) Ship	776	43,457,099	4,796,461
Passenger Ship	26	2,129,428	257,003
Passenger/General Cargo Ship	3	18,771	5,508
Passenger/Ro-Ro Cargo	8	262,618	51,129
Passenger/Ro-Ro Cargo Ship	45	643,449	119,910
Patrol Vessel	36	11,740	1,065
Pilot Vessel	1		
Pipe-Layer	13	373,292	331,740
Pleasure Craft	250	25,538	5,000
Pusher Tug	7	1,778	
Refined Sugar Carrier	8	207,036	300,728
Refrigerated Cargo Ship	1,078	11,961,525	12,263,811
Research Vessel	155	535,873	211,515
Ro-Ro Cargo	325	11,089,291	12,691,734
Ro-Ro Cargo Ship	916	20,041,843	9,594,075
Sail Training Ship	66	50,319	11,998
Sailing Ship	30	2,930	2,235
Salvage Ship	17	16,748	7,027
Search & Rescue Vessel	4	4,130	700
Self-Discharging Bulk Carrier	256	7,490,121	12,742,576
Standby-Safety Vessel	16	15,422	8,276
Stone Carrier	10	176,726	189,452
Supply Vessel	38	133,031	79,808

Vessels reported between 010000UTC Jan 15 and 312359UTC Dec 15

Vessel Type	Vessels	Gross	Deadweight
Survey Vessel	44	14,783	7,325
Tank Cleaning Vessel	1	11,571	19,992
Tender (Unspecified)	3		
Training Ship	4	858	9,297
Trawler	161	390,468	294,739
Tug	655	278,331	200,760
Utility Vessel	4	1,077	
Vegetable Oil Tanker	15	79,256	124,295
Vehicles Carrier	2,248	103,130,089	36,051,622
Warship	295	313,461	569,089
Wood Chips Carrier	11	483,091	618,820
Work/Repair Vessel	42	7,383	40
Yacht	70	65,046	7,626
Grand totals:	59,621	1,607,550,822	1,937,416,589

Notes from 78th AFATG, Cherbourg, France.

Location: Cercle Chantereyn.

Name

Ireland did not attend.

Name

Channel Islands air search team plus Cis officers.

Adm. **Name** said that there were 12 near accidents last year. Means our system is quite good because we contribute to preventing them.

Sooner or later we will have a big incident. Mentioned the French exercise off Le Havre and thanked UK for the contribution of our assets (air surveillance).

Modern Express: enquiry is underway. If this happened off Casquets we would have face the situation here and room to manoeuvre would have been limited.

Sensitive & Irrelevant. Highest amount of ferry traffic is in the Channel.

ACTION: UK consider tabling this matter at AFATG in November/December 2016.

France believes it is ready for this problem but there are still some gaps. Adm. **Name** was in Portsmouth on Tuesday and at the NMIC to discuss this.

Sensitive & Irrelevant

Third issue is illegal immigration by sea. The illegals are now trying to use sea crossing methods.

There is a law enforcement problem but also a SAR issue.

ACTION: UKBF should attend AFATG.

ACTION: Maritime CT and border control be added to the standing agenda of AFATG?

Lastly we have to train and prepare. Welcomed AFATG members to attend French training and exercises and wants his personnel to attend our training and exercises.

ACTION: UK consider French offer and exchange of personnel between Mancheplan members.

Name said that the UK was carefully considering the issues raised by Adm. **Name** about maritime security and we are having discussions with in the UK organisations.

NOTE: Adm. **Name** said that he would like to have some progress sonner than the next AFATG.

ACTION: **Name** to raise this matter urgently with UK stakeholders

NOTE: France looking to hold a meeting in France in June. Draft plan is already ready in France. They want UK involved.

REPORTS of Incidents and Accidents

MV KALLIOPI

Suffered a blackout in approaches to Le Havre. Leaving port with pilot on board. Wind was Westerly at 15 knots.

Restored power shortly afterward but 2 hours after the first failure, ship lost power again.

Moved to an anchorage to the north of Le Havre. Intervention team sent to board the ship to find out what happened and why.

Crew had been appointed to the ship only a week before. Vessel had been sold to a scrap yard in Pakistan and was due to go there on its final voyage.

Abeille Liberte was sent to take ship under tow. Wind was gusting 40 knots.

Lessons: send legal notice to ship early.

Intervention team was very useful to discover what was happening and had happened and why.

Place of refuge was accepted by Le Havre without being asked.

Salvage company legally seized the ship to ensure they get paid their salvage fee.

French view that there is a need for 2 ETV in the Channel.

Adm **Name** said that there were two incidents in the area that day and both ETVs were therefore deployed and nothing else was available.

Le Havre is the best port in the area as a POR.

Name said that this ship had stopped about 24 hours before, north of the Channel. A tug had been dispatched but the ship reported underway before the tugs arrived.

Name said that Belgium is looking at how to develop a 'caution' notice process. They have copies of the UK process and asked for the French one too.

Modern Express Incident

Crew was not informing CROSS CORSEN what was going on.

SAR incident was dealt with on 26th Jan.

Salvage response started from 27th Jan.

French considered very carefully the deployment of salvage crew to the ship because of possible risks of capsizing/sinking.

However, noted that there was no water ingress and ship remained stable.

QUESTION: speed of drift of the ship?

No direct access to foredeck from sea. Would have to get people on board to manage the tow lines. Only way on board was by air.

UK NOTE: our SAR helicopter capability is not available for delivery of salvors.

PREMAR priorities: risk to human life, reduce environmental impact, prevent danger to navigation, media sensitivity, and avoid legal issues.

Noted that France deployed a warship and salvage vessels: lot of flexibility in their response model (involves military assets).

Plans: sink the ship, tow the ship to port, escort the ship to grounding on a shore and then dismantle it.

EU POR guidelines were used.

SMIT requested a POR from France

Only a few ports were suitable to receive the ship.

Working group selected the POR.

Places in other countries were considered e.g. Spain.

Bi-lateral discussions with Spain led to the decision to tow the ship to Bilbao.

Spain started planning in case the ship had to come to them.

Decision was made due to the location of the ship once it has drifted toward SE French coast (placing it closer to suitable Spanish ports).

French naval helicopters used to move salvors around.

Salvage personnel needed to use safety lines and 'mountain climbing' type equipment to move around the ship (particularly outside).

Lessons: POR decision needed to be taken early in the incident Name system used (emergency towing system), important to build a trusting relationship between stakeholders; owner, salvors, P&I, specialists, international partners. Importance of heavy helicopters able to operate at longer range and remain on scene for reasonable duration. NH90 was used in this operation (military support provided very easily and quickly). Tow-lines were passed by helicopter. Use of navy frigate (helideck, medical support (one salvor was injured and went to the frigate for medical attention before being flow ashore), logistical support) drift models reviewed continuously, inaccurate forecasts, technical solutions have to be invented at the time. Salvage company attended the C2 centre and this enabled improved cooperation. Thought about new ways of towing an abandoned ship e.g. harpooning, using two tugs with two line between them to loop-around the ship and 'two' it in a bight of line. Innovation and ingenuity is required in these situations.

France of the view that the stability calculations of the company of salvors should not be relied upon and need to be checked by separate means.

Got the ship plans from the builders (owners would not provide them!)

It seems that the cargo did not shift and that the crew may have mis-managed the ballast system. Records have been removed by the crew and are in the hands of the owners and they will not release them. Ballast movement and pumping has restored the ships stability to normal.

Flinter Star Incident, Belgium

Vessel is on seabed and has broken into two over the winter. Side scan sonar image shows heavy scouring around the wreck. Cargo is spilled from the ship.

4NM of Zebrugge, Bridge and cranes above water. Very close to the fairway into the Scheldt.

Salvage company has been appointed. Four companies will work together.

Salvage process: remove cranes, hatch covers and cargo then to remove the ship in two pieces (lifted by crane barge).

NOTE: get copies of the presentations and make them available for Cmdrs and other staff information and education?

Belgian government told the owners of the FlinterStar that they cannot abandon the ship and must have salvage in force and ship removed by 30 October 2016.

Norman Commodore Incident

Guernsey report of Norman Commodore ferry that struck the ground and damaged a large number of void spaces. Damage was only spotted when divers checked the hull (was a routine programme). No pollution. MAIB found that the master did not take into account the effects of squat. Spring tide was present thus reducing water depth.

No effects on propulsion or steering so the master did not consider that the ship was seriously damaged (thought he had caught a net around the shaft).

Complacency was considered a big issue – regular route with no problems.

The channel used is now not used and an all states of tide route is now followed.

Guernsey has been recommended to implement a formal VTS. Also will have a port marine safety code.

Guernsey wishes to explore options for VTS.

NOTE: if they wish to visit MCA they need to start at HQ.

CROSS Joburg invited Guernsey to visit to maintain liaison. Name said that the operational personnel in G and J is high and regular.

Pink Bottles

DS Blue Ocean lost 3 containers. All containers sank. One contained thousands of empty plastic bottles.

In January 2016 large rafts of bottles were sighted near the coast.

MCA search aircraft carried out a search from the container location to the coast (parallel track and coastline track search). Rafts of bottles and seaweed were spotted near the coast. Bottles were mixed amongst the seaweed.

Drift models and landing points of the bottles seemed to indicate that the bottles had come from the container much closer to shore, so the container must have drifted closer to the coast before it broke open.

Could not recover the bottles at sea. Hand recovery on the coast was implemented. Several thousand litres of surfactants and bleach was therefore released into the sea. Personnel had to work with PPE to handle the product.

Plymouth University tested the product and if it was mixed with water the product was less of a hazard to people.

MCA aircraft did seven search sorties. Current Buster 4 was used, scan trawls and booms were tried.

Manufacturer of the product were immediately helpful: resources, money and people.

7,500 bottles recovered and 11,000 still missing. Costs were £38,361 which the product manufacturer paid.

France raised the point that when they had a large number of containers lost, they made the owner of the ship and cargo to conduct a survey and to recover them. Nairobi Convention is invoked for containers (considered as wreck).

Channel Islands are looking at how they can legally adopt the Nairobi Convention within their territorial seas (they do not have an EEZ to which the Convention refers).

Name raised the issue of ships misusing NUC when they are simply waiting for orders and holding (so NUC is not appropriate). When challenged most ships will display the correct signals. France says that they ask them to go to an anchorage.

Stan also mentioned wax products in the sea; a problem in the east of England and the Dutch and Belgian coasts. Increasing amounts of wax on the South coast. Some caused by vegetable oils and paraffin wax from tank washings. UK is building a picture of the problem on the south and east coasts. Looking to compile a database to present to IMO. UK believes that vegetable oils and paraffin waxes to be washed in harbours.

UK has seen tankers going to sea to wash tanks and then return to port. They go outside of the 12 mile limits. Appears to be some traffic leaving Rotterdam to go to sea to wash tanks outside of 12 miles. Longshore drift and current tend to bring the oils ashore in UK.

ACTION: Agenda item for next AFATG: ACO and new procedures in IAMSAR and the Mancheplan context.

NOTE: ACO for Maritime CT response and SAR response are different.

Channel Islands Air Search will assist in search for illegal immigrants – because there may be a danger to life, not for security or policing reasons.

Air search operating area is quite substantial and covers southern, mid-Channel areas. Can be used outside the Cis area.

Drop smoke floats to mark targets. 4 minute burn per float.

Has a marine radar fitted so can locate small targets: max range 24 NM, normal ops range 8 nm.

Air droppable 10 person dinghy.

Loud hailer fitted. Search light.

FLIR turret Wescam MX-10

Full recording of the camera imagery.

Basic Islander costs €1,500,000.

Channel Islands Major Emergency Plan for Mass Rescue Operations

Are developing a major response plan and will circulate draft for comments from their partners.

New control room model for Guernsey: has been some natural wastage of staff and some issues over keeping staffing at right levels and competency is right. **Name** is working as a consultant with Jersey on SAR matters.

ViSION 4 is in use with the CG element of the emergency services of the islands.

SMC is not at the police centre but the operators take calls and pass the information to the SMC who works at the harbour.

Jersey has new operations centre. Frequentis is the provider for their systems.

Have integrated their systems.

VTS station is the fallback MRCC.

Have done a Channel Islands risk assessment for pollution planning. MCA CP team have assisted.

Cis had an oil response contract with OSRL. Have dropped the contract and have set up their own response capabilities.

France said that the benefits of working with OSRL is that they can spray large amounts of dispersants. France can do this from sea level (boats) but have no air spray capability.

Channel Islands still have an on-call response contract.

Name are offering a contract on a pay as you go process.

Cherbourg Navy helicopter will be changed to an NH90 this summer. Replaces an EC225.

Integration of MRCC Ostende and Coast Radio Station, Belgium.

CRS is now part of the MRCC. CRS is part of the federal government (military). CRS is operational since 7th March 2016.

Integrated by simply putting people in the same room and allowing them to simply continue doing what they have done up to now. Allow osmosis to make the changes as people got used to each other. Later this year there will be an evaluation of the different procedures to integrate them.

Submarine unorthodox crossing being planned from UK to France?



MCA Counter Pollution / SOSREP Trip Report						
Report of visit to:		Cherbourg, France				
Date of visit:	19 May 2016	MCA staff:	Name	Name	Name	
Distribution of Trip Report:		Name	Name	Julie-Anne Wood	Name	
		Name	Name	Name	Name	
		Name	Name	Name	Name	
		Name	Name			
Event:	78 th Anglo-French Accident Technical Group (AFATG)					
Summary:						
78 th AFATG held in Cherbourg and Chaired by Vice Admira [Name] Prefet Maritime de la Manche at de la Mer Nord)						
Participants:						
<ul style="list-style-type: none"> • Prefet Manche and Atlantique • MCA • Channel Islands of Jersey and Guernsey (incl representatives for the CI Air Search Capability) • Belgium CG and MOD 						
Agenda covered some 18 items contained within 4 broad areas of activity:						
<ul style="list-style-type: none"> • Organisations and Response Planning • Summary of Significant Incidents and Accidents • Exercises • New Equipments and Resources 						
Anglo-French Co-operation						
VA Ausseur opened the meeting by highlighting his main operational concerns and those he saw as needing priority attention within the English Channel area:						
<ul style="list-style-type: none"> • Sensitive & Irrelevant • Mass Casualty Management (MCM) • Illegal Immigration (IM), • Joint Response Training and Exercising 						
He sought assurances that the UK (and Belgium and the Channel Islands) would join with France in addressing and co-ordinating activity within these emergency response fields, this co-ordination to include UK military assets.						
The UK delegation was unable to give these assurances at the meeting and took an action to raise the issues with the appropriate authorities in UK, i.e. Cabinet Office, MoD, DfT, MCA and Border Force.						
France intends to hold a Mass Rescue Exercise close to the Dover Straits in late summer 2016, dates unspecified. VA intends to request UK involvement, in SAR, Air Surveillance, MCA CPS and UK Mod participation.						
[Name]	also notified the Group of their intention to exercise their vessel Mass Abandonment Plan in the latter half of 2016. The draft plan was still being developed but would be distributed to all AFATG					

members shortly.

ManchePlan

Notwithstanding any detailed co-operation in the above activities, the VA gave his staff an action to draft additional text within the ManchePlan (additional chapters) to cover potential operational and co-ordination frameworks for CT, MCM and IM.

AFATG Terms of Reference

The draft ToR developed by UK were unanimously agreed, they will be included within the ManchePlan

French ANED/POLMAR 2016

The French National Counter Pollution exercise undertaken over the 10-11 May was a success and the VA thanked the UK for its material support of the at-sea phase. The Current Buster 6 was deployed from the CP Vessel ARGONAUT using French teams with UK CP Contractor supervision. MCA staff observed the exercise both at sea and in the French HQ in Cherbourg.

Incidents and Accidents

Over the past 6 months there have been 7 notable incidents relevant to UK and FR. These were:

- KAQLIOPI RC – NUC off La Havre
- MODERN EXPRESS – severe list in the Bay of Biscay
- FLINTERSTAR – collision off Zebrugge
- Ro-Pax NORMAN – grounding off Guernsey
- Pink Bottles – impacting Mounts Bay
- Beaching of wax products along the UK South Coast
- Increased number of vessels declaring NUC without cause.

Resources

- Representatives for the Channel Islands briefed the Group on:
 - The new Jersey Marine Operations Centre which will co-ordinate all of Jersey's emergency response.
 - The update of the Air Search 1 surveillance capability covering the Channel Islands - Premar staff were keen to find out if there was operational scope for this resource to be used more widely. Broadly it was though the nature and scale of potential tasking would have to be further discussed.
 - Update on the Guernsey CG call handle by the Guernsey Joint Emergency Service Control Centre – as with the new centre in Jersey, the JESCC would co-ordinate all emergency response activity for the Guernsey.
- Belgium updated the ongoing work to integrate the Coastal Radio Stations with those of the Defence network to achieve more coherent information exchange and C2. The plan is to use MRCC Oostende as the focal point and this would require a review of MRCC manning
- Premar briefed the Group on the capabilities of the NH90 helicopter to be based at Cherbourg from this summer.

UK NCP Exercise 2016

MCA informed the Group of the UK NCP Ex planned for late November 2016, planned to take place off the Lincolnshire East Anglian coast.

Both France and Belgium asked if they would be invited to participate at Observer level.

VA added that France may be looking to stage a further major exercise in early Nov 16 but not firm plans or dates were decided. MCA requested that they be kept informed of these plans as they develop.

Actions:							
1.	MCA to engage with the Cabinet Office, DfT and Border Force to establish the degree of commitment and co-operation envisaged.						
2.	DoNM tbc – Chaired by UK - either last week in Nov or first week in Dec – At Spring Place						
Recommendations:							
1.	National exercise Planning Team to consider invitation to France & Belgium to attend as Observers.						