

83rd ANGLO FRENCH ACCIDENT TECHNICAL GROUP

Tuesday 11 December 2018 at 1000

Venue

Résidence du Préfet maritime
10 rue des Bastions
50100 Cherbourg-en-Cotentin

Attendees

MCA

Name – Head of Branch Counter Pollution and Salvage, MCA;
Name – Acting SOSREP;
Name – HM Coastguard Controller for Dover.

Maritime Prefecture

Name – Deputy for State Action at Sea;
Name – Head of State Action at Sea Division;
Name – Head of Maritime Emergency Response Office;
Name – Deputy Head of Maritime Emergency Response Office;
Name – Deputy Head of Maritime Emergency Response Office;
Name – Director CROSS Jobourg;
Name – Pollution and Navigation Division, CROSS Jobourg;
Name – Director CROSS Gris-Nez;
Name – Pollution and Navigation Division, CROSS Gris-Nez.

Channel Islands

Name – Jersey Harbour Master – Jersey
Name – Jersey CoastGuard & VTS Manager – Jersey

Eire

Name – Irish Coastguard

Belgium

Name – Nautical Director, MRCC Oostende

Apologies:

Name – Guernsey Harbour Master;
Name – Head of port operations – Guernsey;
Name – Guernsey Coastguard liaison officer.

➤ Welcome and Introduction

The meeting was opened by the Deputy for State Action at Sea, Name who thanked everyone for coming at the 83rd AFATG meeting. Thierry Dusart informed the delegates that the Joint Operational Manual could not be signed on the occasion of this meeting and presented his apologies for it.

➤ Previous Minutes and Actions

The Minutes of the previous meeting were accepted.

MCA intervened about action 7 from the 82nd AFATG meeting: the UK and France to share wax ball POLREPS for the common sea area. POLREPS sent to CROSS Jobourg and CROSS Gris-Nez. 11 tons of paraffin wax balls have been washed up on the East Coast of the UK. MCA agrees that there are a lot of detections from CleanSeaNet but that it is truly complicated to locate and to deploy assets, although HLOs can be sent to record the pollution.

Outstanding Actions from previous meeting:

Actions arising from the previous meeting:

- Action 1: Maritime Prefecture to e-mail information to AFATG regarding the successor to the Deputy for State Action at Sea. **Information sent – Action closed.**
- Action 2: MCA to look at how incident data could be blended with French Data. HMCG staff officer VTM Heidi Clevett is in charge of this action – **Ongoing.**
- Action 3: MCA, Name check UK compiling information on loss of propulsion incidents. On the 82nd AFATG meeting, PREMAR delivered a presentation on loss of propulsion incidents in the Channel/North Sea SECA (survey carried out by GRIS-NEZ, JOBOURG & CORSEN collecting data from 2016 & 2017). MCA collected information and detailed that loss of propulsion incidents were due to the changing over fuel and explained that in the majority of cases it's because they left it too late. **Action closed.**
- Action 4: The Director of Maritime Operations to clarify procedures for the French requesting UK assets. NMOC to give methodology. - **Ongoing**

➤ Agenda Items

1. Accidents and incidents since last meeting

- Discovery of UXO on a fishing vessel board named « CAP FREHEL » in UK EEZ, French SRR, the Channel Islands sub-region.
 - PREMAR: delivered a presentation of this case and asked about Jersey's capacity regarding mine-clearing.

- Jersey CG explained they have no military response, only a civilian response but with a limited capacity and simply on the beach. For Guernsey it's the same.
 - Everybody agreed for a French EOD intervention. CROSS Jobourg explained they will facilitate but will not coordinate the operation. Moreover, there is no specific area for explosions in territorial waters.
 - It could be indirectly linked to SAR operations through the Manche Plan. For MCA : intervenes whoever is the best suited to do the job.
- SAR operations involving migrants in the Dover Strait
 - PREMAR/CROSS Gris-Nez delivered a presentation of previous SAR operations involving migrants, risks and difficulties to achieve those operations. First, HLOs and vessels have huge search areas to cover.
 - MCA: Dover has a FIXWIN and HLO with a radar but it's only made for counter pollution, it can bring a support for border force mission but it's only visual. Then, UK border force has 3 vessels, which can response to a SAR request.

Action 1: MCA to give contacts who will answer to a SAR request, to provide a support to French vessels. For aircraft, NMOC is the place to talk about HLO requests.

- Then, the group talked about translation and difficulties to talk with migrants. Dover MRCC described "language line" a very good translation system that could help French MRCCs.
- MCA is worried with those migrants' arrivals, and explained there is a special office for immigration and it is not a mission of the MRCCs.

2.Exercices

- GUARDEX – Oostende MRCC gave a presentation of this exercise which took place along the Belgium coast on 2nd October 2018 :
 - This exercise was led in English because foreign assets were mobilized. It was a challenge but teams wanted to improve their English and it was the occasion to practise ;
 - Coordination search actions: in reality, teams would have had more time to prepare search areas. But for the exercise, every vessel was there in 10 minutes. So it was impossible to organise search operations during those 10 first minutes;
 - Plan B and Plan C were useful because of the seasickness of the students playing as victims.
- French scheduled exercises
 - PREMAR will organize a SAR exercise on 25th January near Calais.
 - A Vessels assistance and counter pollution exercise in the end of September will be led in Seine Bay.
- UK scheduled exercises
 - MCA will organize a National pollution response exercise at sea, late September, early October. EU or EMSA can be included and Manche plan engaged. PREMAR can send observers.

Action 2: MCA to give PREMAR more information about the National pollution response exercise.

3. Structure & organisation

- Joint operational manual on vessel traffic monitoring in the Dover Strait cannot be signed today.

4. Environment and pollution response

- Atmospheric pollution
 - PREMAR/Jobourg gave a presentation about atmospheric pollution caused by shipping and limits which will be set in 2020. Then, Jobourg detailed the prosecution of Carnival, the US cruise company, at Court of Marseille for using a fuel which exceeded legal limits in sulphur.
 - MCA explained OTSOPA is working on the atmospheric pollution caused by shipping. Actually, the Annexe VI of MARPOL is added to Bonn agreement to get founding. MCA will work about the approach to have for other fuels.
- New technologies for surveillance missions' improvement
 - PREMAR/Gris-Nez detailed the implementation of the best available technologies for SURNAV and SURPOL missions including new software, high performance radars, a new traffic monitoring system, a new direction finders and a cooperation between DAM and the MCA. Gris-Nez asked for a North-Sea VTS WG meeting in February 2019.

Action 3: CROSS Gris-Nez to organize a North Sea VTS WG meeting with MCA.

- In application of MARPOL ANNEX VI (Regulation 14), Gris-Nez presented EMSA's drones which could be used to control atmospheric pollution with EO/IR sensors, laser, sniffer (SOx & NOx) and flying areas where it could operate. Then, a summary of the timeline for CROSS Gris-nez was given. The first deployment could be set in May or June.

5. Maritime safety :

- MCA gave a presentation detailing the intention to lead a study about accident risks in the Dover Strait and the emergency towage capacity in the UK EEZ. MCA will need cooperation with CROSS Gris-Nez to collect data about shipping risks and then will determine the response capacity. MCA wants to have a clear picture of what the situation is now, because the last pollution was in 1997.
- The Group discussed the consequences of BREXIT. MCA explained that for Bonn Agreement and SAR cooperation nothing would change. There will have no break in SAR support but only customs issues. Then, for port of refuge and EU guidelines, nothing will change because there is already a national document with the same content.
- Then, the Group discussed about fire assessment teams in the UK and MCA clarified there is no national capability.

- Because the Group was running out of time, MCA sent by mail the presentation of CNIS and sunk Statistics for 2018 which included summaries on vessel activities and vessel tonnage, contraventions by Type and Flag including rogue and zombie (non-reporting) vessels.

Action 4: PREMAR to send to The Group the Statistics presentation

6. AOB

- MCA gave a document dealing with the demarcation line agreed with the Netherlands, Belgian and French Lighthouse Authorities, indicating the seaward limit of Trinity House jurisdiction for wreck marking.

7.Date of Next Meeting

The next AFATG meeting will be organized at Southampton the week of 13th May.