

... each member state should
decide upon relevant manning

... to be based upon

- ❖ Size of the responsibility area
- ❖ Maritime traffic density w.r.t. HRS
- ❖ Statistic frequency of accidents and SAR operations

... and also taking into consideration ...

- ❖ Possibilities to extend the operational staff
- ❖ Calling for certain experts in case of serious accident/multi-functional operation

... as long as you handle all functions



Roles ?

Functions ?

MANNING OF A MOS CENTRE

should be based upon ...

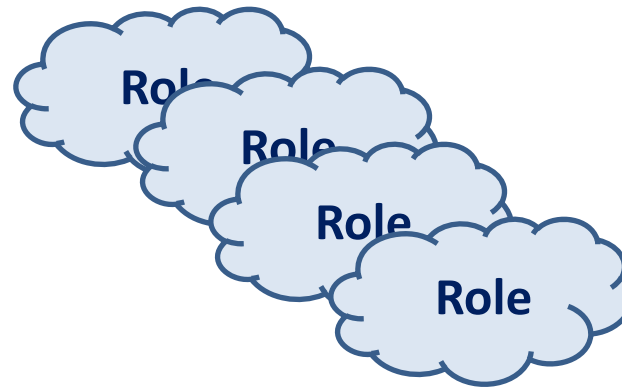
Responsibilities ?

Tasks ?

Persons ?

Should not be mixed up ...





One person may have more than one role ...



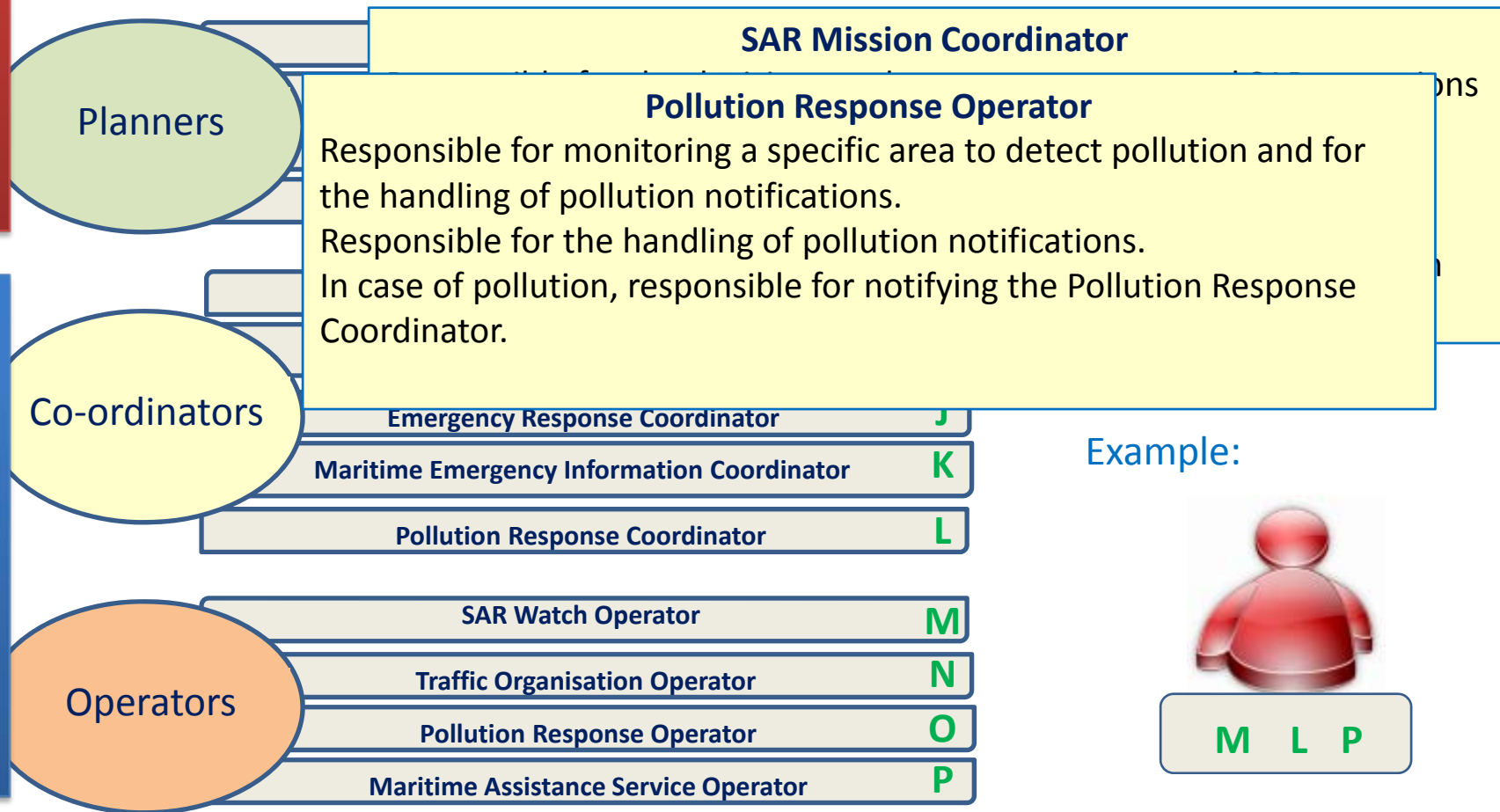
... or several persons may share
the same role ...

ADMINISTRATIVE ROLES



Maritime Operational Services

OPERATIONAL ROLES



Example:



Alternative with jointly trained and combined roles

Manning of a

MOS Centre

SAR Mission Coordinator

I

Emergency Response Coordinator

J

Maritime Emergency Information Coordinator

K

National Traffic Coordinator

H

Pollution Response Coordinator

L

SAR Watch Operator

M

Maritime Assistance Service Operator

P

Traffic Organisation Operator

N

Pollution Response Operator

O

SAR

VTM



I J K



M P N



N M O



N



H L

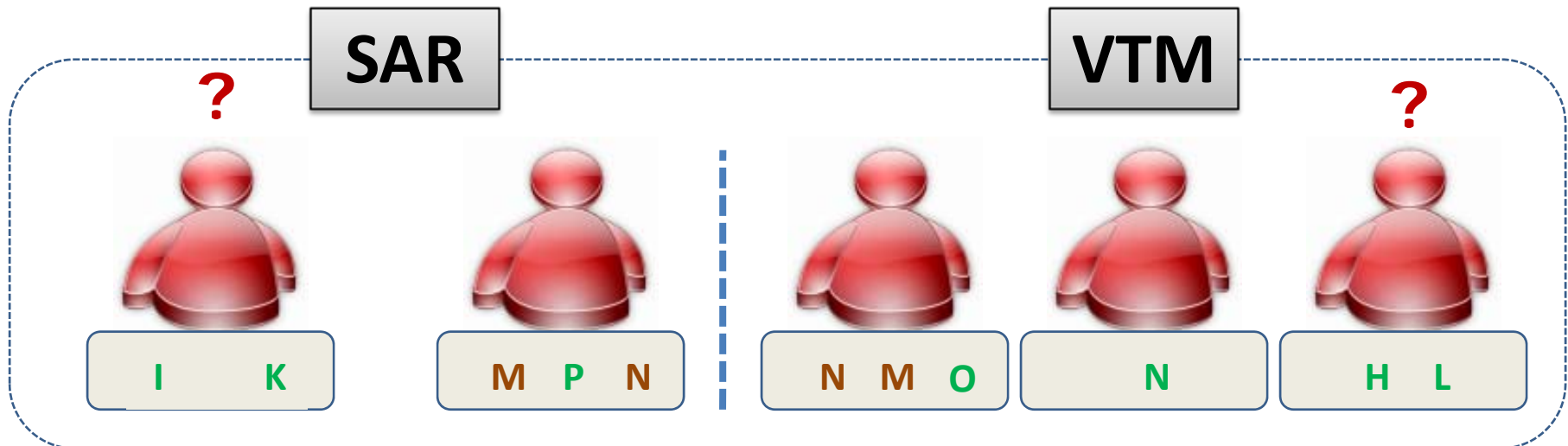
Who should be responsible for the watch ? ...



Watch Manager
Emergency Response Co-ordinator

J

Watch Manager ?...



CONCLUSIONS ...

- ❖ Number of staff – administrative and operational should be decided by each member state ...
 - as long as you fulfil the tasks of all functions and responsibilities ...
 - preferably by additional training for the purpose of flexibility ...
- ❖ ... additional tasks and functions might be added ...
- ❖ ... as Maritime Safety Information (MSI) if appropriate ...

