



Technical Circular

No.: 015/2016

Date: 28th June 2016

To Whomsoever it may concern

Subject: IACS Recommendation for the Operation of Shore-Based Emergency Response Services

- IACS has published [Recommendation No.145](#) for the operation of shore-based emergency response services which can be used by Owners/Managers. The recommendation aims to provide details of the rapid technical assistance to be provided in ship casualty incidents by assessing damage stability and residual longitudinal strength.
- The recommendation also aims to assist Ship Owners and Managers in choosing an emergency response service provider and thereby help achieving compliance with relevant national and international regulations and guidelines mentioned below:
 - MARPOL Annex I, Regulation 37 - Shipboard oil pollution emergency plan (SOPEP)
 - MARPOL Annex II, Regulation 17 - Shipboard marine pollution emergency plan for noxious liquid substances (SMPEP)
 - Oil Pollution Act (OPA 90), CFR 155.240 - Damage stability information for oil tankers and offshore barges
 - ISM Code, Regulation 8 - Emergency Preparedness
 - SOLAS, Chapter II-1, Part B-1, Regulation 8-1 - System capabilities and operational information after a flooding casualty on passenger ships (ERS optional)
 - MSC Circular 1400 - Guidelines on Operational Information for Masters of Passenger Ships for Safe Return to Port by Own Power or Under Tow (optional)

- **Key recommendations for operation**

The key recommendations for operation from IACS are that emergency response service /service providers should:

- be available 24 hours a day, all year round

- be available within two hours of being activated to input details of the conditions of the ship; and within one hour for passenger ships (in accordance with MSC.1 /Circ. 1400)
- have a dedicated means of communication with ship's Master and/or Manager for initiating a response such as an emergency phone number
- have a dedicated response facility and back-up location capable of carrying out stability and global strength calculations at all times
- have at least two-member team responding to any emergency who are qualified to undertake stability and ship strength calculations
- provide appropriate training for team members and carry out regular drills and exercises to ensure familiarity with response procedures
- have pre-prepared ship models that are validated against the supplied ship information
- have stable and rigorously-tested software capable of assessing consequences of damage viz., stability , longitudinal strength, oil outflow, grounding considering effects of time & tide
- have additional software for determination of sectional properties [2D section] in way of damage.

- **Ship Emergency Response Service from IRS**

The Ship Emergency Response Service offered by Indian Register of Shipping fully meets and rather exceeds the IACS recommendation in many aspects. This service is being further developed to meet the special needs of its clients.

Vessels, irrespective of whether they are classed with IRS or not, can enroll with our Emergency Response Service and derive benefits of rapid assistance in the event of any casualty.

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Enclosure:

1. [Recommendation No. 145 \(May-2016\) - Recommendation for the Operation of Shore-Based Emergency Response Services.](#)

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