

89th Meeting of the Anglo-French Accident Technical Group (AFATG)

Tuesday, 24 May 2021 at 09:00 UTC

Venue

Novotel Southampton, 1 West Quay Road, Southampton, SO15 1RA

Attendees:

Maritime and Coastguard Agency / Her Majesty's Coastguard

Claire Hughes	Director of Her Majesty's Coastguard, HMCG (Chair)
Name	Head of International Liaison, HMCG (Secretariat)
Name	Secretary of State's Representative for Maritime Salvage and Intervention (SOSREP)
Matt Leat	Assistant Chief Coastguard, HMCG
Julie-Anne Wood	Assistant Director, Policy, Standards and International, HMCG
Name	Deputy Head of Policy, Standards and International, HMCG
Name	Head of Counter Pollution and Salvage, HMCG
Duncan Lev	JRCC Manager, HMCG
Name	Aviation Policy Lead, HMCG
Name	Interim Head of Technical Infrastructure, HMCG
Name	VTS Manager, HMCG
Name	Offshore Energy Liaison Officer, HMCG
Name	Marine Licensing and Space Launch Lead, UK Technical Services, Maritime and Coastguard Agency

Maritime Prefecture

Philippe Dutrieux	Maritime Prefect for the Channel and the North Sea
Name	Deputy for Operational Control of the Channel and North Sea Area
Name	Head of Division State Action at Sea
Name	Head of ORSEC (Crisis Management Organisation)
Name	ORSEC Office
Name	Salvage Coordinator, CROSS Jobourg
Name	VTS Manager, CROSS Gris-Nez

Channel Islands

Name	Harbour Master, Guernsey Harbours
Name	Coastguard / VTS Manager, Ports of Jersey

Ireland

Name	Head of Preparedness, Response and Planning, Irish Coast Guard
Name	Divisional Controller, MRCC Dublin, Irish Coast Guard
Name	Operations and Training Officer, Irish Coast Guard

Apologies

Name	Director, MRCC Ostend
------	-----------------------

- **Welcome and Introductions**

The meeting was opened by the Director of Her Majesty's Coastguard, Claire Hughes, welcoming all attendees to the meeting. While online meetings had enabled the group to stay in touch and continue cooperation throughout the pandemic, they could not replace the valuable opportunities for discussion during an in-person meeting. She emphasized that the Channel remained the busiest shipping route in the world and continues to create challenges, be that the day-to-day risks of groundings, collisions or pollution incidents, or new and evolving challenges such as the increase in windfarm projects or the risky journeys taken by desperate migrants across the Channel. The tragic incident in November last year had demonstrated the importance of our close cooperation in search and rescue between all members of the group to prevent the loss of life at sea.

In his opening remarks, the Maritime Prefect for the Channel and the North Sea, Admiral Philippe Dutrieux, thanked HM Coastguard for welcoming the French delegation and holding the first physical meeting following the COVID19 pandemic. The signing of the Memorandum of Understanding between the Maritime Prefecture and the International Group of Protection and Indemnity Clubs underlined the relevance and importance of this group to improve the awareness of and cooperation with the shipping industry. This meeting as well as the cooperation as laid out in the Mancheplan remain necessities to meet the emerging challenges of Maritime Safety. Sharing information, good practice and lessons learnt are essential to ensure the continuous improvement of the safety in the channel and the North Sea. He added that sharing the lessons learnt and experiences in during the development of windfarms in the UK have been very useful for maritime safety planning of windfarms being developed in France.

- **Previous Minutes and Actions**

No comments were received, and the minutes of the previous meeting were agreed by the group.

- Action 1 - [Name] to refer to Navigation Safety (UKMS) and provide information on current WETREP procedures to [Name] / Irish Coast Guard. The information has been provided following AFATG 88 - Closed.
- Action 2 - [Name] to distribute the exercise report once completed and extend invitations to observe future exercises. The exercise report has been distributed following AFATG 88. Invitations to observe exercises in 2022 to be extended to the group once known - Ongoing.
- Action 3 - [Name] and [Name] to provide contact details of the UK regulators for decommissioning and HM Coastguard Offshore Liaison Officer to the Irish Coast Guard. Contact details shared following AFATG 88 - Closed.
- Action 4 - [Name] to confirm with MRCC Dover that the Channel Islands are included in the distribution of the spreadsheet regarding abandoned migrant vessels. Following AFATG 88, it was confirmed that the Channel Islands had been included in the distribution list - Closed.

- Action 5 - [Name] to share Offshore Liaison Officer contact details with the group and invite him to present at AFATG89. Contact details have been shared following AFATG 88, presentation has been included in the agenda of AFATG 89 - Closed.

Agenda Items

1. Accidents and Incidents since AFATG 88

- TBC Progress November 2021
[Name] provided an overview of the incident during the towing of MV TBC Progress. The incident started at 3am on 27 November 2021 with the vessel observed drifting in rough sea conditions (sea state 5 and winds with gusts of 50 kts). CROSS Jobourg was unable to contact the vessel as the master was uncooperative and did initially not respond to the calls. An infringement report was created, and legal notice issued, giving the vessel time to act. Due to the proximity to the shoreline and the limited timescale, an intervention team was deployed from the tug Abeille Liberté via helicopter. The vessel tried to make repairs and head north, but eventually had to be taken under tow and a Lloyds Open Form was signed, and the incident was concluded at noon on 27 November 2021. While it was re-assuring that the system and processes in place worked, the incident highlighted the importance of always having two tugs in the area which are contracted by the French government and must be able to deploy on 40 minutes notice in normal conditions and 20 minutes in bad weather (presentation slides are contained in the annex to the minutes).
- WEC [Name] February / March 2022
[Name] provided an overview of the incident involving the loss of containers from WC [Name]. The incident started on 16 February 2022 with the loss of four containers, two of which containing household good, one with liquified gas and one with a less dangerous substance. While the vessel and its representatives were very cooperative but with little effect on resolving the situation. Despite the containers drifting for two weeks with their locations unknown, they were located quickly by the Oil Spill Response Vessel (OSPV) Argonaute which had deployed with French navy divers and maritime firefighters to assess the risk posed. MARIS was also activated to get expert advice. Argonaute was able to tow the liquefied gas container but struggled with strong currents on its way back to Cherbourg, however once the vessel arrived the port refused to accept the container without another risk assessment. The incident concluded on 17 March 2022 and was particularly interesting as the container had to be moored outside the harbour before all the risk assessments could be completed and it prompted some improvement in the communications between the Maritime Prefecture of the Atlantic and the Maritime Prefecture of the Channel and North Sea as the incident progressed between their areas (presentation slides are contained in the annex to the minutes).
- UK SAR Aircraft Operations in Dover Strait on 02 April 22
Duncan Ley provided a presentation on the loss of PA-28, a small civilian aircraft on the morning of 22 April 2022. Radio and radar contact were lost with the aircraft whilst flying from UK to France, and radar tracing action through the UK's Distress & Diversion (D&D) Cell

generated a last-known position (LKP) mid-channel, within the UK Flight Information Region and French Search and Rescue Region. D&D informed both MRCC Gris-Nez and the UK JRCC Aeronautical Rescue (JRCC-AR). MRCC Gris Nez coordinated the search for the missing aircraft, with UK JRCC providing air and maritime assets to search predominantly the UK Search and Rescue Region portion of the search area. Lessons learnt from the UK JRCC perspective include:

- a lack of initial clarity over which authority is coordinating the SAR response. JRCC-AR assumed MRCC Gris-Nez was coordinating due to position of last-known position within French SRR but could have checked and asked for intended actions.
- a lack of initial proactive support offered by JRCC-AR to MRCC Gris Nez. JRCC-AR could have asked MRCC Gris-Nez what support or UK assets they might require and informed them of their intentions.
- A lack of shared planning or knowledge of each other's plans, actions, and asset(s). as both French and UK SAR helicopters arrived on scene unaware of each other's presence.
- He emphasized that an Air Accident Investigation Board (AAIB) investigation as well as an internal review were still ongoing, and that the lessons learnt were to be considered as outside these reviews.

(Presentation slides are contained in the annex to the minutes.)

Name shared the perspective from the Maritime Prefecture and fully agreed with the lessons learnt as they faced similar difficulties as well as not being fully aware of the coordination of aircraft in the UK. He explained that the French ARCC in Lyon is operated by the French Air Force. The ARCC had been in touch with the UK JRCC and delegated the tasking of the French helicopter to MRCC Gris-Nez. However, Gris-Nez did not have a link with the UK JRCC which tasked UK helicopters operating in UK Search and Rescue Region, resulting in two separate operations.

Name shared the perspective from MRCC Gris-Nez and explained that this kind of incident has a specific response with the ARCC delegating the aircraft to the Maritime Prefecture which delegates the aircraft to the MRCC. Gris-Nez received the crash notification from the UK JRCC, but lack of clarity in each other's action and intentions resulted in two separate operations. The MRCC coordinated the French helicopter and was surprised to have a second helicopter from UK.

Duncan Ley added that he was working with **Name** on redeveloping policies and procedures between aeronautical and maritime within the JRCC. Initially, tasking and coordination sits with JRCC-AR but usually is quickly handed over to the Search and Rescue Mission Coordinator. He offered to share the structure of UK responses and discuss the identified lessons learnt with the Gris-Nez.

Name asked whether this could be developed into an annex to the Mancheplan, and the Prefet Maritime referred to a similar incident in 2019 (Piper Malibu light aircraft transporting the Argentine football player Emiliano Sala). This incident had also occurred

in the French Search and Rescue Region, but the UK and Guernsey had kept control and were supported by France.

After a brief discussion, it was agreed to organise an exercise to go through these incidents and other possible scenarios with the view of establishing and annex to the Mancheplan regarding aeronautical search and rescue incidents which could be incorporated into the review of the Mancheplan due in May 2023.

Action 1: Duncan Ley and [Name] to organise an aeronautical incident exercise and subsequent drafting of an annex for the Mancheplan to be included in the 2023 review.

2. Environmental and Counter Pollution

- No submissions have been received under this agenda item.

3. Search and Rescue

- Notification Process of Migrant Vessels leaving French Coast / Abandoned or Drifting Migrant Vessels

Matt Leat explained that a review of the current process of informing MRCC Dover of vessels leaving the French coast would benefit both MRCCs and proposed to set up a small working group between MRCC Dover and MRCC Gris-Nez on how to improve the process, adding that this may also assist with improving the notification process regarding abandoned or drifting migrant vessels.

[Name] agreed and added that the aim must be to avoid unnecessary deployment of assets

Action 2: Matt Leat and [Name] to set up a working group between MRCC Dover and CROSS Gris-Nez to review and improve the notification and information sharing process for migrant vessels.

- Recovery of Abandoned/Drifting Migrant Vessels by the Royal Navy
Matt Leat provided an update on OP ISOTROPE, which entails the Royal Navy assisting with operations in the Channel, including the provision of maritime and aeronautical assets. The additional vessels have been very helpful in collecting and reducing the number of abandoned migrant vessels. Since this agenda item had been raised, the Royal Navy had reached out to French authorities with regards to the collection of abandoned vessels within the UK Search and Rescue Region but within French Territorial Waters. An agreement had been reached to enable this and no further action was required.
- Project CAESAR
In this context, the Director of HM Coastguard asked Matt Leat to provide an overview of project CEASAR. Matt Leat explained that Phase 1 of Project CEASAR (Channel Emergency Aviation SAR) was running since October 2021 to increase situational awareness in the Channel. This included S100 small rotary wing drones (capable of flying 5-6 hours, remotely piloted from Lydd and fitted with optical and thermal imaging camera) and DA42 fixed wing

drones with a good sensor suite, available for 8 hours per day. Phase 2 of the project will include a radar fit for the rotary wing drones, changing to DA62 fixed wing drones, and extending availability to 16 hours per day from July 2022. All sensor information was relayed to MRCC Dover to enable the SAR Mission Coordinator to make decisions and the drones can be used tactical on the day and in line with other assets such as Royal Navy helicopters or other fixed wing aircraft.

Other technical projects include the development of communication technology to better communicate with migrant vessels, such as being able to send a text message to a phone that will return a GPS position, the ability to translation text into other languages and video streaming capability. The aim of all these developments was to provide the MRCC as much information as possible

The Director of HM Coastguard emphasized that it was important to share this information with the group to show HM Coastguard's efforts to improve the situation in the Channel and offered to share the progress on these developments or provide demonstrations. The Préfet Maritime was thankful for this offer and added that the Maritime Prefecture was also trying to improve the situation by providing additional assets. Since the migrant incident in November 2021, two vessels (a tug based in Boulogne and a patrol boat) were always available to intervene if required. SNSM (Société Nationale de Sauvetage en Mer) vessels had been rarely used in the Channel in the last six months, but of course this may increase with better weather conditions over the summer. Considerable efforts had been made to stop migrants before setting off, but it was not always possible to interdict them in time. He added that any new technology would be of interest to MRCC Gris-Nez.

Action 3: Matt Leat to share information and updates on technology projects with the Prefecture Maritime and MRCC Gris-Nez.

4. Maritime Safety

- **CNIS / VTS statistics**

and provided a summary of the Channel Navigation Information Service (CNIS) and Jobourg VTS statistics. The statistics are contained in the presentation slides in the annex to the minutes.

- **Sharing of Information on Projects Impacting Maritime Safety in French / UK Waters**

provided an overview of the licensing process by the Marine Management Organisation (MMO) and the Maritime and Coastguard Agency's (MCA) role in the process, highlighting that it was important to ensure that the MMO was consulting with the right agencies and departments in France. With regards to undersea cables, the MMO licenses the burial of cables out to twelve nautical miles but not the actual laying of the cable. Part of the licensing process is for the licensee to conduct a Navigation Risk Assessment as well as to establish the impact on other maritime users such as the fishing industry, and the impact on the seabed and marine life. The MMO consults the MCA on the Navigation Risk Assessment, and the MCA's role is to ensure that the assessment reflect the actual

circumstances, and to provide conditions and advisories in line with the assessment (e.g., cable burial plan, penetration study, cable protection, etc.). Once these have been addressed, the license is granted.

Name Asked what actions can be taken if the operator does not comply with the guidance, especially outside twelve nautical miles. Helen Croxson stated that if the Navigation Risk Assessment is not followed, the operator has to conduct an additional assessment of the consequences and any mitigation that can be put in place. This is done through the MMO who has the legal powers and can prosecute if necessary. In such instances, the MMO informs the MCA for awareness.

5. Maritime Assistance Services

- No submissions have been received under this agenda item.

6. Training and Exercises

• Windfarm SAR and Exercise Update

Name provided a presentation on the status with regards to offshore renewable energy in the UK (presentation slides are contained in the annex to the minutes). The UK was expecting an eight-fold increase overall and an increase in floating windfarms which enable the use of locations further offshore and in deeper waters with possible major impact on fishing and shipping. Turbine sizes are also increasing, currently up to 300m in size but recent discussions suggest this could increase to 400m. Since 2020, 146 windfarm related incidents have been recorded in the UK, of which 40 were incidents to the windfarm industry, 48 were medical evacuations and in 58 cases windfarms provided support to SAR incidents. Windfarms were less likely to have large-scale high-impact incidents such as the oil and gas industry as there was no hydrocarbon risk and fewer permanent staff offshore. Incidents most likely involve single medical events involving maintenance workers. Of more concern were third party incidents, such as vessel not under command drifting into a windfarm.

Name provided an update on the upcoming SAR exercise 'Ex Sancho,' which was going to be the first large scale live exercise since 2012. The exercise will take place at the East coast of UK on 31 May 2022, and includes a SAR helicopter, a lifeboat and several industry vessels. As part of the scenario, dummies, a life raft, and marker buoys will be deployed and monitored, and the scenario also includes the background operations (commercial operators, substations, etc.). Part of the exercise is a Microsoft Teams call for observers between 9 and 10am UTC and **Name** offered to share the program and link with the group following the meeting.

Action 4: **Name** to share Ex Sancho observer program and link (note: the observer program and link have been sent to the group following the meeting on 25 May 2022.)

Name also provided an update on the progress on including some guidance on SAR within windfarms into volume two the International Aeronautical and Maritime SAR (IAMSAR)

manual. The draft text is due to be discussed at the next meeting of the ICAO-IMO Joint Working Group on the Harmonization on aeronautical and maritime SAR in September and a further update provided at the next AFATG meeting.

This was followed by a discussion on windfarm matters. [Name] raised the problem of towing vessels through a windfarm which he had discussed with the captain of the Abeille Liberté as this may require two tugs to keep vessels within the turbine corridors. [Name] responded that the turbine layout is an important factor for SAR as well as salvage. The UK had not done any salvage or towing exercise within a windfarm yet, but he acknowledged that this may be very challenging, especially in irregular layouts. For more general risks, HM Coastguard has been working closely with Health and Safety Executive and coproduced a document on expectations on the emergency response requirements by windfarm operators.

Matt Leat highlighted the increasing sizes of windfarms and number of turbines, and asked whether there were any considerations in the windfarm sector for a private SAR helicopter setup like that of the offshore oil and gas industry? [Name] responded that this was a possibility, but considering the amount of incidents and risk, industry funding could be spent more effectively, e.g., for the provision off more offshore capability.

Sensitive & Irrelevant

[Name] conferred thanks from the Irish Coast Guard for the good working relationship with HM Coastguard and [Name] on windfarm issues over last two years. Ireland does not yet have a huge offshore wind infrastructure, but there are plans for a windfarm in the South of the Irish Sea and a floating windfarm off the East Coast for which UK guidance is being utilised. Philippe Dutrieux added that this area was a good example of the importance and benefits of cooperation where the members of the group can improve maritime safety without impact of the political circumstances. He highlighted that there had been a lot of fruitful discussion on both tactical and operational level in this area and that these discussions were very helpful to benchmark how different countries approach windfarm issues.

[Name] asked a question raised by the Maritime Prefecture of the Atlantic. In France, windfarms are required to have joint rescue plans during installation and construction between the companies and the Maritime Prefecture that define the levels of intervention. Is there a similar process in the UK? Pete Lowson responded that the SAR aspects are agreed prior to the construction and adapted after the windfarm becomes operational. Responsibility for SAR rests with HM Coastguard, but the industry needs to have the capability to respond to foreseeable incidents (see agenda item 5.1).

[Name] asked whether there were any requirements with for the industry to provide surveillance or detection capabilities inside the windfarm area. [Name] responded that HM Coastguard works in close cooperation with the windfarm coordination centres and that

there was some work in progress with regards to Vessel Traffic Monitoring. Newer windfarms have to provide a survey on communication equipment accessible by HM Coastguard, and one windfarm already provides this connection covering both within and outside the windfarm area. Some windfarms install CCTV across all or some areas and some use radar, however these are expensive to install and maintain.

Action 5: to organise a visit for representatives from the Maritime Prefecture to visit a UK windfarm.

- **Any Other Business**

asked the group whether there was merit in considering whether the current format of the meetings could be improved, considering the group had meet virtually over the last two years due to the COVID19 pandemic. While face to face meetings were important, they are also more expensive and time consuming due to travel. He outlined possible options on the format of future meetings:

- Return to pre-Covid in person meetings only;
- Keep in person meetings, but allow virtual participation;
- Alternate in person / virtual meetings every 6 months;
- Move to virtual meetings only.

He stated that this had been discussed within the UK delegation and that HM Coastguard would suggest the second option (in person meetings with virtual participation option) as this would enable more participants to attend the meetings, especially those who are based in remote locations or unable to travel. He asked all to consider these options and discuss internally how each delegation would like the future format of the meeting to be so that the group can decide at the next meeting.

Action 6: All to discuss internally the preferred format of future AFATG meetings and provide feedback for decision at AFATG90.

- **Date and Time of next Meeting**

The next meeting (AFATG 90) will be hosted by the Maritime Prefecture in Cherbourg, date to be confirmed.

Claire Hughes thanked Philippe Dutrieux for the good collaboration between France and the UK and his efforts over the last years within the AFATG, as this was his last AFATG meeting before retirement in September and closed the meeting.

- **Summary of Actions**

AFATG 88		Owner	Status
Action 2	Name to distribute the exercise report once completed and extend invitations to observe the next exercise in 2022	Name	Exercise report distributed, invitation to 2022 exercises to be extended - Ongoing
AFATG 89			
Action 1	Duncan Ley and Name to organise an aeronautical incident exercise and subsequent drafting of an annex for the Mancheplan to be included in the 2023 review	Duncan Ley / Name	New
Action 2	Matt Leat and Name to set up a working group between MRCC Dover and CROSS Gris-Nez to review and improve the notification and information sharing process for migrant vessels.	Matt Leat Name	New
Action 3	Matt Leat to share information and updates on technology projects with the Prefecture Maritime and MRCC Gris-Nez.	Matt Leat	New
Action 4	Name to share Ex Sancho virtual observer program and link with the group	Name	Program and link have been sent to the group following the meeting. Closed
Action 5	Name to organise a visit for representatives from the Maritime Prefecture to visit a UK windfarm	Name	New
Action 6	All to discuss internally the preferred format of future AFATG meetings and provide feedback for decision at AFATG90	All	New

89th session - AFATG

Accidents and Incidents since AFATG 87

TBC Progress – 27th November 2021

- Non-cooperative shipmaster
- Proximity with the shore (4NM) and limited timescale to act
- After a legal notice, deployment of Emergency team + TUG



89th session - AFATG

Accidents and Incidents since AFATG 87



Loss of containers by *Wec Van Eyck* 16th February to 17th March 2022

- Threat to maritime circulation, hazardous goods
- Challenging operation : risk assessment at all stages



HM Coastguard

To Search
To Rescue
To Save

Loss of PA-28 (G-EGVA) Mid-Channel

Post-incident Presentation:
(02 April 22 GIN 501123 / 007517)

Duncan Ley &
24 May 2022

Name



Maritime &
Coastguard
Agency

INQ001333_0013

Incident Summary (22 April 2022)

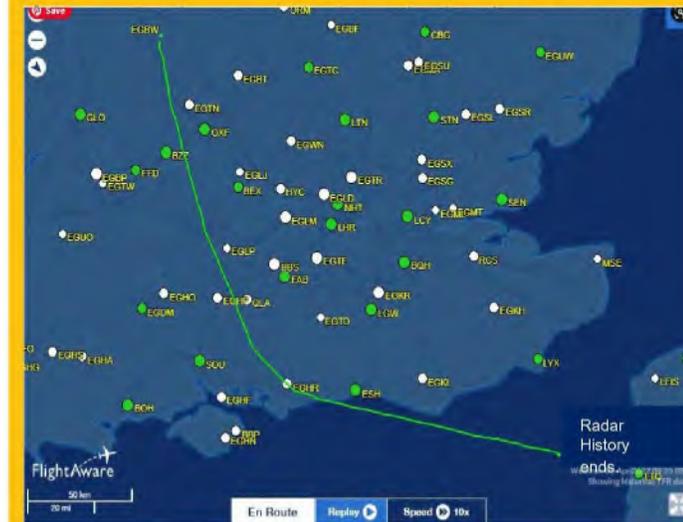
On the morning of 22 April 2022, radio and radar contact was lost with a civil small aircraft (PA-28, G-EGVA) whilst flying from UK to France. The UK's Distress & Diversion Cell (D&D) conducted radar tracing action and generated a last-known position (LKP) mid-channel, within the French SRR.

D&D informed both MRCC Gris Nez and the UK JRCC Aeronautical Rescue (JRCC-AR) at Fareham. MRCC Gris Nez coordinated the search for the missing aircraft, with HMCG providing air and maritime assets to search predominantly the UK-SRR portion of the search area.

There were no eyewitnesses to the aircraft going down, and no wreckage, airframe or casualty was located during search efforts, or subsequently by passing maritime traffic.



Open source Flight Radar 24 of G-EGVA flight on 02 April 2022



NB: There is an ongoing AAIB investigation into the cause of the aircraft loss.

Timeline (AR only, focussing on initial phase)

0936z: D&D inform both UK JRCC-AR and FR MRCC Gris Nez of concerns regarding PA-28 (G-EGVA), flying from Warwick to Le Touquet, which should have been in communication with French Air Traffic by this time.

0944z: First direct communication between MRCC Gris Nez and JRCC-AR. Both agree information held aligns. JRCC-AR acknowledge D&D (NATS) are conducting tracing action for G-EGVA.

1008z: MRCC Gris Nez informs JRCC-UK that FR SAR-H has been tasked.

1024z: JRCC-AR tasks R163 to fly down last reported track towards datum (track line search).

1035z: R163 airborne.

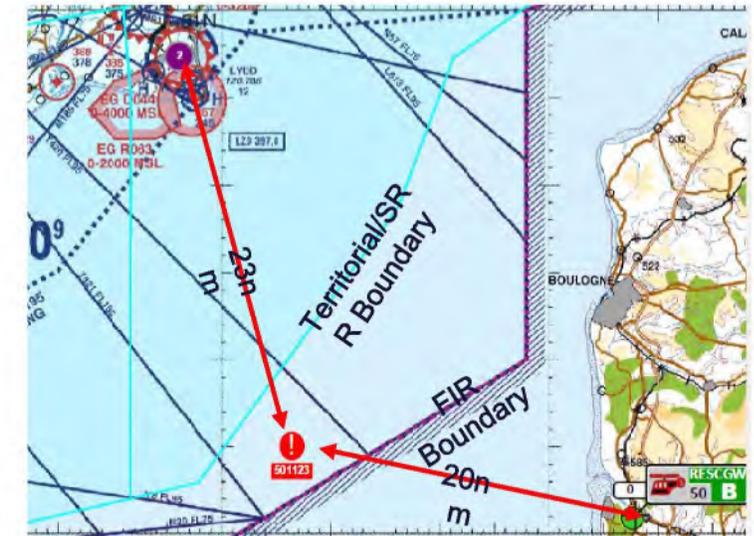
1039z: JRCC-AR informed MRCC Gris Nez that R163 was tasked, and commencement of attempts to get a common working frequency.

1130z: R163 completes sector search after track-line, requests further instructions

1134z: JRCC-AR and MRCC Gris Nez work to establish further search plans and what levels of support each can deliver. From this point on, ongoing maritime and air search efforts conducted by UK and French SAR with effective coordination of efforts between the two agencies.

1720z: MRCC Gris Nez suspend search.

Refined LKP, as given to JRCC-AR by D&D (NATS)



UK JRCC-AR Perspective: Lessons Learnt

- Lack of initial clarity over which authority is coordinating the SAR response. JRCC-AR *assume* MRCC Gris Nez are coordinating, due to position of datum within French SRR. (JRCC-AR should have asked MRCC Gris Nez 'are you coordinating?' 'what are your intentions?')
- Lack of initial proactive support offered by JRCC-AR to MRCC Gris Nez. (JRCC-AR should have asked MRCC Gris Nez 'What support can we provide?' 'Do you require UK SAR assets to assist?' 'These are our intentions', etc.)
- Lack of shared planning or knowledge of each other's plans, actions and asset(s). (French and UK SAR-H arrived on scene, not knowing the other's presence)

These lessons learnt focus on and relate to the INITIAL phase of the incident.

NB: There is an ongoing AAIB investigation into the cause of the aircraft loss.



Positives:

Despite lack of clarity over intentions and decision-making in initial phase, information flow between agencies throughout the incident was regular, timely, and of good quality.

Suggested points for discussion:

For mid-channel incidents, where the datum is close to the SRR boundary:

- Positive confirmation of which agency will assume coordinating authority
- The other agency is proactive in offering SAR support
- A communication plan is established
- Sharing of search plans and search efforts to create a Common Operating Picture





Maritime &
Coastguard
Agency



Safer lives,
safer ships,
cleaner seas

Dover Strait Statistics 2022

89th AFATG

Name

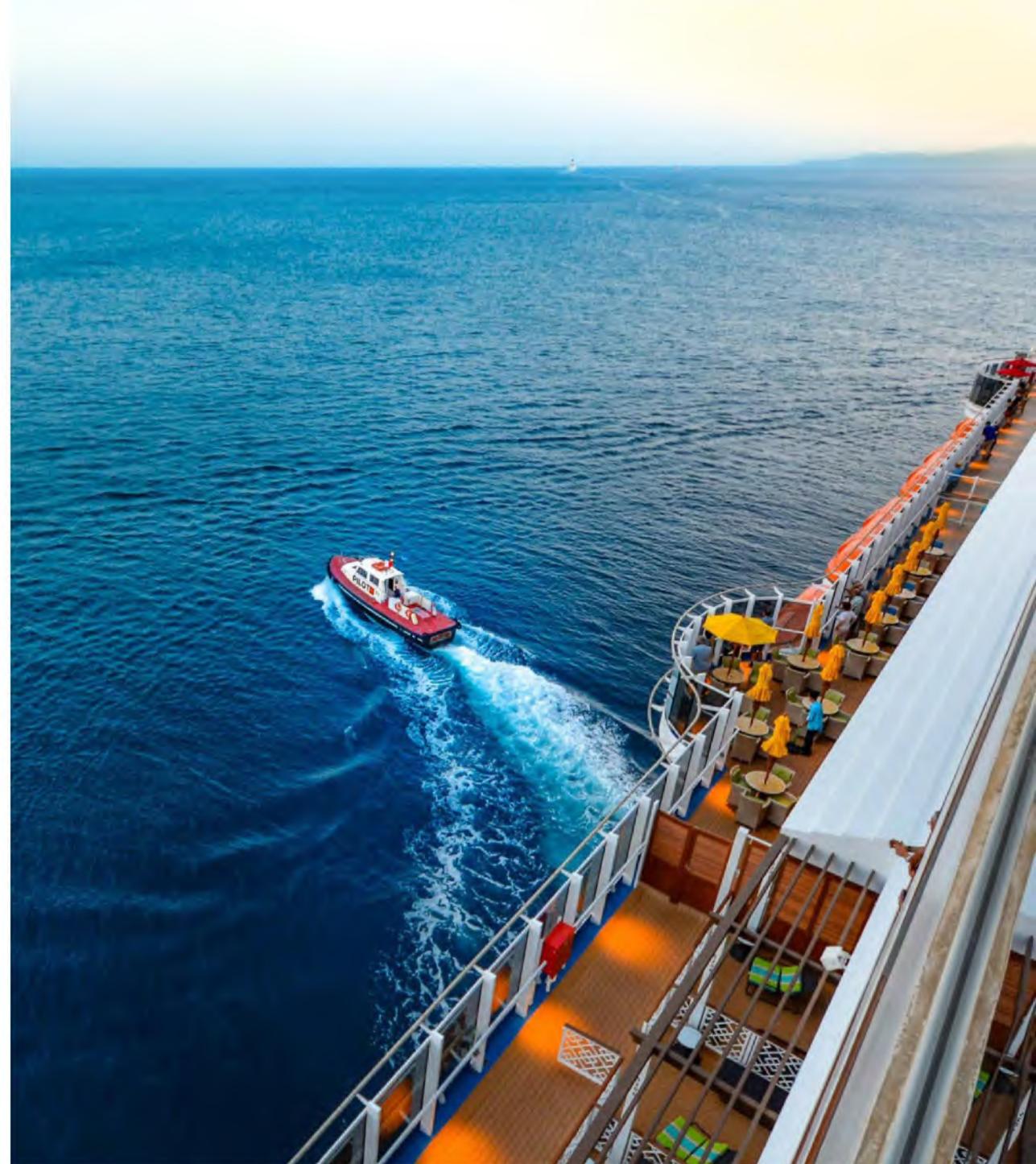
Vessel Activities Summary

Vessel Activity Summary for 2021

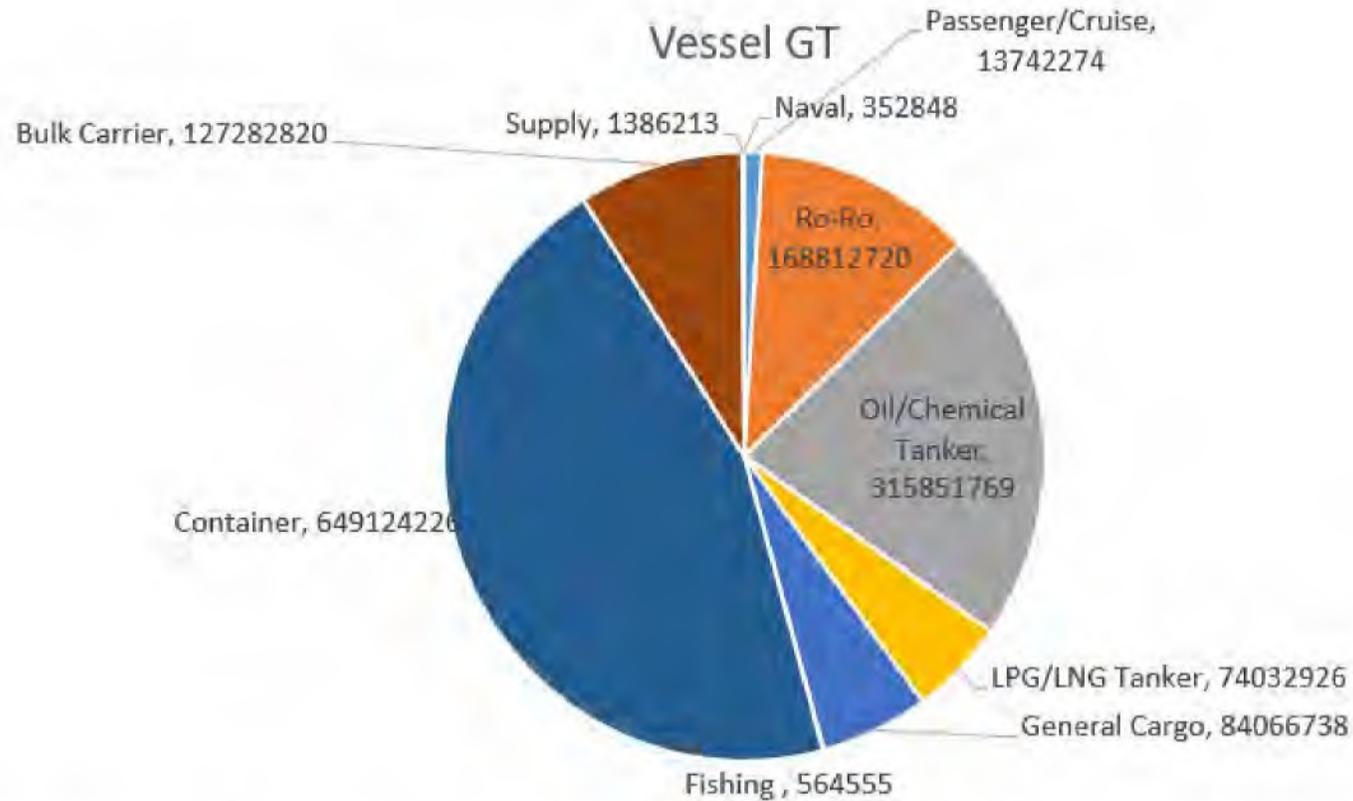
Activity Type	Number
Ship Reports Received	54,563
Rogues	14
Non Reporters	6

Activity Type	Jan – April 2021
Ship Reports	17,752
Rogues	4
Non Reporters	1

Activity Type	Jan - April 2022
Ship Reports	17,795 (+43)
Rogues	1 (-3)
Non Reporters	1 (=)

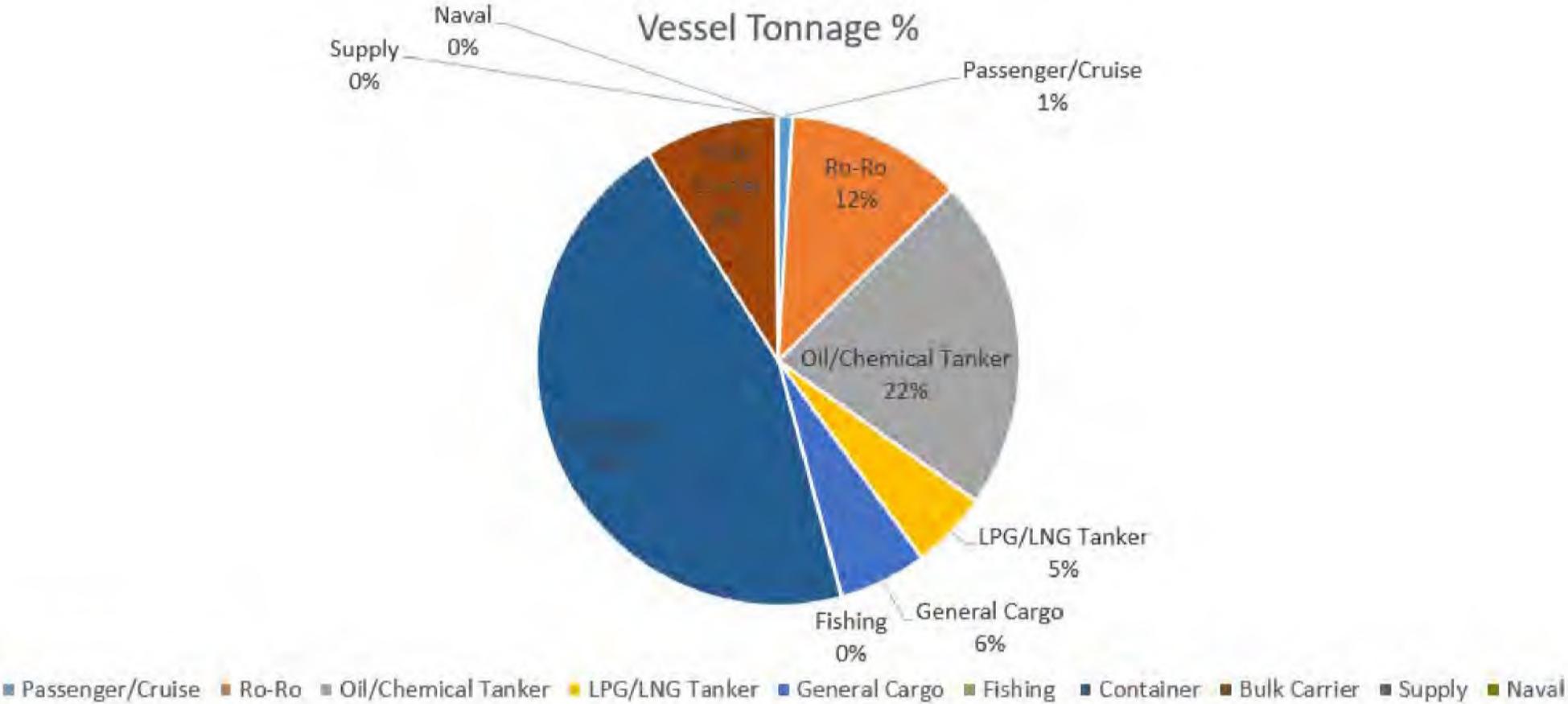


Vessel Tonnage Summary 2021



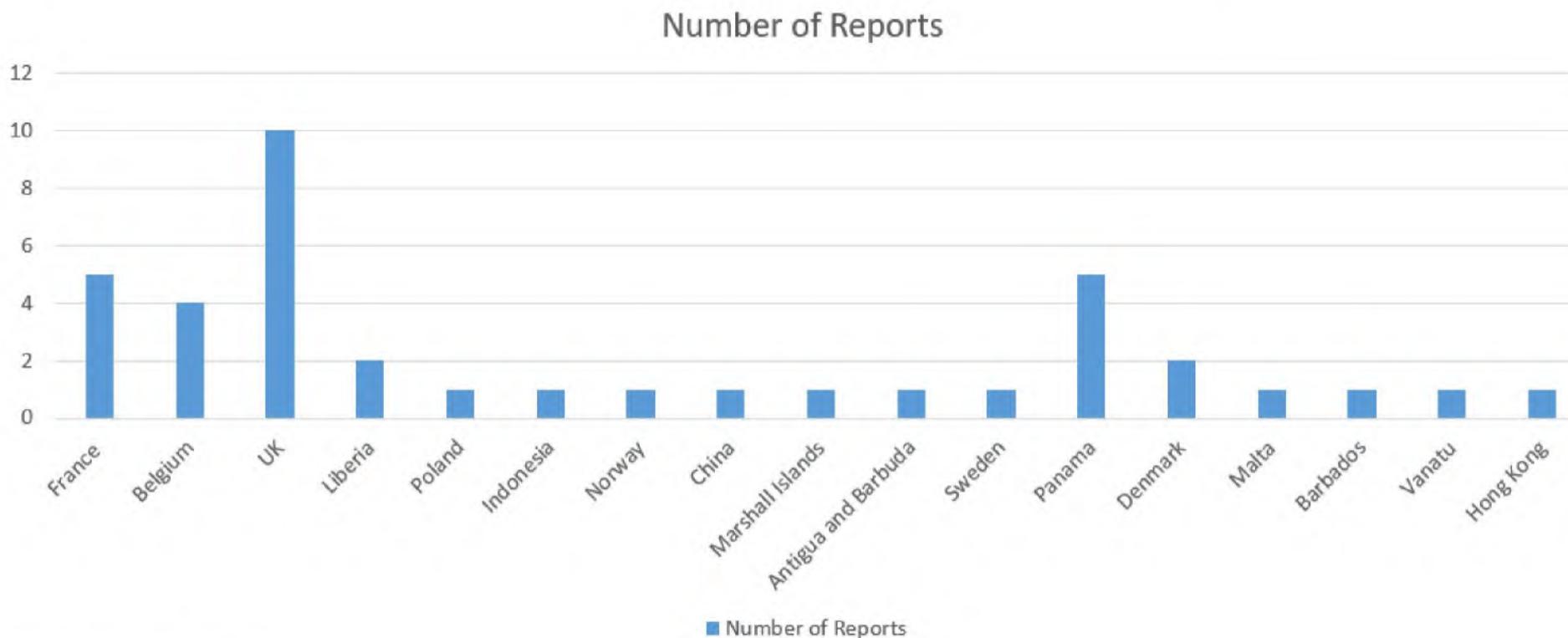
■ Passenger/Cruise ■ Ro-Ro ■ Oil/Chemical Tanker ■ LPG/LNG Tanker ■ General Cargo ■ Fishing ■ Container ■ Bulk Carrier ■ Supply ■ Naval

Vessel Tonnage Summary 2021



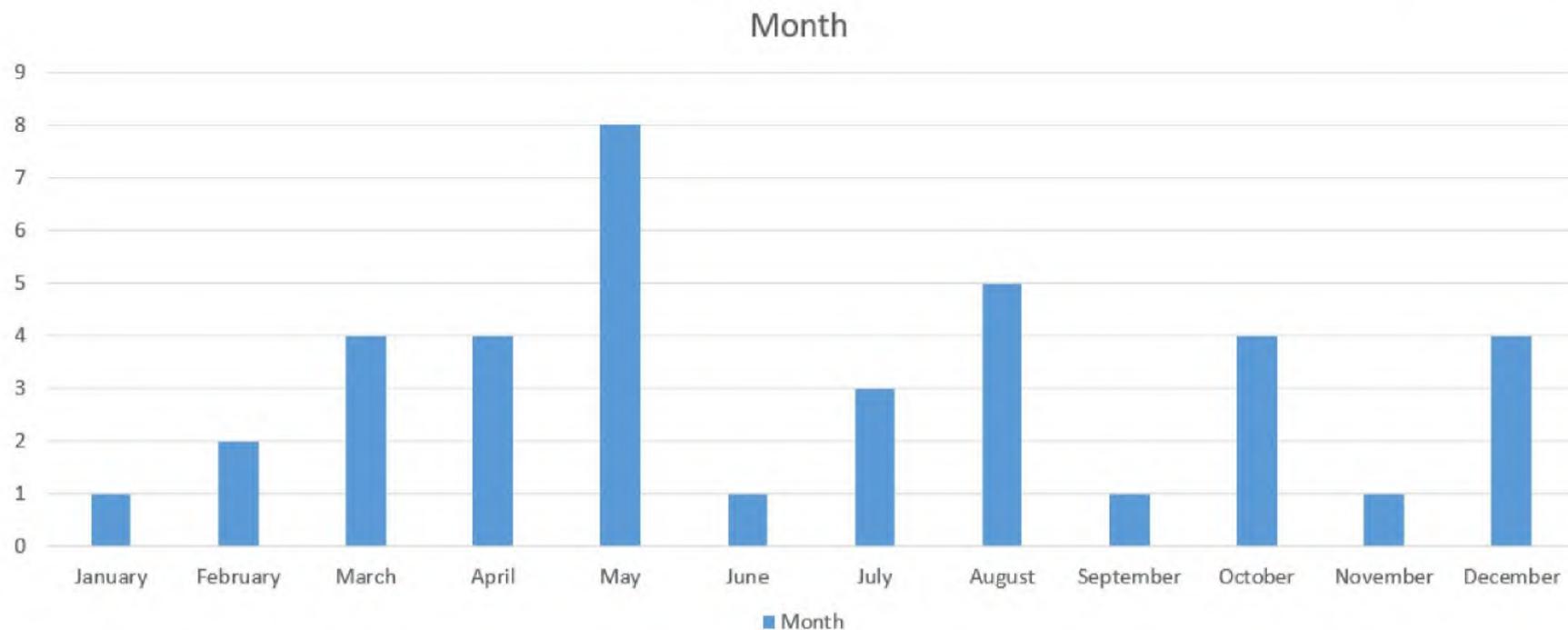
Rogues Reports

Rogues by Flag State for 2021



Rogues Reports

Rogues by Month for 2021

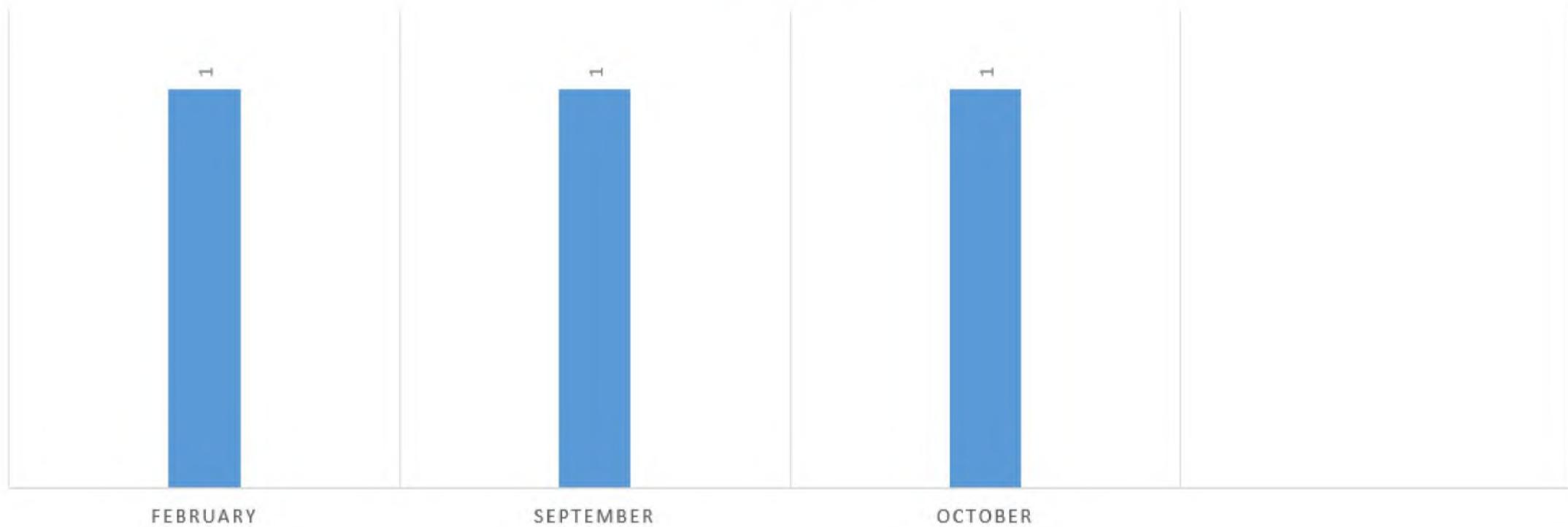


Non Reporters for 2021

Flag states for Non Reporters were Marshall Islands, Liberia and Vanuatu

NON REPORTERS

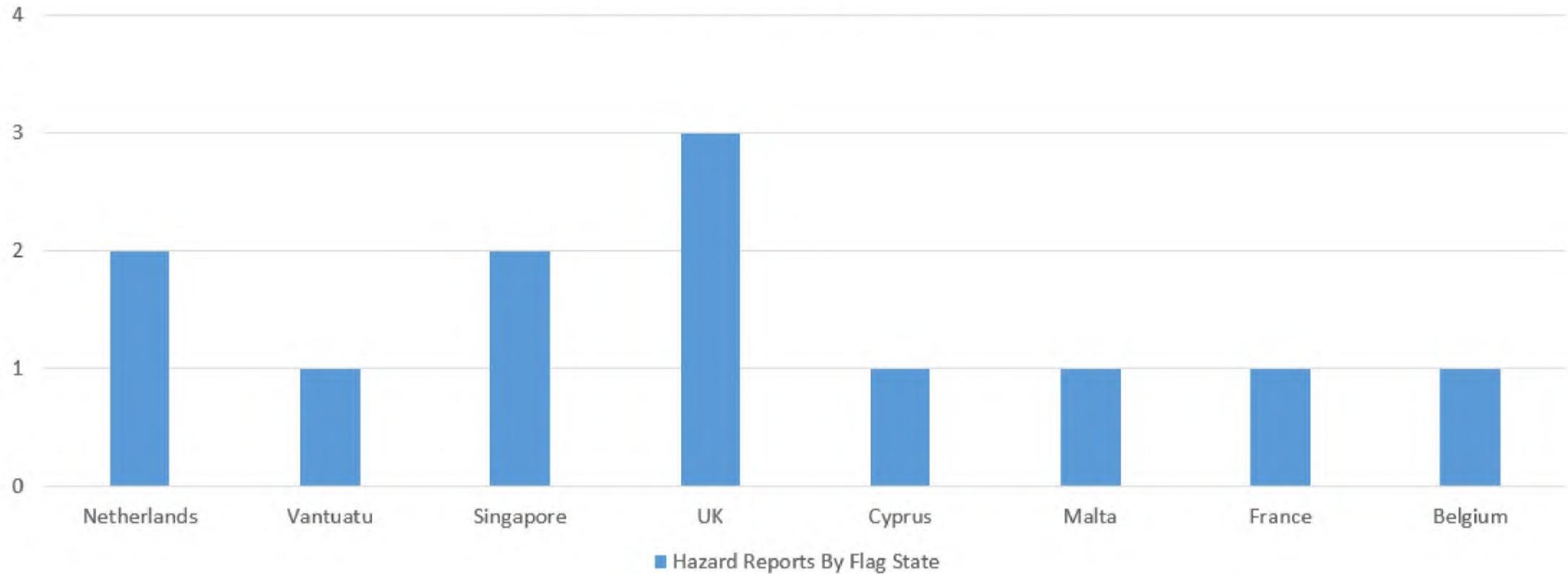
■ Non Reporters



HAZREPs for 2021

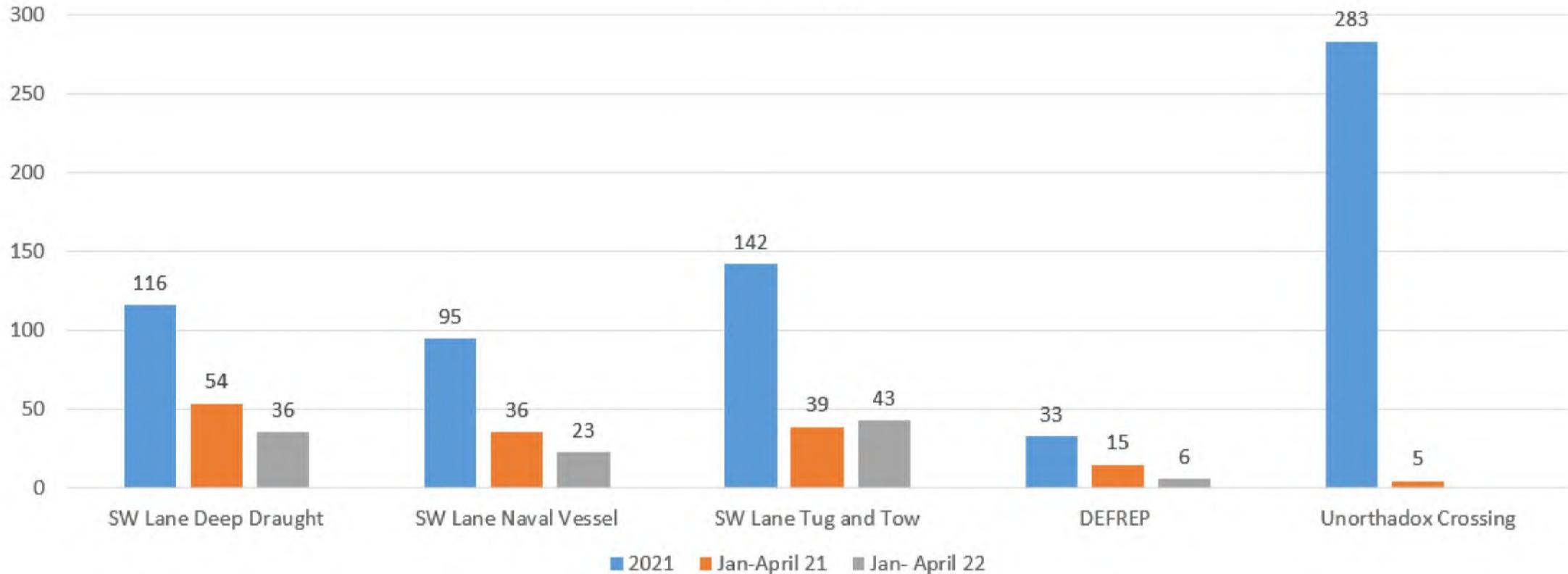
Total of 12 HAZREP's

Hazard Reports By Flag State



Overview of Vessel Activities for 2021

Vessel Activity





Thank you

Name

Name

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

Name

Name

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





MINISTÈRE DE LA MER

Liberté
Égalité
Fraternité

CNIS Statistics Griz-Nez Traffic VTS in 2021

Services provided by Griz-Nez Traffic: Traffic monitoring; navigation assistance; maritime assistance



1. Organisation du trafic



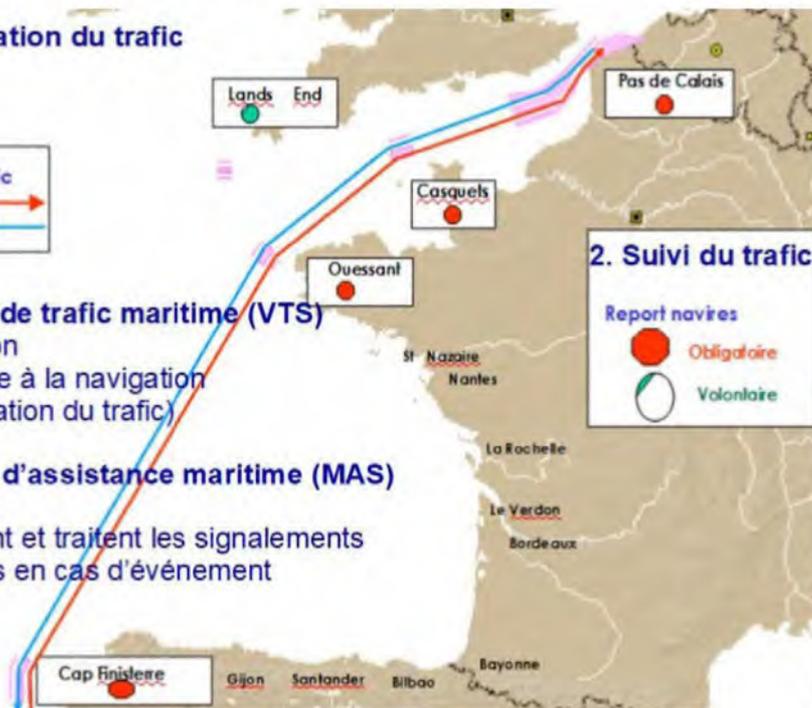
3. Service de trafic maritime (VTS)

- Information
- Assistance à la navigation (+ Organisation du trafic)

4. Service d'assistance maritime (MAS)

→ reçoivent et traitent les signalements obligatoires en cas d'événement

2. Suivi du trafic



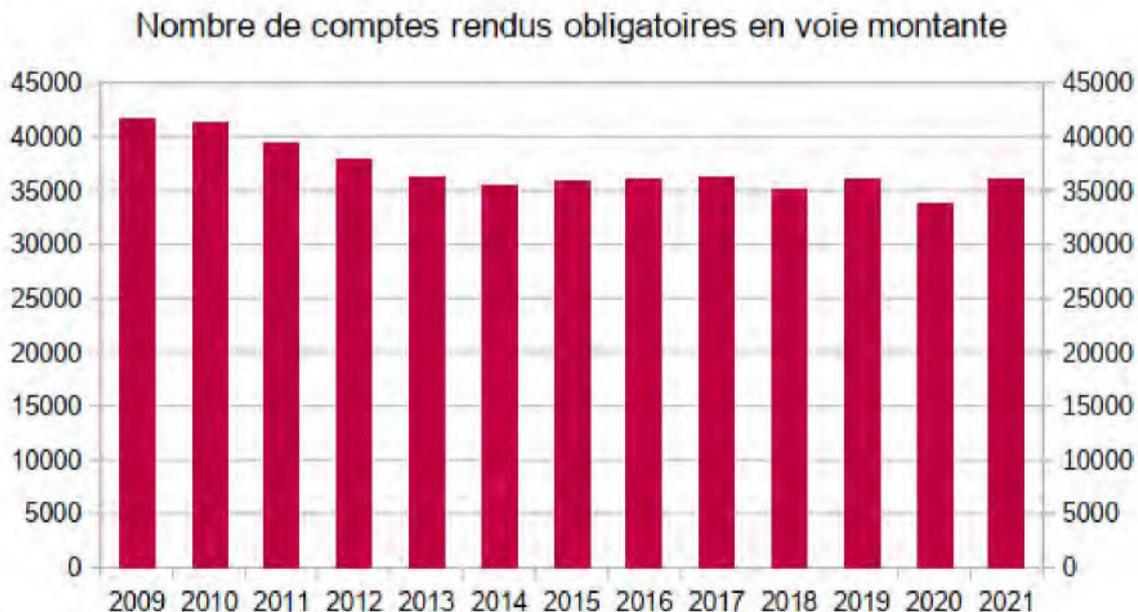


**MINISTÈRE
DE LA MER**

*Liberté
Égalité
Fraternité*

CNIS Statistics Griz-Nez Traffic VTS in 2021: Keys figures

36 137 CALDOVREP reports at Bassurelle line for ships > 300 UMS
99 a day
(In 2022: 33 924 reports ; 92/day)





**MINISTÈRE
DE LA MER**

*Liberté
Égalité
Fraternité*

CNIS Statistics Griz-Nez Traffic VTS in 2021: Keys figures

18 840 others reports (MOUINF, WETREP SURNAV, anchorage)
620 millions tons of goods including 175 millions tons of hazardous materials (69% of petrol products)

474 dangerous situations detected and treated

0 near miss accidents

5 Infringement reports

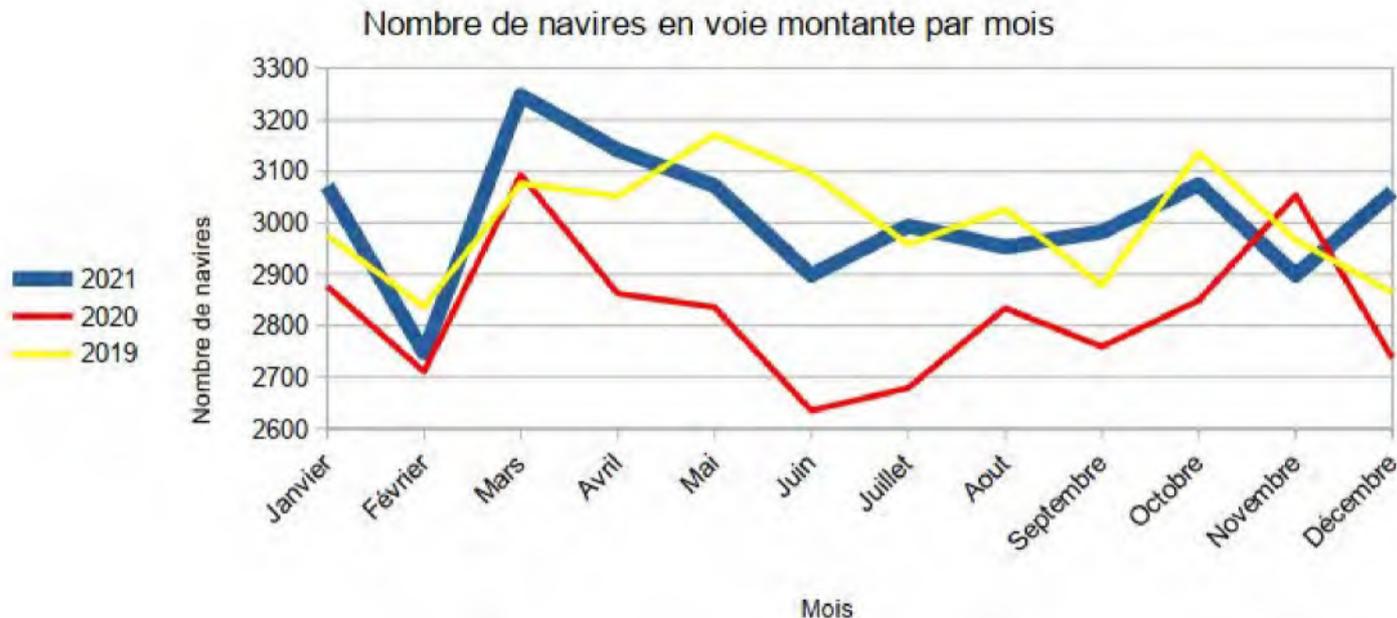
50 operations of maritime assistance service (MAS)



MINISTÈRE DE LA MEP

*Liberté
Égalité
Fraternité*

Numbers of ship reports by month in 2019, 2020 and 2021





**MINISTÈRE
DE LA MER**

*Liberté
Égalité
Fraternité*

In the North-Est Lane: more than 620 millions tons of goods,
included 175 millions tons of hazardous materials

Total de marchandises transportées dans la voie montante du
DST (en T)

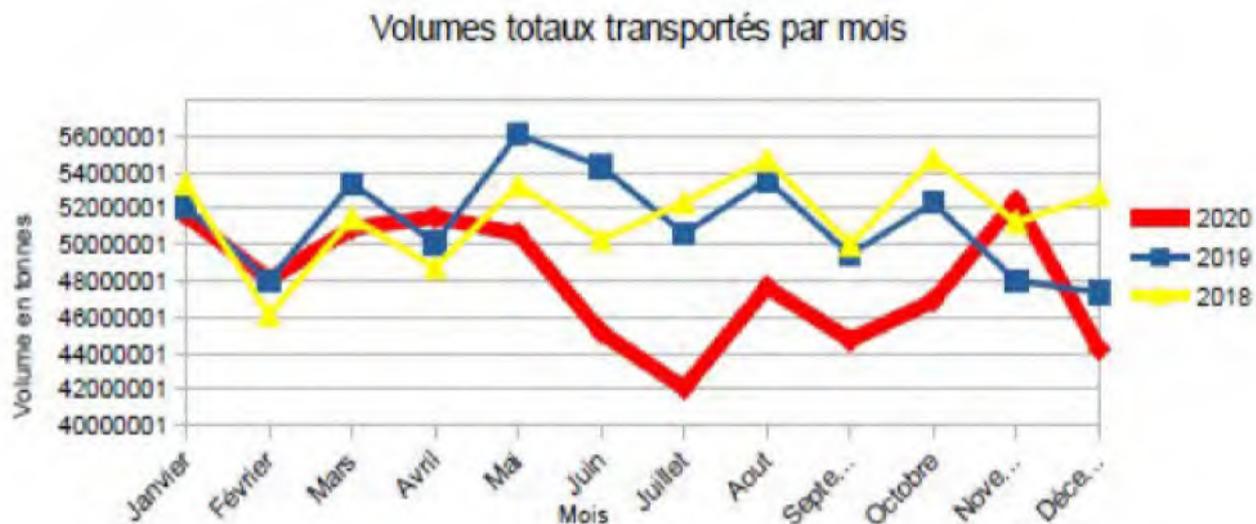




MINISTÈRE DE LA MER

*Liberté
Égalité
Fraternité*

Volumes of goods by month 2019-2021

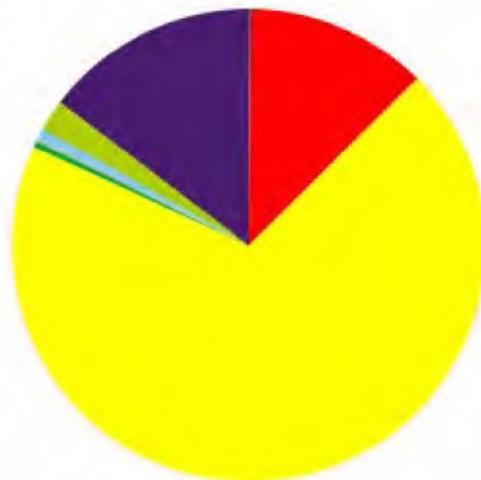




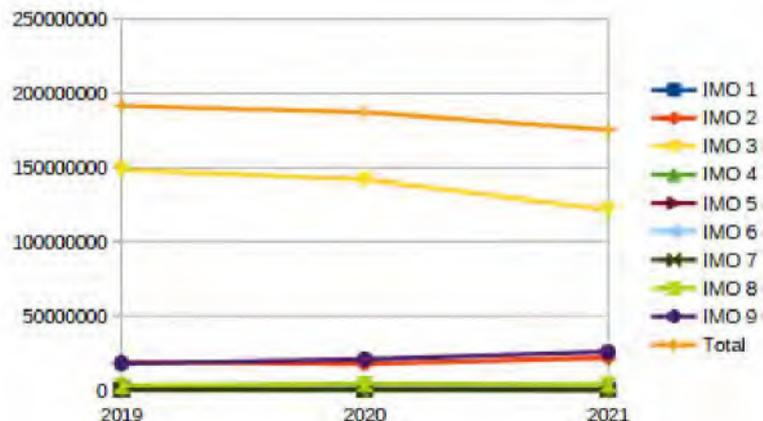
**MINISTÈRE
DE LA MER**

*Liberté
Égalité
Fraternité*

Repartition by IMO class (% on total of hazardous materials)



- 1: explosifs (0,12%)
- 2: gaz (12,45%)
- 3: liquides inflammables (69,27%)
- 4: solides inflammables (0,44%)
- 5: oxydants (0,23%)
- 6: toxiques et infectieux (0,65%)
- 7: radioactifs (0,04%)
- 8: corrosifs (2,14%)
- 9: divers (14,6%)





MINISTÈRE DE LA MER

*Liberté
Égalité
Fraternité*

Dangerous situations by type and zone

SITRAP (close-situations): CPA<0,5nm and TCPA<10min

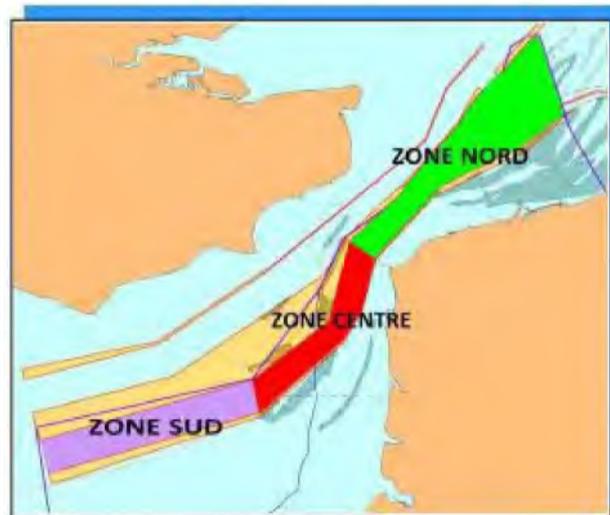
SITANT (anticipated): CPA<0,5nm and TCPA>10min

SITANOR (anormal situation: no speed, cross out off the lane, etc.

South zone: Greenwich buoy to Bassurelle buoy
(24% of collision risk situations);

Centre zone: from Bassurelle to cap Gris-Nez
(44% of collision risk situations) ;

North zone: from cap Gris-Nez to north limit of TSS
(24% of collision risk situations).



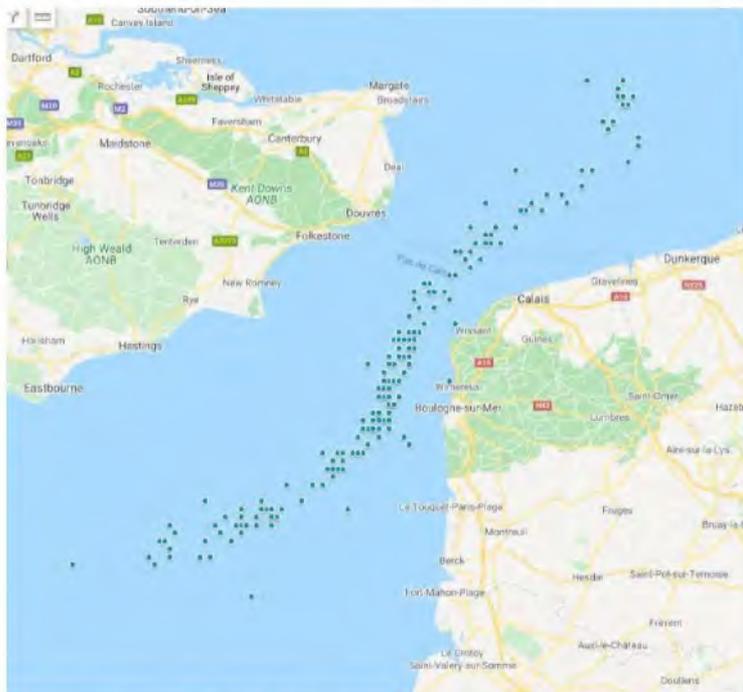


**MINISTÈRE
DE LA MER**

*Liberté
Égalité
Fraternité*

201 SITRAP (left figure) and 30 SITANT (right)

76% of situations concern a M/V and a F/V



Cartographie des situations rapprochées (SITRAP) traitées par le STM en 2021



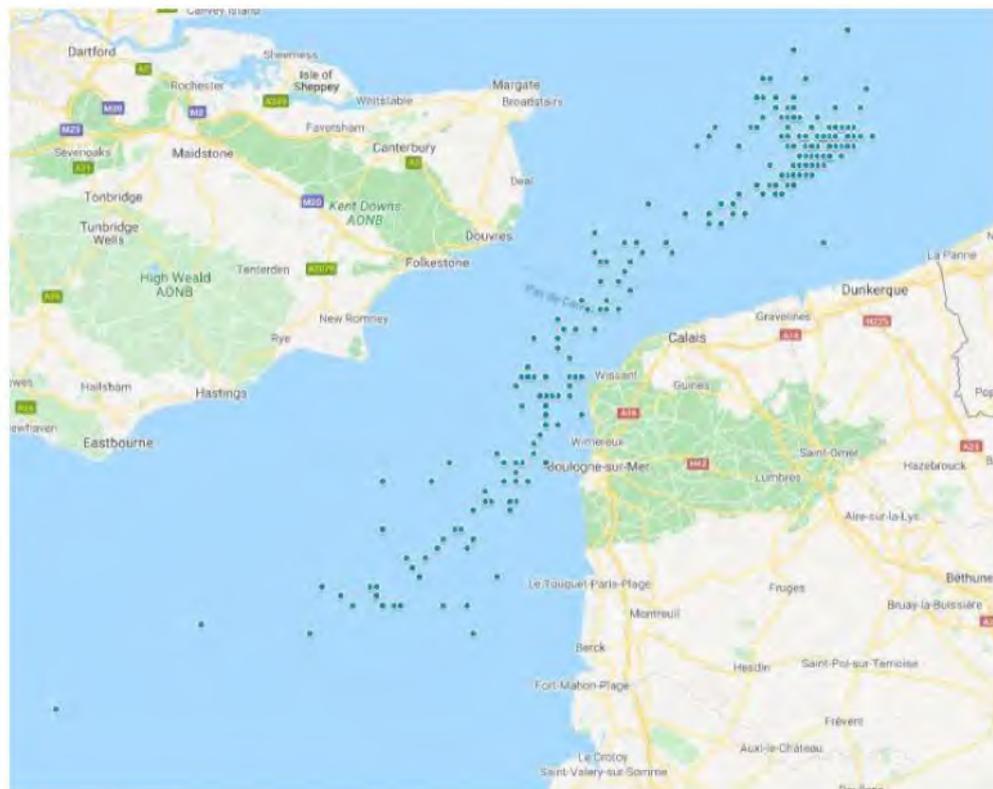
Cartographie des situations anticipées (SITANT) traitées par le STM en 2021



MINISTÈRE DE LA MER

*Liberté
Égalité
Fraternité*

243 SITANOR



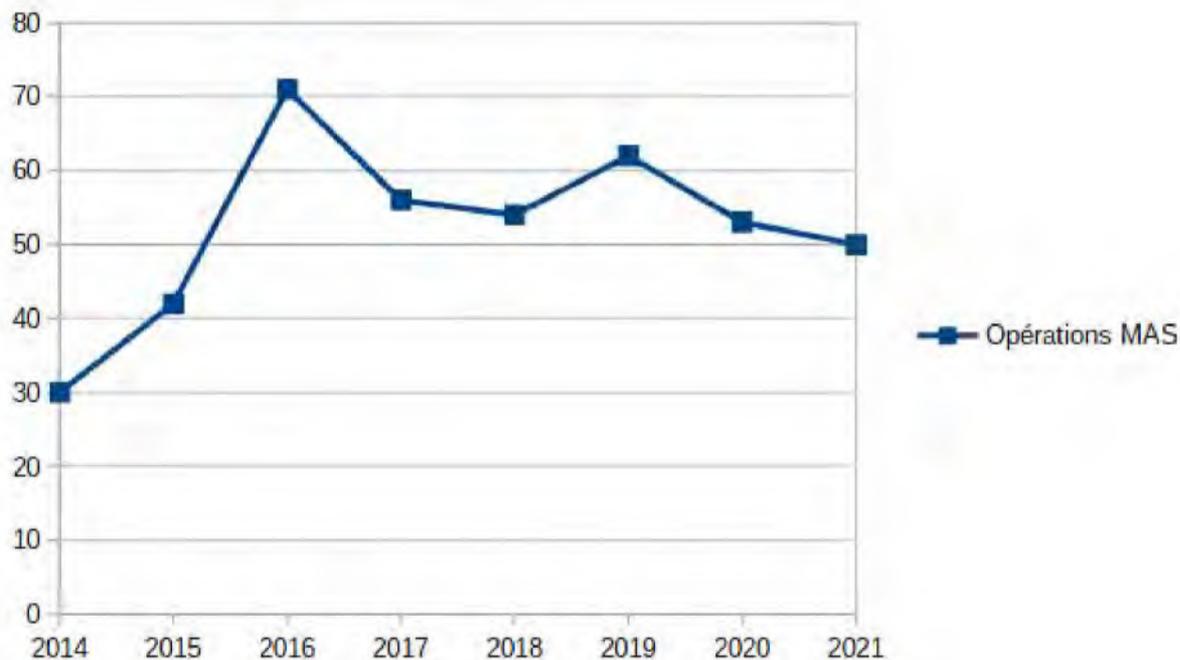
Cartographie des situations anormales (SITANOR) traitées par le STM en 2021



**MINISTÈRE
DE LA MER**

*Liberté
Égalité
Fraternité*

Maritime assistance service operations 2014-2021

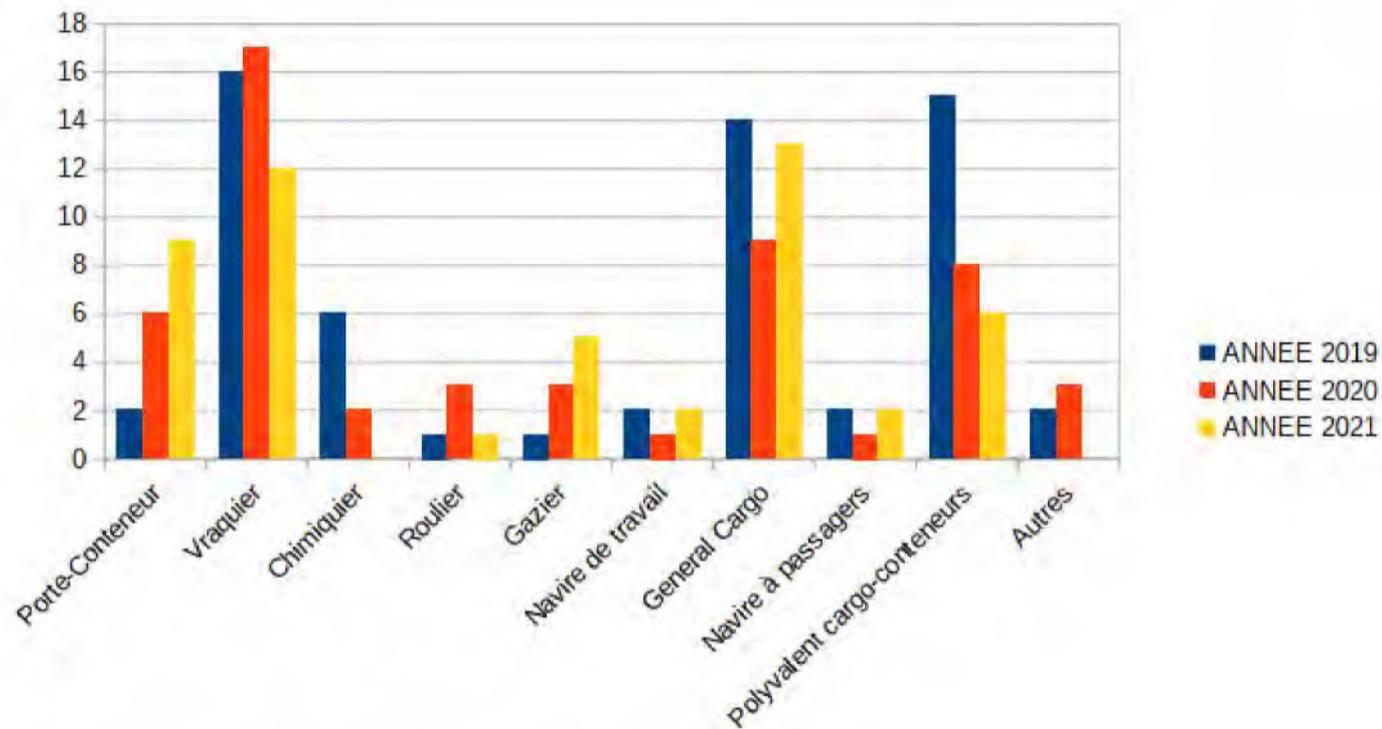




**MINISTÈRE
DE LA MER**

*Liberté
Égalité
Fraternité*

Maritime assistance service operations by type of ship





MINISTÈRE DE LA MER

*Liberté
Égalité
Fraternité*

MAS operations map

Blue wrench: less than 30min

Red wrench: more than 30min

Blue steering wheel: towing assistance
by Abeille Tug from Maritime Prefecture

Red steering wheel: Towing assistance
by private tug





MINISTÈRE
DE LA MER

*Liberté
Égalité
Fraternité*

MAS operations > 30min heat map



Cartographie représentant par effet de chaleur les opérations d'assistance maritime de plus de 30 minutes menées par le CROSS Gris-Nez en 2021



MINISTÈRE DE LA MER

*Liberté
Égalité
Fraternité*

MAS operations 2014-2021

Synthèse 2014-2021	2014	2015	2016	2017	2018	2019	2020	2021
DEFREP	30	42	71	56	54	62	60	50
Mises en œuvre d'une EEI	0	0	3	2	1	2	2	1
Remorquages par RIAS	1	1	2	2	0	1	2	1
Remorquages par un autre moyen	0	1	2	1	1	1	1	2
Escortes par RIAS	4	2	5	2	0	4	2	0



MINISTÈRE DE LA MER

*Liberté
Égalité
Fraternité*

Thank you
for your
attention



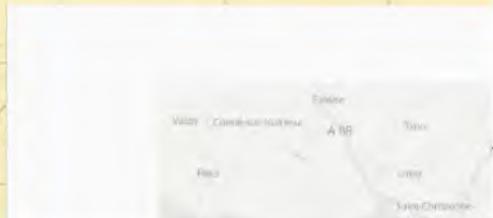
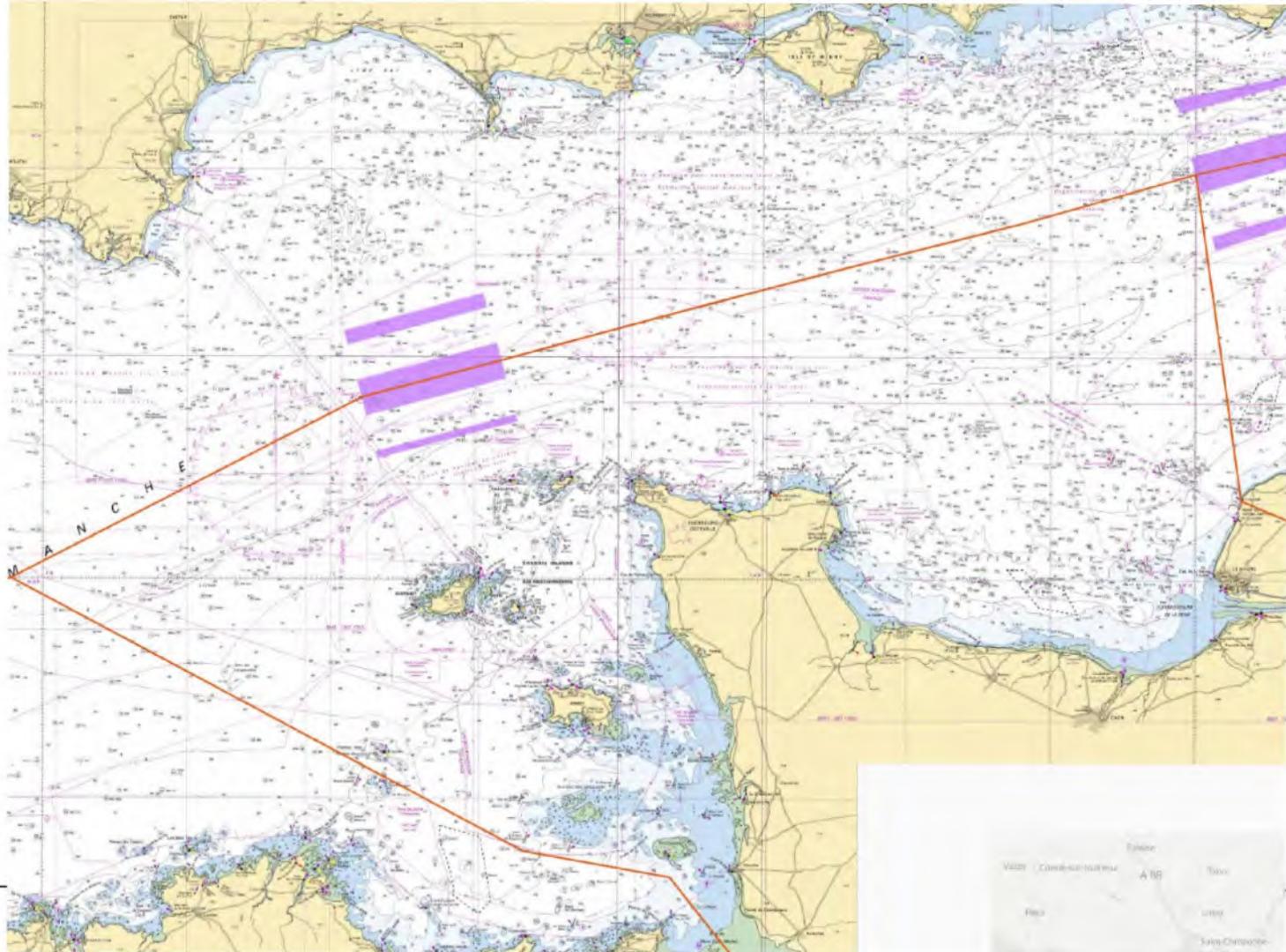


**MINISTÈRE
DE LA MER**

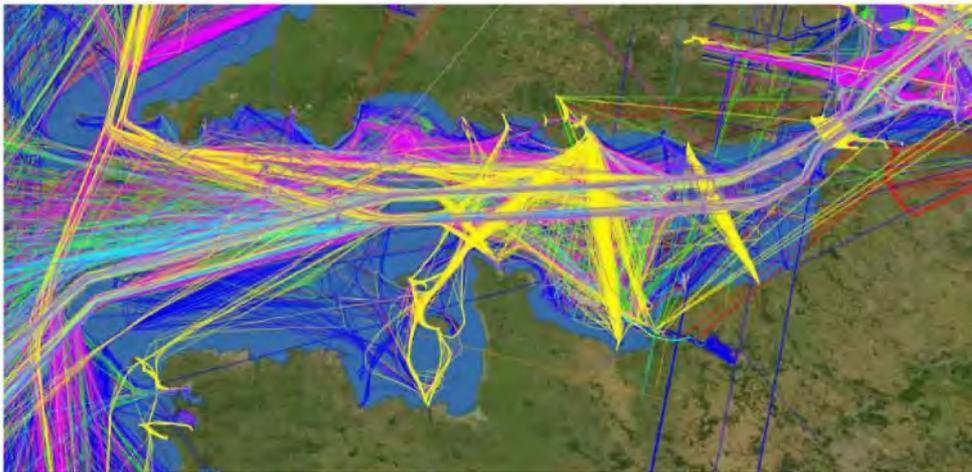
*Liberté
Égalité
Fraternité*



2021 Jobourg Statistics



VTS Statistics



Maritime activity

- More than 56 000 vessels have gone through Jobourg VTS
 - 155 per day
 - 1 every 9 minutes
- More than 62 000 monitoring reports
 - 1 every 8 minutes
- More than 3 100 000 persons have gone through Jobourg VTS
 - 1 every 10 seconds
- 345 million tons of dangerous goods have gone through
- 138 Tows
- 241 vessels hampered by draught

Weather and broadcasting

- 129 days of special weather warning (shore)
- 54 days of special weather warnings (offshore)
- 146 days of 30+ kn
- 1 573 safety messages

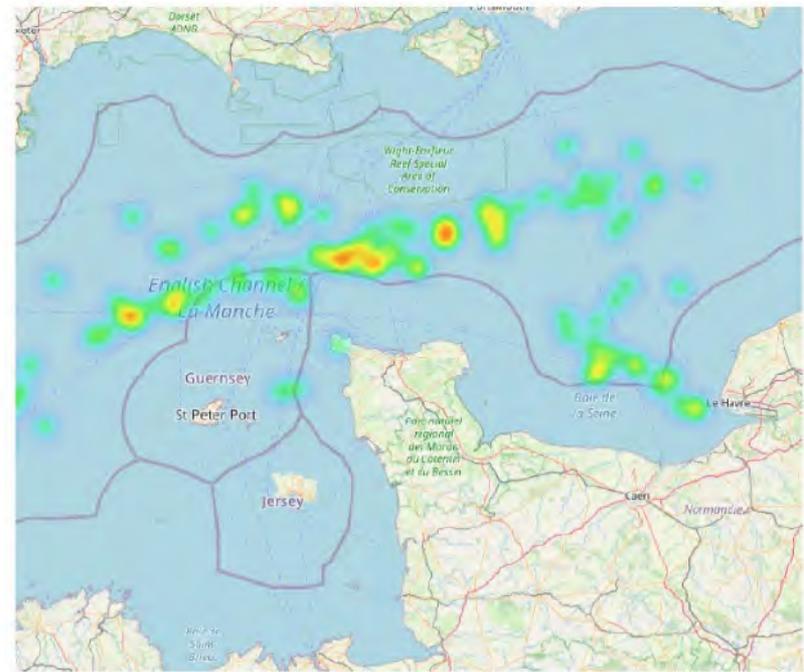
13 contraventions :

- 12 for non reporting in VTS
 - 7 for fishing vessels / 5 for motor vessels
- 1 merchant vessel did not obey maritime authority instructions

Risk Severity Assessment

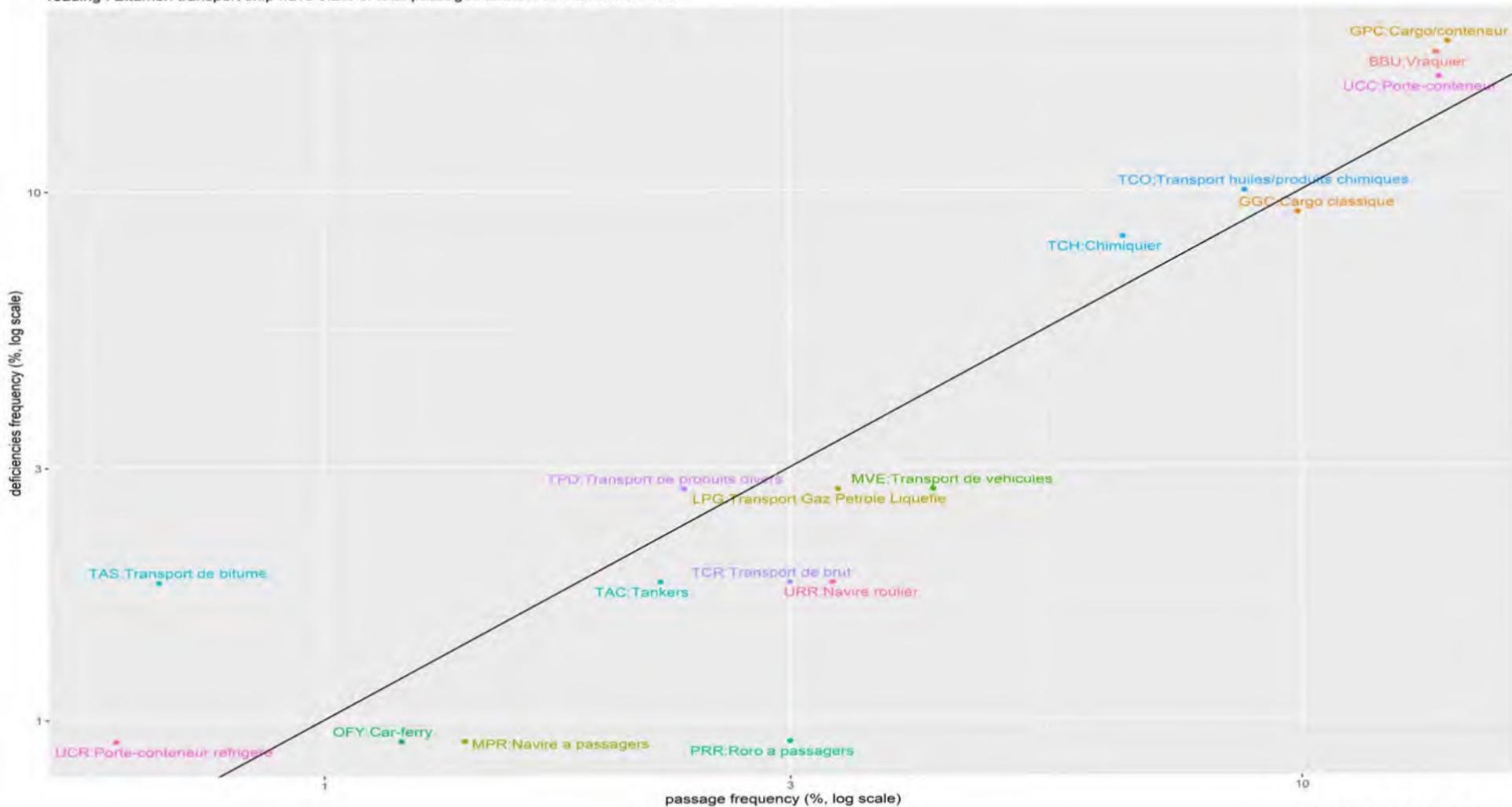
In the whole SRR:

- 119 defect reports / MAS operations
 - 2 escort by tug
 - 4 ships towed
 - 95 of these ships were carrying more 590 000 tons of dangerous goods/bunkers
- 118 dangerous situations have been anticipated
 - 106 of these ships were carrying more than 800 000 tons of dangerous goods/bunkers
- 1 collision avoided

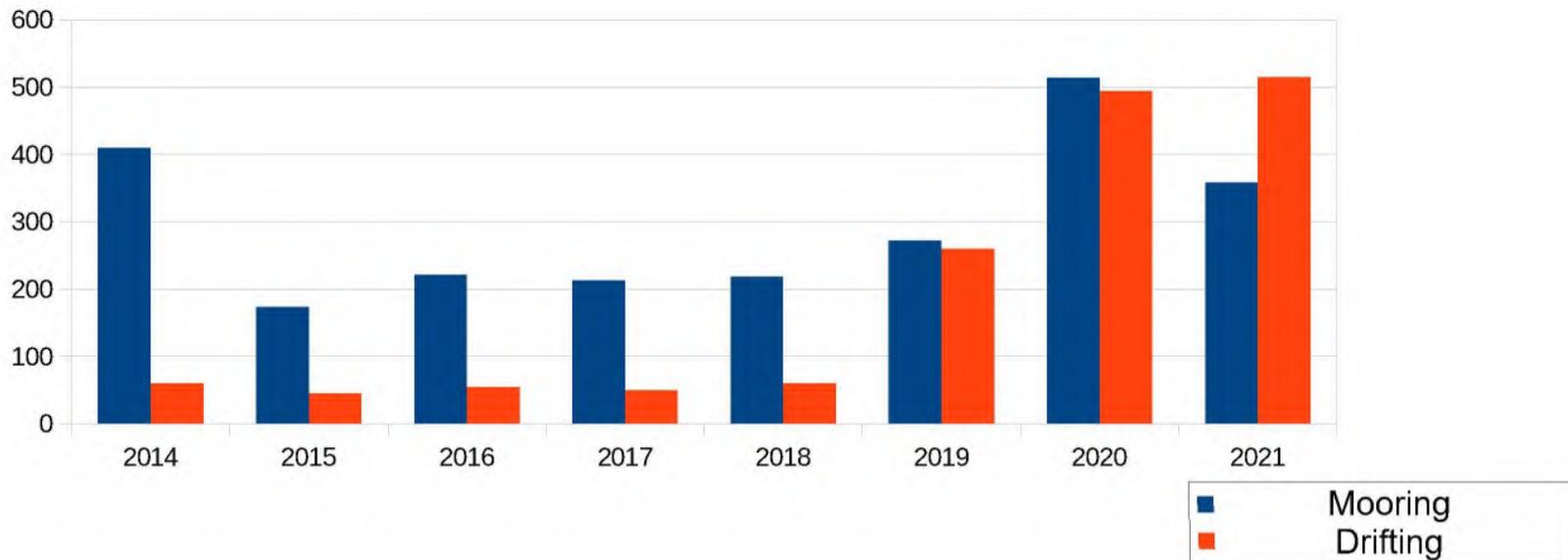


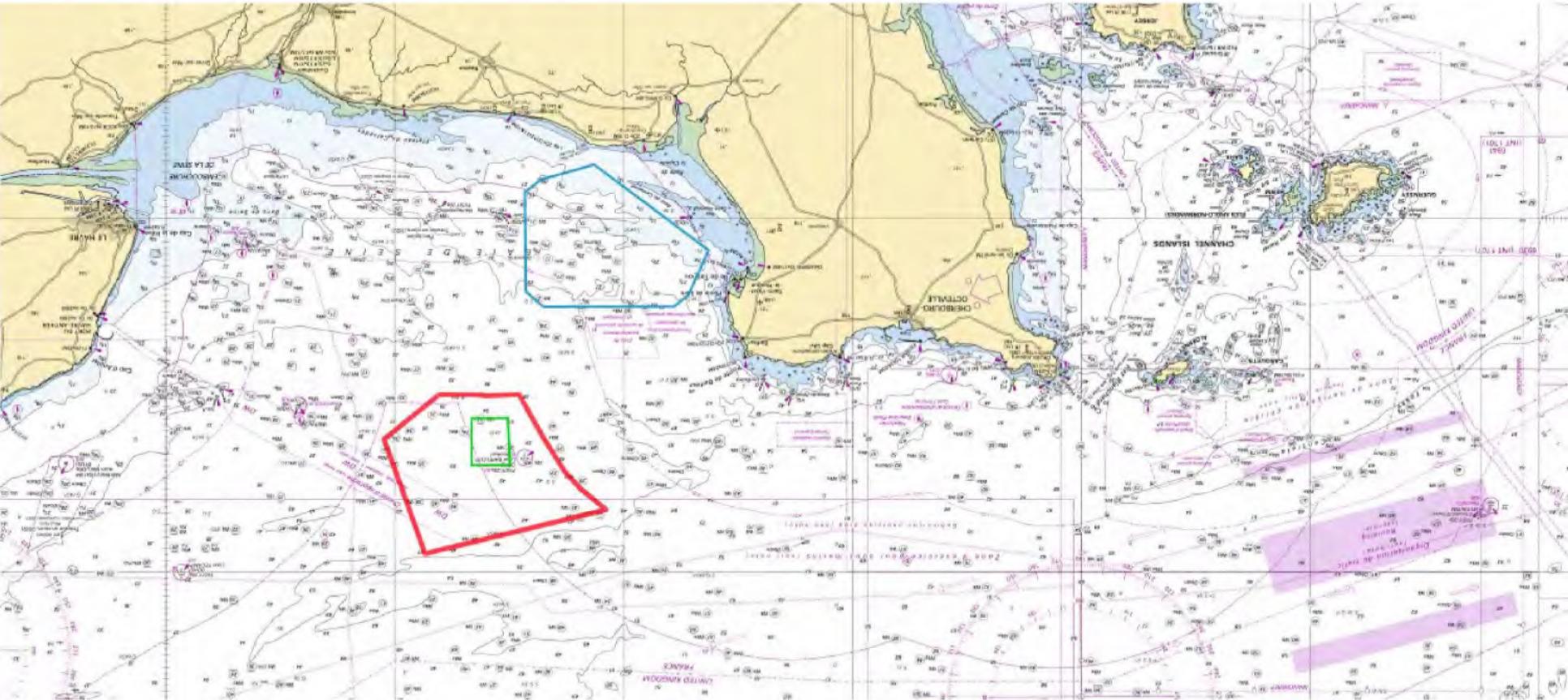
Deficiencies vs passages

reading : Bitumen transport ship have 0.2% of total passages and 2% of total deficiencies



Controlled drifting





Questions



HM Coastguard

To Search
To Rescue
To Save

UK Windfarms HMCG update AFATG

Name

Offshore Energy Liaison Officer

24 May 2022

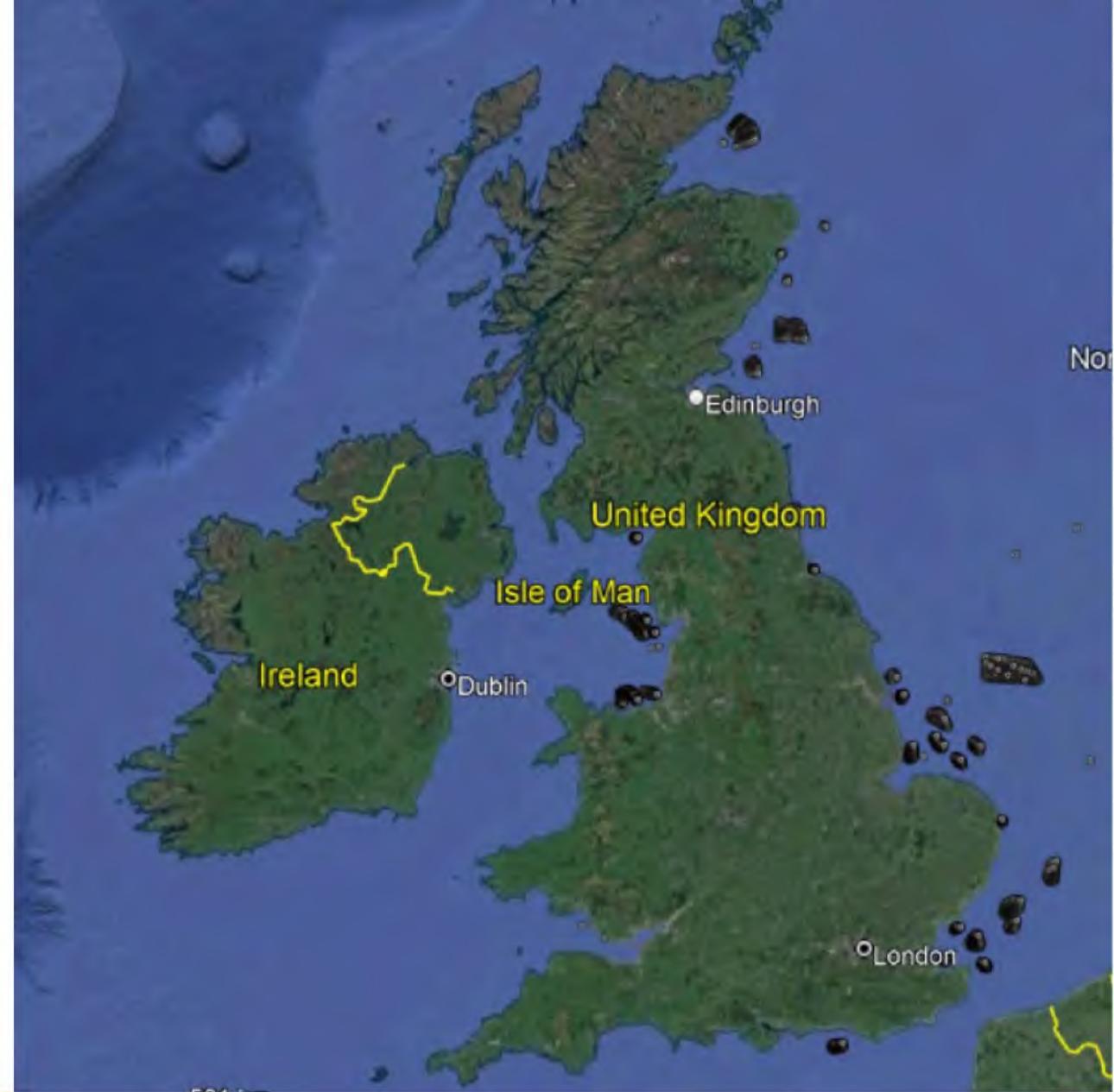


Maritime &
Coastguard
Agency

INQ001333_0053

Current UK status

~10.5GW
2000+ offshore turbines
40 projects



Pipeline

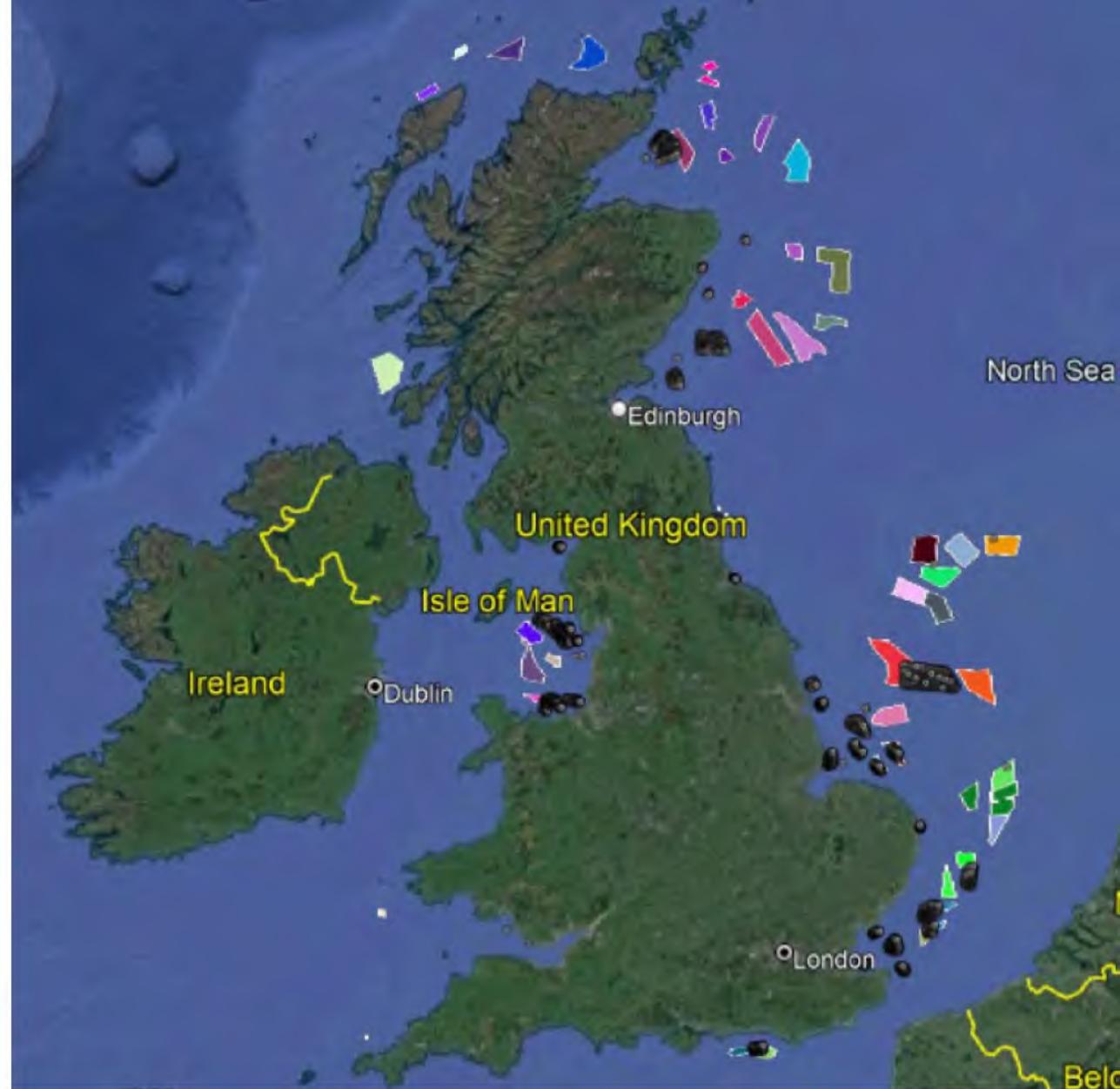
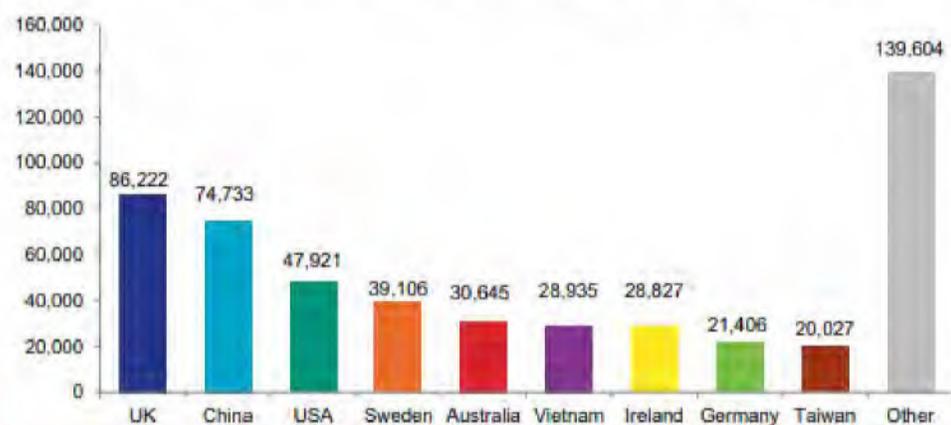
86GW

8x current operational total

The Crown Estate – 8GW

Crown Estate Scotland – 25GW

Global Total Programme Portfolio by Country (MW)

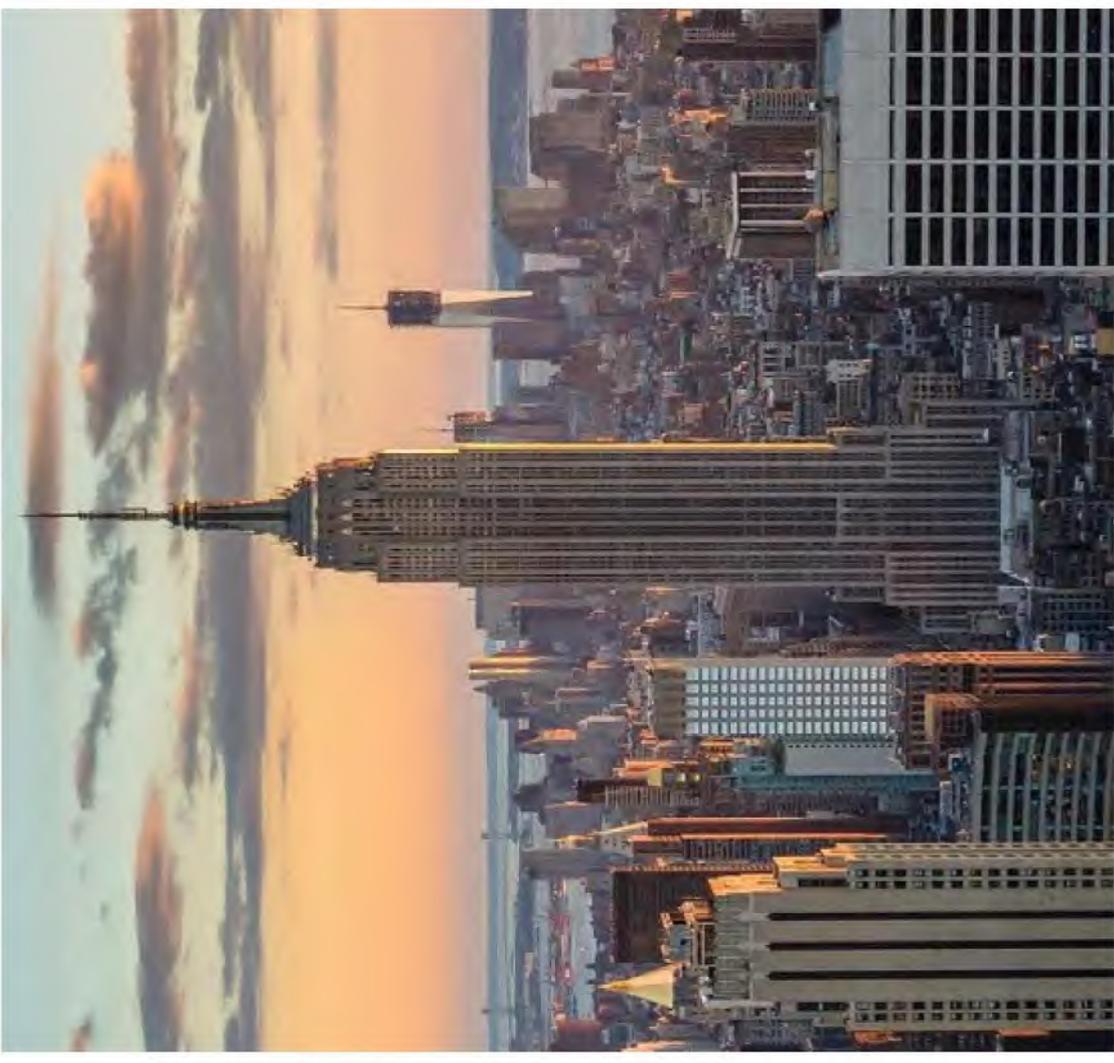




KIN-05

Floating Offshore Wind

Windfarm sizes



Despite this....

Since May 2020 (2 years)

146 incidents

58 were industry providing assistance

40 were incidents to the industry

48 medical evacuations

0 turbine rescues



Incident category?

● Assistance from

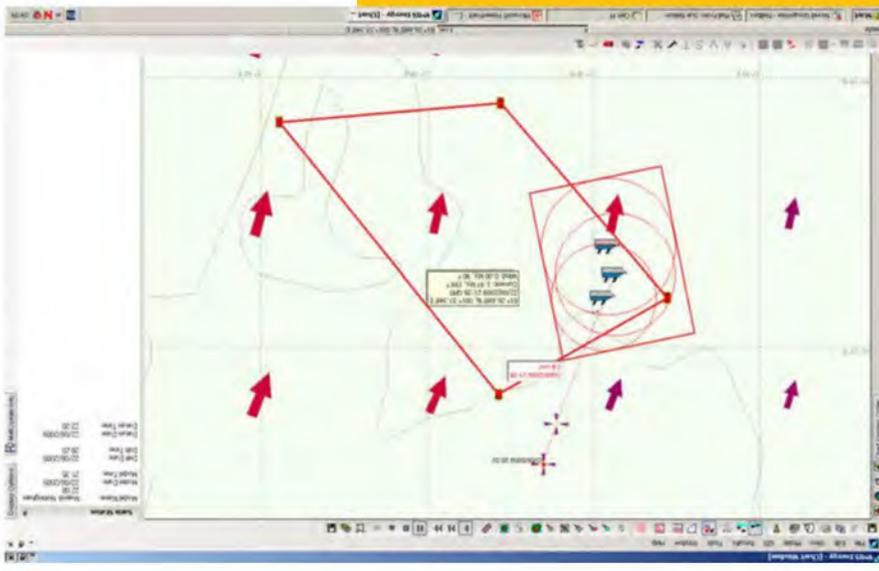
● Incidents to

● Medevac





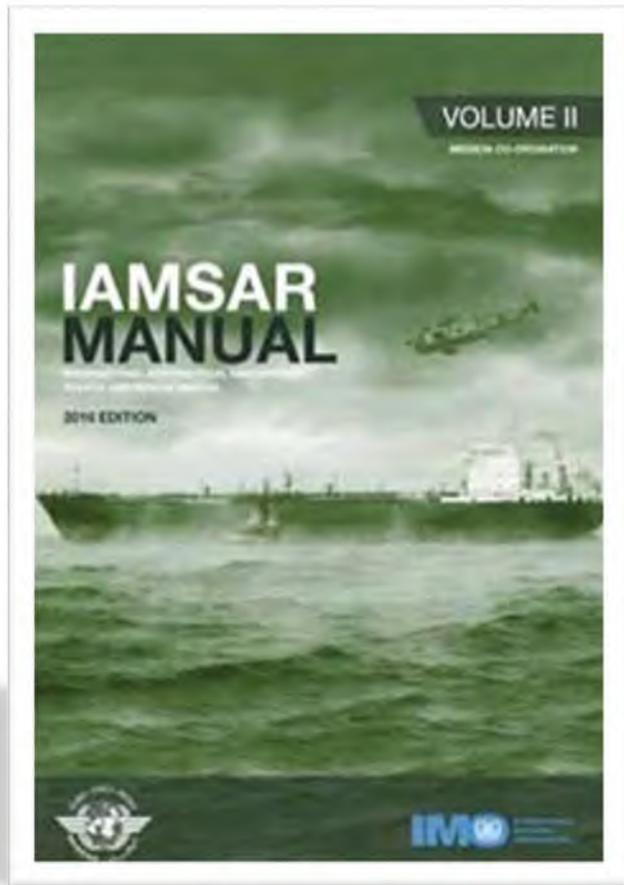
Incident examples



Exercises



Current work





31/05/22

All times are approximate and in British Summer Time (BST) / UTC +1

1000 - Call open

1005 - Exercise director introduction / exercise overview

1015 - Joint Maritime Security Centre explanation

1025 - Ørsted coordination centre

1035 - Health and Safety Executive overview

1040 - HM Coastguard Maritime Rescue Coordination Centre

1055 - Service Operations Vessel – an offshore perspective

1105 - Exercise evaluator thoughts and closing remarks

1115 - Call complete



Name

HM Coastguard
Offshore Energy Liaison Officer
oelo@mcga.gov.uk

Personal Data

070



Any Questions...?