



Transport Malta





# **Granting a Place of Refuge**

BCSEA Project – Training on Places of  
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Mevric Zammit  
Deputy Head, Marine Operations | Incident  
Response

# Outline

- Incident Reporting and Information Gathering
- Risk Assessment
- Decision Making
- Conclusions



# Incident Reporting



## EU PoR Operational Guidelines Chapter 2

- MS shall monitor and take all appropriate action to ensure ships report to the responsible coastal stations
- If a vessel has passed from EU waters or intends to visit or has visited an EU port, relevant data is available through SSN.



# Incident Reporting – cont



- If information is not available, when PoR request is received, following info should be collected by CMS and shared to other states who may become SMS
  - Ship's particulars
  - Position
  - Last and next port of call
  - Nature of damage reported
  - Cargo on board
  - Total persons on board

# SITREPS



- CMS should draft SITREPS and share on SSN on a regular basis, and to all involved parties

Identifier	Function	Information Required
A	Identity of casualty	IMO, number, Name of vessel, call-sign, flag state
B	Position	Latitude/longitude or bearing and distance from a mark
C	Situation	Type of message - e.g. distress/ urgency, date/time, nature of distress/urgency, e.g. fire on board, collision, medical evacuation, grounding, flooding, abandon ship, capsizing, list, shifting of cargo, engine failure, structural failure, steering gear failure, electrical generating system failure, navigational equipment failure, etc.
D	Number of persons at risk	
E	Assistance required	A request by the co-ordinating station for specific assistance from one or more of the addressees
F	Co-ordinating MRCC	
G	Description of casualty	Physical description of casualty
H	Weather on scene	Wind, sea, cover/cells
J	Initial actions taken	By casualty
K	Search area	As planned
L	Co-ordinating instructions	OSC/ACC
M	Future plans	
N	Additional information/conclusion	Include time
O	Address where cargo information can be found	

Place of Refuge (POR) Situation Report (POR Specific Information)		
PoR_1	Report Number:	Ships name followed by the sequential number of the report (e.g. "MV STARLIGHT - POR Situation Report No.01")
PoR_2	Coordinating Authority/Member State:	Identification of the Coordinating Authority/Member State
PoR_3	Ship Information	Ship type, length, breadth, draught, gross and deadweight tonnage, height (bridge/cabing clearance) etc., as required
PoR_4	PoR Status	i) Status Report ii) Agreement iii) Transfer/handover
PoR_5	Transfer of Coordination Position	Coordinates: A 4-digit group giving latitude in degrees and minutes suffixed with N (north) or S (south) and a 5-digit group giving longitude in degrees and minutes suffixed with E (east) or W (west)

# Gathering of information



- If information is not available, master/owner/operator/salvor are to provide accurate information in a timely manner to assist CA in making the correct decision.
- The operator, the master of the ship and, as the case may be, the owner of the dangerous or potentially polluting goods carried on board, are **under an obligation** to cooperate fully with the competent authorities.

# Information sources



- Accurate information is essential for the CA to make an assessment of the situation
- Information received should be checked against all available sources such as SSN, THETIS and any other systems
- CA and MS should maintain an up-to-date contact list to facilitate information gathering



# Risk Assessment



## EU Decision Methodology (EDM) – Chapter 5

- Provide a structured and logical decision making process
- Can be used as a checklist or flow chart which provides the sequence of steps
- Provides a common foundation on which each MS can carry out its Risk Assessment

# Risk Assessment - cont



- For decision making to be reported in a transparent and reproducible way, the process must be documented precisely including suggestions not included
- The EDM follows IMO Resolution A.949(23)
- The EDM procedure describes the process methodology with the aim of having a pre-agreed and readily reproducible means of determining best practice for place of refuge identification.

# Decision Making Tool



- In order to feed the EDM with the appropriate data, the guidelines provide a 4 step decision making tool (Appendix D)
  - **STEP 1 – Determination of relevant key data to feed the EDM**
  - **STEP 2 – Preparation of an emergency incident analysis: Providing information in an appropriate reproducible structure to facilitate the PoR decision making process**
  - **STEP 3 – Risk assessment for a vessel to remain at sea**
  - **STEP 4 – Risk assessment for a vessel to be directed/recommended to a PoR in a sheltered area or in a Port**

# Inspection / Expert Analysis



- If deemed safe and time permits, an inspection team designated by the CMS should board the ship requesting a PoR
- To gather further data to support the EDM
- The team should be composed of persons with expertise appropriate to the situation.

# Inspection / Expert Analysis - cont

- Comparison between the risks involved if the ship remains at sea and the risks that it would pose to the Place of Refuge and its Environment.



# Inspection / Risk analysis - cont



- Such comparison should cover the following points:
  - safeguarding of human life at sea;
  - safety of persons at the place of refuge and its industrial and urban;
  - risk of pollution;
  - if the place of refuge is a port, risk of disruption to the port's operation
  - evaluation of the consequences if a request for place of refuge is refused, including the possible effect on neighbouring States; and
  - due regard should be given, when drawing the analysis, to the preservation of the hull, machinery and cargo of the ship in need of assistance, as well as possible risks to navigation.

# Decision Making



## EU PoR Operational Guidelines – Chapter 6

- Decision to grant PoR
  - CMS should immediately communicate decision to all parties involved and should include any requirements for entry

# Decision making - cont



- Decision not to grant PoR
  - Prior taking decision, necessary RA and/or inspections should be completed
  - Unless unsafe, no rejection without inspection
  - Cannot refuse for commercial, financial or insurance reasons alone



# Decision not to grant PoR



- If a CA is unable to accept a request for PoR
  - It should immediately communicate to other involved parties
  - Copy of RA should also be made available
  - If RA concludes that a PoR on another's MS territory is the only solution – request to another MS can be made
  - If request is accepted, related passage plan has to be accepted

# Conclusion



- The importance of accurate gathering of information to support decision making tools
- Risk Assessment for a ship to remain at sea vs a Risk Assessment for the ship to be granted a PoR
- If possible, no rejection without an inspection
- Importance of effectively communicating decision taken by CA

# Conclusions

- It is therefore highly recommended to review the EU Operational Guidelines and consider if it could be added to your system



# Questions?

**Mevric Zammit**  
**Deputy Head**  
**Marine Operations | Incident Response**

Ports & Yachting Directorate  
Port Operations Centre  
Marsa MRS 1917

Tel: +356 22914437

Mob: +356 99232707

Fax: +356 22914429

Email: [mevric.zammit@transport.gov.mt](mailto:mevric.zammit@transport.gov.mt)



Transport Malta

[www.transport.gov.mt](http://www.transport.gov.mt)

