

SOLENT AND SOUTHAMPTON WATER

MARINE EMERGENCY PLAN

SHORT TITLE

'SOLFIRE'



QUEEN'S HARBOUR MASTER
SEMAPHORE TOWER
HM NAVAL BASE
PORTSMOUTH

ABP

HARBOUR MASTER
ASSOCIATED BRITISH PORTS
OCEAN GATE
ATLANTIC WAY
SOUTHAMPTON

COWES HARBOUR COMMISSION

Cowes Harbour Commission
Harbour Office,
Town Quay,
Cowes,
Isle of Wight
PO31 7AS



MARITIME AND COASTGUARD AGENCY
SPRING PLACE
105 COMMERCIAL ROAD
SOUTHAMPTON
SO15 1EG

LIST OF PLAN HOLDERS (INTERNAL)

Copy	Name	Organisation
Master Document		Deputy Harbour Master, Port of Southampton
1	Harbour Master	VTS
2	Deputy Harbour Master	VTS
3	Pilotage Manager	VTS
4	Harbour Control Manager	VTS
5	Duty VTS Watch Manager	VTS
6	Senior Marine Officer	VTS
7	Marine Response Room	VTS
8	Marine Officer (Patrol)	VTS
9	Marine Officer (Berthing)	VTS
10	Communications Manager	ABP Head Office London
11	Head of Port Operations and Safety	Ocean Gate
12	Pilots' Lounge	VTS
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THE GEOGRAPHICAL LIMITS OF SOLFIRE AREAS

The SOLFIRE Plan is divided into three areas: (See Fig 1 - page vii)

- **Solfire West** **ABP, Southampton**

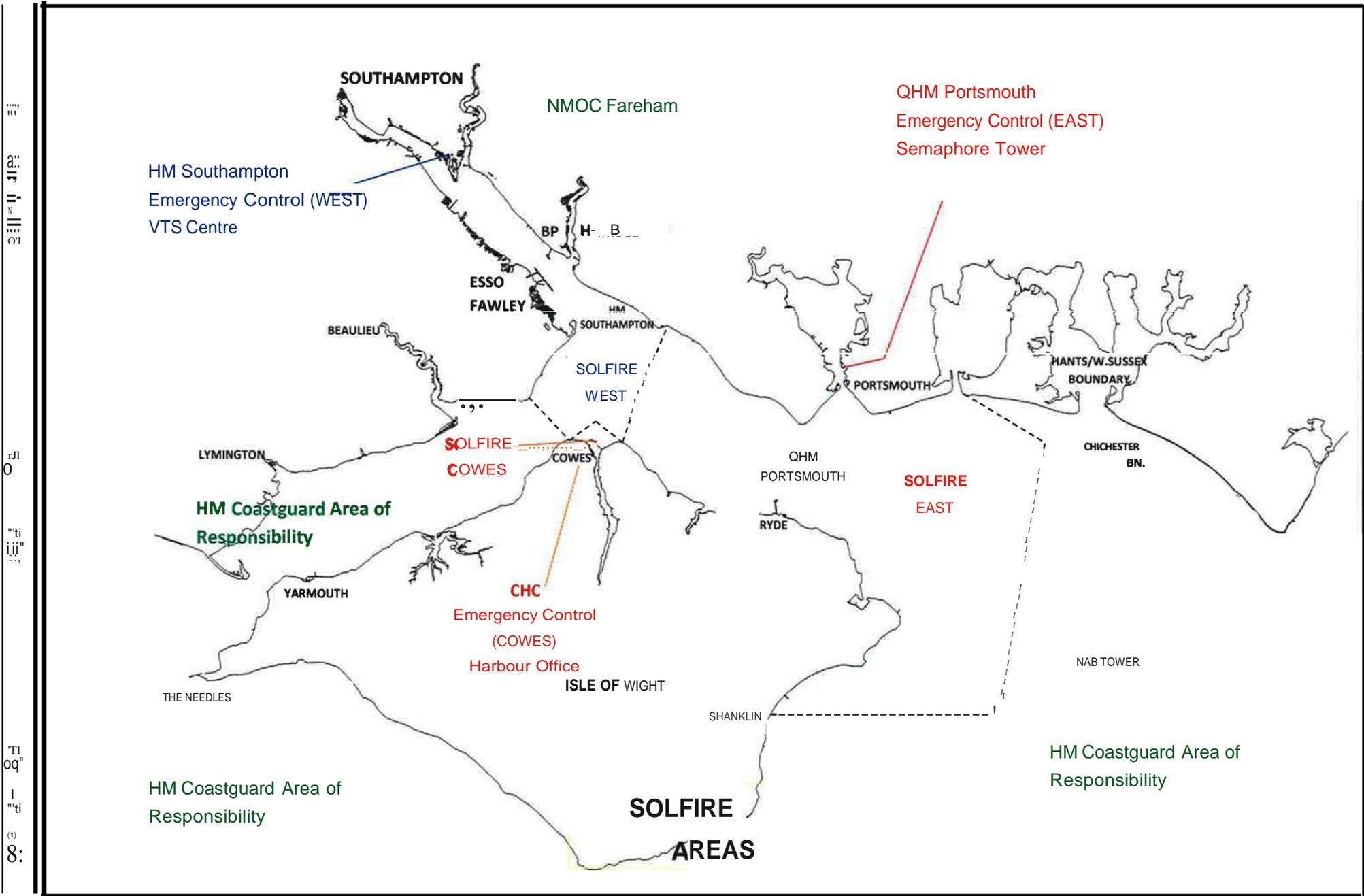
The SOLFIRE West area is ABP Southampton's Statutory Harbour Authority Area and lies inside a line joining Stansore Point to Egypt Point (Isle of Wight) to the Prince Consort Buoy to Old Castle Point, to Hillhead and all the waters in the Rivers Itchen and Test.

- **Solfire East** **QHM, Portsmouth**

The SOLFIRE East area is QHM Portsmouth's Statutory Harbour Authority Area and lies inside a line joining Old Castle Point (Isle of Wight) to Hillhead in the West and a line joining Eastney Point to latitude 50° 45.95N longitude 00° 58.37W, latitude 50° 58.20N longitude 01° 00.00W to latitude 50° 38.2N and longitude 01° 10.05W (Sandown Bay, Isle of Wight) in the East.

- **Solfire Cowes**

The SOLFIRE Cowes area is Cowes Harbour Commissioners' Statutory Harbour Authority Area and encompasses the area within a line drawn from a parish boundary marker by the north side of a public house called "The Folly" (on the eastern bank of the river Medina), thence on a bearing of 272 degrees to the western bank of that river, thence along the line of the high water mark down the western bank of the river Medina and along the harbour to Cowes Castle, thence following the line of the high water mark along the coast to a position in the vicinity of Egypt Point, thence to a position in the vicinity of the north west limit of the Cowes Fairway, thence to a position in the vicinity of Prince Consort Buoy, thence to a position 50 degrees 46.147 N 01 degrees 16.557 W, thence in a southerly direction to the shore in the vicinity of Old Castle Point and thence along the line of the high water mark on the eastern bank of the river Medina to a parish boundary marker by the north side of a public house called "The Folly".



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SECTION 1 INTRODUCTION

1.1 INTRODUCTION

SOLFIRE is a contingency plan developed to deal with any marine emergency or non-routine incident occurring within the Dockyard Port of Portsmouth, the Port of Southampton and Cowes Harbour Areas of Responsibility. This area will be known throughout this document as the SOLFIRE Area.

For the purposes of this plan "marine emergency or non routine incident" includes all forms of marine related security, counter terrorist and environmental emergencies, involving vessels underway or at anchor in the SOLFIRE Area.

This emergency plan has been produced jointly by the Harbour Authorities of ABP Southampton, QHM Portsmouth and Cowes Harbour Commission, in consultation and agreement with Maritime and Coastguard Agency, other emergency services and relevant local authorities. It has been updated to take into account The National Contingency Plan for Marine Pollution from Ships and Offshore Installations (the NCP), Civil Contingencies Act 2004, changes to the Home Office crisis management model, and changed responsibilities for fire fighting at sea.

1.2 OBJECTIVE

This plan is intended to provide the command, control and communications structure to draw together and co-ordinate adequate resources to deal with any marine emergency occurring within the SOLFIRE Area.

(See SOLFIRE Area Plan Fig 1 Page vii).

It will be interfaced with and may be supplemented by other contingency and action plans held by the emergency services, local authorities, commercial facilities and marine related companies, which will be activated as necessary (See Annex 5).

1.3 RESPONSIBILITY

Nothing in this plan shall relieve any person or organisation from any statutory obligation or responsibility.

1.4 RISK ASSESSMENT

The SOLFIRE Area includes two of the UK's largest ports and busy shipping lanes within The Solent and to the south and east of the Isle of Wight. Together with a large sailing community and regular ferry crossings between the mainland and the Island, this makes for a large number of vessel movements each day, involving a large number of passengers.

The Hampshire & Isle of Wight Local Resilience Forum Community Risk Register identifies a number of maritime risks which could potentially result in the initiation of the SOLFIRE Plan. These categories are:

HIS - Maritime Pollution

HLS & HL34 - Fire, Flood, Stranding or Collision involving a passenger vessel

H42 - Rapid Accidental Sinking of a Passenger Vessel

HL4 - Major Pollution of Controlled Waters

HL30 - Maritime Accident or deliberate blockade resulting in blockage of access

Additionally there is a range of credible threats to vessels alongside and underway within the SOLFIRE Area. Broadly, the vessels may either be the target of an attack or hijack, or could be being used as a weapon, or a platform from which to launch an attack. Incidents of this nature would primarily be the concern of the Solent Portal Maritime Security Group, supported by the SOLFIRE Plan, for search and rescue elements.

1.5 GRADED RESPONSE

The response provided by SOLFIRE will be graded according to a defined classification of marine emergency or incident.

The initial response will be graded primarily by the level of resources required to deal with the incident and by its probable impact on land-based authorities. The incident may be upgraded or downgraded at any time by the Initiating Authority as advised by the emergency services as is deemed appropriate or as the circumstances dictate.

1.6 CLASSIFICATION OF MARINE EMERGENCY

SOLFIRE Alert A precautionary level of response which may be instigated by any of the Initiating Authorities or HM Coastguard Operations Centre and gives indication to the others that a situation is developing which could lead to one of the following classifications.

Note: Introduced as a result of the Commodore Clipper Incident June 2010.

Class A SOLFIRE An incident that can be dealt with by the Initiating Authority using resources readily available and with little or no impact on land based authorities.

Class B SOLFIRE An incident that can be dealt with by the resources readily available but where the Initiating Authority needs some assistance from one or more land based emergency services. **No significant impact is anticipated on other land-based authorities but they should consider themselves alerted.**

Class C SOLFIRE An incident where there is expected to be a significant impact on land-based authorities and where a multi agency tactical level of co-ordination is considered necessary and elements of the National Maritime Contingency Plan may be activated.

Class D SOLFIRE A major incident requiring the full resources of the SOLFIRE Plan and a co-ordinated response from both Initiating Authorities and land-based agencies, with potential for activation of the National Maritime Contingency Plan.

1.7 INITIATING AUTHORITIES

- HARBOUR MASTER SOUTHAMPTON
- QUEEN'S HARBOUR MASTER PORTSMOUTH
- HARBOUR MASTER COWES

Additionally,

- A SOLFIRE ALERT maybe initiated by the MCA National Maritime Operations Centre (NMOC) or any of the 3 Initiating Harbour Authorities. It is important to note that subsequent Class A through Class D responses will be initiated by the appropriate Initiating Harbour Authority.

In most circumstances the Initiating Authority will be defined by the geographical location of the emergency or incident (See SOLFIRE Area Plan Fig 1 Page vii). Both Harbour Master Southampton and Queen's Harbour Master Portsmouth have 24 hour operations rooms, linked by direct communications. Harbour Master Cowes will normally be on call out of normal working hours and the NMOC will provide cover on a 24 hour basis.

1.8 ACTIVATION

In the event of a marine emergency or non-routine incident occurring, the Initiating Authority represented by their Duty Officer, will activate SOLFIRE by giving an initial classification and initiating the activation, notification and callout procedure described in Section 2.

1.9 PRIORITIES

When SOLFIRE is activated the priorities are:

- i) Saving of Life
- ii) Minimising risk/impact to the environment
- iii) Safety of Navigation

1.10 DEALING WITH THE MEDIA

A major maritime incident or 'disaster' will attract the attention of the media. The response from local media is likely to be immediate and, depending on the scale and nature of the incident, it may also attract the attention of national and international media. The requirements of the media are immediate and sustained. The sheer numbers that may arrive at the scene within a very short time can exacerbate the problem of satisfying the media's requirements.

In these circumstances, arrangements outlined in the Hampshire and Isle of Wight LRF Media Plan will be activated for dissemination of information.

In order to minimise the risk of issuing conflicting or misleading information to the media, and bearing in mind the necessity for fast but accurate information and that Press Officers are likely to be co-located, all agencies should inform the agreed initial lead agency Press Officer (normally from the Initiating Authority) before giving verbal statements to the media and to restrict comments to matters concerning the agency that they represent.

It is important that individual organisations liaise closely before issuing press releases or arranging press conferences to ensure a consistent and factual line.

Contact details for the Media officers of individual organisations are listed in Annex 2.

SECTION2 ACTIVATION, NOTIFICATION AND CALLOUT
2.1 ACTIVATION

SOLFIRE East, West or Cowes will be activated by the appropriate Initiating Authority and will be graded in accordance with the response classification defined in Section 1.6.

2.2 NOTIFICATION AND CALL OUT**(i) SOLFIRE - All Categories**

When possible, an early notification through a SOLFIRE Alert of a developing incident will be passed by direct line and discussed between the relevant Duty Officers of the Initiating Authorities.

Once informed or activated, the standard Incident Message below (Format iaw JESIP METHANE message) will be issued by the Initiating Authority and passed by direct line. This initial verbal message will be followed by a facsimile hard copy/email. Confirmation of receipt of the facsimile/email is to be made by facsimile/email within 30 minutes.

Major incident	SOLFIRE (EAST/ WEST/ COWES DECLARED; CLASS (ALERT /A/ B / C / D); DATE, TIME
Exact location	EXACT LOCATION OF INCIDENT
Type of incident	COLLISION, GROUNDING ETC AND VESSEL(S) INVOLVED
Hazards	PRESENT OR SUSPECTED EG POLLUTION
Access	ACCESS FOR EMERGENCY SERVICES
No. of casualties	NUMBERS, TYPE AND SEVERITY
Emergency Services	EMERGENCY SERVICES PRESENT AND THOSE REQUIRED; LOCATION OF SOLFIRE COMMAND CELL (SILVER)

(ii) SOLFIRE - Class B/C/D

On receipt of the Incident Message, NMOC Fareham will initiate the SOLFIRE Notification Cascade (Fig 2) to put other agencies on alert.

The initial notification cascade will be by telephone.

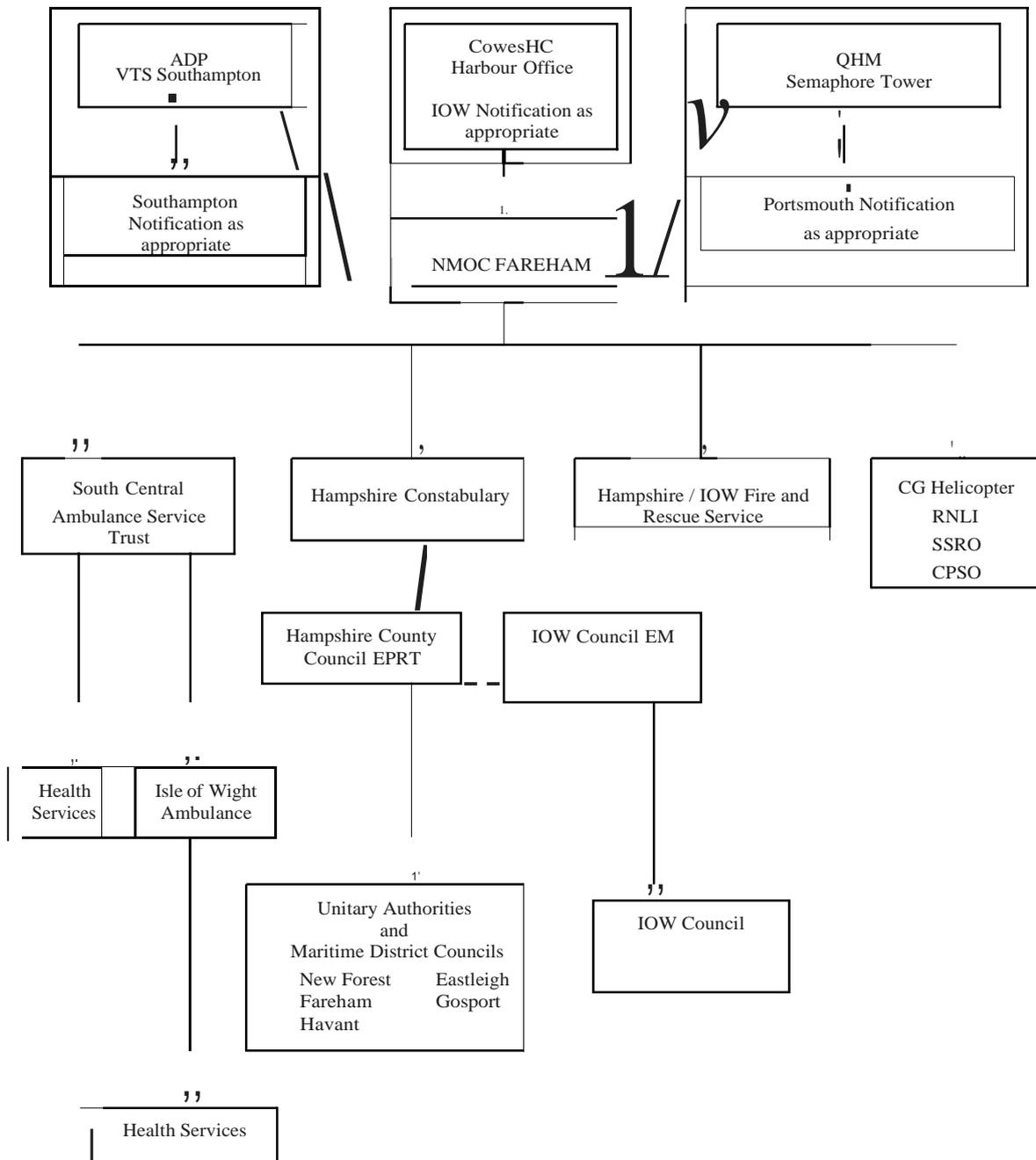
"SOLFIRE East/ West/ Cowes Class (B/C/D) has been declared.

Details have been sent to you, if they have not arrived in 10 minutes you should contact me."

Fig 2: SOLFIRE NOTIFICATION CASCADE

Class A SOLFIRE - Notify only other SOLFIRE Initiating Authorities and NMOG

Class B SOLFIRE - For notification of agencies only unless otherwise advised



2.3 RESPONDERS

One or more of the following organisations **may**, as appropriate, be requested to send Liaison Officers to the relevant SOLFIRE Command Cell: ABP Southampton VTS Centre, Cowes Harbour Commission Office or QHM Portsmouth Semaphore Tower Operations Room (See Annex 2).

- HM Southampton
- QHM Portsmouth
- Cowes Harbour Commission
- NMOC Fareham
- SOSREP
- MCACPSO
- Hampshire Fire & Rescue Service
- Hampshire Constabulary
- South Central Ambulance Service Trust
- Hampshire County Council
- Isle of Wight Council
- Portsmouth City Council
- Southampton City Council
- Terminal Operator
- Shipping Company
- Salvage Company
- P&I Club

Other Agencies may be requested to attend as considered necessary.

2.4 SOLFIRE CLASS C or D - STRATEGIC LEVEL CO-ORDINATION

When a decision is made to establish the Strategic Level the following Agencies will be requested to send an appropriate decision maker with whatever staff they require to the 'Strategic Co-ordination Centre':

- Hampshire Constabulary
- Hampshire Fire & Rescue Service
- South Central Ambulance Service Trust
- ABP Southampton
- QHM Portsmouth
- Cowes Harbour Commission
- Maritime and Coastguard Agency
- Local Authorities

Other Agencies will be requested to send representatives as necessary.

SECTION 3 ROLES AND RESPONSIBILITIES

3.1 INTRODUCTION

This is a brief summary of the roles and responsibilities of the major organisations likely to be involved in the response to a marine emergency in the SOLFIRE Area.

It is recognised that each emergency will have a unique combination of circumstances and the most effective response will depend on a degree of flexibility. This may involve the transfer of responsibility between SOLFIRE Initiating Authorities and from Initiating Authorities to land-based statutory authorities.

Note: Introduced as a result of the Commodore Clipper incident June 2010.

3.2 MARITIME AND COASTGUARD AGENCY (MCA)

The MCA is an executive agency of the Department for Transport; the Agency is responsible for:

- a) Minimising loss of life amongst seafarers and coastal users;
- b) Responding to maritime emergencies 24 hours a day;
- c) Developing, promoting and enforcing high standards of maritime safety and pollution prevention for ships;
- d) Minimising the impact of actual pollution in UK waters and on UK interests and, where the potential for significant pollution exists, providing support to contingent response measures where appropriate.

3.3 HM COASTGUARD

The MCA's initial response to emergencies is undertaken by HM Coastguard (HMCG), which is responsible for the initiation and coordination of civil maritime search and rescue within the UK Search and Rescue Region (SRR). This includes the mobilisation, organisation and tasking of adequate resources to respond to persons either in distress at sea, some inland waters, or at risk of injury or death on the cliffs and shoreline of the UK.

- a) HM Coastguard Operations Centres will gather and evaluate information, initiate an emergency response, notify other organisations, formulate a SAR plan, request and task resources, coordinate the activity of resource and the termination of SAR.
- b) The Duty Command Chain for HMCG includes the Duty Maritime Operations Controller at a tactical level and the Duty Maritime Operations Commander at the strategic level. Both are available to the NMOC to assist in planning, decision making and representation.

3.4 COUNTER POLLUTION AND SALVAGE OFFICER (CPSO)

The MCA's Counter Pollution and Salvage Officers are part of the MCA's emergency response organisation for pollution prevention and response operations. Responsibilities of the Duty Counter Pollution and Salvage Officers (DCPSO) are to take action in

response to notification, from any source, of a pollution incident at sea or on the coast, incidents within port areas, vessels suffering machinery breakdown or failure, vessels not under command and drifting, incidents involving the offshore industry and any other incident the NMOC and/or other Coastguard Operations Centres (CGOCs) determine are relevant to the DCPSO.

3.5 MARINE CASUALTY OFFICER (MCO)

The MCA MCOs are usually senior surveyors with an understanding of vessel damage control and a general awareness of search and rescue operations. MCOs are only deployed at the request of the Secretary of State's Representative (SOSREP) to gather information and make educated assessments to support decision making. They will not become involved in actions or decision taken by ship's crew, salvors and / or other responders.

At any time there are between five and eight MCOs strategically positioned at casualty 'hot-spots' around the UK, with a proximity to helicopter landing sites where possible. An MCO may need to be deployed to gather further information if a vessel is a potential threat to itself, other vessels or the environment. They may also be deployed if a vessel is refused sanctuary by a coastal authority due to risks associated with its condition.

3.6 SECRETARY OF STATE'S REPRESENTATIVE (SOSREP)

The SOSREP has the ultimate and decisive voice for maritime salvage, offshore containment and intervention. The SOSREP role does not include any responsibility for either at sea or shore line clean-up activities. In the unlikely event of a conflict between the "at sea" and "land based" response cells, the SOSREP will seek to act as an arbiter to resolve any conflict.

3.7 PLACES OF REFUGE

A Place of Refuge (PoR) means a place where a ship in need of assistance may be assigned to enable it to stabilise its condition, reduce the hazards to navigation and protect human life and the environment.

The process of identifying an appropriate PoR is driven by the circumstances of any incident, including such event-specific data as the weather, the geographical whereabouts of the incident and the type of threat posed by the vessel and its cargo. The MCA's Counter Pollution and Salvage Branch will assess the merits of incident specific PoR in consultation with the Environment Group, Local Authorities and wildlife NGOs. They will provide PoR recommendations to the SOSREP who, as the Competent Authority, will make the final PoR decision.

3.8 THE ENVIRONMENT GROUP (EG)

The Solent Environment Group (SEG) provides a single advisory line on public health and environmental issues at sea to all response cells. Where the incident poses a significant threat to health or the environment on land, the SCG may establish a Scientific and Technical Advisory Cell (STAC) and this may be integrated with the Environment

Group.

At the outset of an incident, at sea, the MCA triggers the formation of an EG to provide advice requiring a local, regional or national response. Standing EGs cover the entire UK coastline and MCA co-ordinates the geographical coverage of individual Standing EGs, their contact details and call out arrangements. The EGs comprise the statutory environmental regulators, fisheries departments, nature conservation bodies and public health bodies plus a range of specialist public sector and non-government organisations.

The EG framework enables a co-ordinated and timely environmental input to any other more localised or specialised incidents. The Group may be set up as a precautionary approach when the possibility of incident escalation has potential. In many minor incidents the operational EG remains a "virtual" Group responding with advice when requested.

The EG's remit is advisory and it has no powers of direction or enforcement. Regulatory functions of individual members of the Group are exercised outwith the Group structure and function.

3.9 HARBOURS

Statutory Harbour Masters in the SOLFIRE Area have a responsibility for the safety of navigation within their defined areas of jurisdiction. They also have conservancy and regulatory functions with specific powers to regulate the control and movement of all vessels. The Harbour Masters have powers to give directions to particular ships on particular occasions. They also have the power to lay down general rules for the movement of shipping, prescribed in local Harbour Bye-laws, Notices to Mariners and General Directions.

They exercise their functions having regard to the environment.

3.10 POLICE SERVICE

The primary areas of Police responsibility in relation to major incidents may be summarised as follows:

- i) The saving of life in conjunction with other emergency services.
- ii) The co-ordination of the emergency services and other subsidiary organisations.
- iii) The protection and preservation of the scene.
- iv) The investigation of the incident in conjunction with other investigative bodies where applicable.
- v) The collation and dissemination of casualty information.
- vi) The identification of victims on behalf of the Coroner, who is the principal investigator when fatalities are involved.

- vii) The co-ordination of the response to the media.
- vii) The restoration of normality at the earliest opportunity.

Whatever the legal and professional responsibilities of other parties who will play a crucial part in the management of a major incident, experience indicates that none of them will be effective unless there is order. Control and co-ordination are necessary preconditions to enable the contribution of all organisations to be effective and to avoid competing and confusing interests.

In the case of a marine emergency the primary responsibilities at sea, for saving life and on-site co-ordination, are the statutory duty of HM Coastguard, supported by other organisations as set out in this plan. However significant marine emergencies will have consequences for services on land for which an integrated response will be required. Where that is necessary, the Police will co-ordinate the response through a Senior Police Officer deployed to the relevant SOLFIRE Command Cell (SOLCC).

Note: The responsibility for SAR co-ordination remains with HMCG.

Should the nature of the incident be such that a Strategic level of co-ordination and planning is considered necessary, the Police will consider establishing a "Strategic Co-ordinating Group (SCG)". The decision activating an SCG will be the responsibility of the Police in consultation with the other emergency services and with due consideration to the proximity, cause and impact of the incident.

3.11 FIRE AND RESCUE SERVICE

The primary areas of responsibility in relation to major incidents afloat may be summarised as:

- (i) The saving of life in conjunction with other emergency services.
- (ii) Rescue of trapped casualties
- (iii) Preventing further escalation of the incident by tackling fires, dealing with released chemicals and other hazardous materials.
- (iv) If deployed offshore, information gathering and hazard assessment to give advice to the Forward Control Co-Ordinator.
- (v) The safety of all personnel involved in the hazard area or inner cordon if this is in operation.
- (vi) Assisting the Police with the recovery of the deceased.
- (vii) Forming part of a Fire Investigation Team.
- (viii) Providing the correct level of staffing to support the Command and Control structure detailed in the SOLFIRE Plan.

3.12 AMBULANCE SERVICE

The Ambulance Service has a statutory obligation in the management of National Health Service resources at the scene of a Major Incident. It is principally geared to the immediate medical needs of those directly or indirectly associated with the Incident and their subsequent transportation to receiving and support hospitals (E/L (96) 79 Guidelines and subsequent enactments). The Ambulance Service will alert hospitals as necessary to "Major Incident Standby/Declared" to enable hospitals' plans to be activated.

It is accepted that the overall control and co-ordination at the scene of a Major Incident will normally be undertaken by the Police. In the event of a Marine Emergency, the on-site co-ordination of the emergency services and other organisations will be the duty of HM Coastguard when safety of life is involved and other organisations as outlined in the SOLFIRE Plan. Areas of Ambulance Service responsibility include:

- i) To provide a focal point at the Incident and/or SOLFIRE Command Centre for all NHS/Medical resources.
- ii) The saving of life in conjunction with other emergency services.
- iii) The treatment and care of the injured either directly or in liaison with medical personnel.
- iv) Either directly or in liaison with medical personnel, determine the priority evacuation needs of those injured. (Triage).
- v) Determining and advising the receiving and support hospitals of a Major Incident Alert, to prepare for the receipt of those injured.
- vi) Arranging and ensuring the most appropriate means of transporting those injured to the receiving or support hospitals.
- vii) Ensuring that adequate medical manpower and support equipment resources are made available. The Ambulance Service is responsible for calling out Mobile Medical Teams.
- viii) The provision of communication facilities for the National Health Service resources involved.
- ix) The restoration to normality at the earliest opportunity.

3.13 LOCAL AUTHORITIES

Local Authorities comprise Unitary, County and District councils. However, a co-ordinated response will be implemented by the affected authorities.

Tasks will be:

- To support the emergency services.
- To respond to any resulting chemical or oil pollution of the coastline under local

authority jurisdiction.

- To provide welfare support to un-injured survivors.
- To set up friends and relatives reception centres if required.

i) **Unitary Councils** -Portsmouth, Southampton and Isle of Wight

The Unitary Authorities all have ports in their areas and will initiate their own Major Civil Emergency Plans; they will be responsible for:

- Co-ordinating the local authority response and resources.
- Sending an Officer to the SOLCC if this is requested.
- Co-operating with the lead organisation in co-ordinating the SOLFIRE Media Co-operation Plan. In addition the city's/council's Media Team will respond to the media on matters for which the cities are directly responsible.
- Co-ordinating all their own services (eg Social Services, Rest Centres, Transport, Survivor Registration) and voluntary organisations within their areas.
- Activating their own emergency control should the scale of operations require this.

ii) **County Council - Hampshire**

Hampshire County Council Emergency Planning and Resilience Team will activate the HCC Corporate Resilience Plan and LRF Community Recovery Plan.

- The HCC Emergency Planning and Resilience Team will activate the relevant District and Unitary Authorities
- HCC will, in conjunction with the relevant District Authority(s), provide an appropriate response and resources for the onshore assistance to the Emergency Services.
- Sending an officer to SOLCC if this is requested.
- Coordinate the County Council response.
- Coordinate the response from Voluntary Agencies.

iii) **Coastal District and Borough Councils**

The coastal district and borough councils in Hampshire are:

- New Forest
- Fareham

- Gosport
- Havant
- Eastleigh

When activated by Hampshire County Council Emergency Planning and Resilience Team, these councils will:

- Activate own emergency control as required.
- Send an officer to the SOLCC should this be requested.
- Co-operate with the lead organisation tasked with co-ordinating the SOLFIRE Media Co-operation Plan. In addition, they will respond to the media on those matters for which they have operational responsibility.
- Keep appropriate officers and council members informed about the incident.

3.14 LOCAL RESILIENCE FORUM AND RESILIENCE DIRECT

Resilience Direct is an information sharing tool which Category One and Category Two Responders (as determined by the Civil Contingencies Act) use during the planning, response and recovery phase of a major incident. It is a government secure website, allowing host organisations and Local Resilience Forums (LRF) to share data up to Official-Sensitive classifications in a safe and secure way.

Resilience Direct provides a mechanism for sharing planning, training and exercise information before an emergency occurs, for example the Solent Environment Group uses it for regular meeting updates, with a view to its members having access to live data during a response.

During a response, the Hampshire and Isle of Wight LRF has a 'Response' page which the emergency responder community will use to share live information such as POLREPs and Situation Reports (SITREPs) and information from Tactical, Strategic and STAC/SEG meetings.

Further details about Resilience Direct, including where and how to set up an account, can be found in the Hampshire and Isle of Wight LRF Emergency Response Arrangements documents.

3.15 BT

BT will, on request to its Emergency Linkline number, provide a single point of contact to assist with arranging any or all the following, as appropriate:

- Temporary lines - Telephone & Fax
- Additions or changes to Switches (PBXs)

- Call diversion and gapping
- Telecom Emergency Service Station (TESS)

BT will also use the technology currently available to manage its network to ensure that key areas are not congested with telephone traffic.

SECTION 4 COMMAND, CONTROL and CO-ORDINATION

4.1 DEFINITIONS

Command - is the authority associated with a role or rank in an organisation to direct the use of resources and personnel.

Control - is the application of authority, combined with the capability to manage resources, in order to complete a task. It includes the direction of other agencies engaged in the completion of that task.

Co-ordination - is the integration of multi-agency resources

Source: HIOW LRF Strategic Response Framework for Emergencies Section 2 Command, Control and Co-ordination.

4.2 INTRODUCTION

The SOLFIRE Plan is divided into three Areas: (See Fig 1 SOLFIRE Areas - page vii)

SOLFIRE East

SOLFIRE West

SOLFIRE Cowes

The response to an emergency in any of these areas will have one or more levels of management, dependent on the classification of the emergency and the nature of the incident. Normally, the need will be determined by starting at the operational level and then only moving on to the tactical and finally strategic levels should this prove necessary.

For Class A and B incidents, the individual agency Tactical Commanders will gather at the relevant SOLFIRE Command Cell (SOLCC) and be co-ordinated by the Tactical Commander of the Initiating Authority. Where a SOLFIRE Class C or D is declared responsibility for co-ordinating the multi agency response at the SOLCC will be transferred to the Police Tactical Commander.

Operational Commanders who may be located onboard a vessel in distress will, whenever possible, come together and be co-ordinated by the Forward Control Co-ordinator (FCC). This group is known as the Forward Control Team (FCT). There may be supplementary Operational teams at other operationally critical locations.

Search and Rescue response will always be co-ordinated by HM Coastguard.

4.3 SOLFIRE INCIDENTS

For a declared SOLFIRE incident the Initiating Authority and SOLCC are detailed below.

INCIDENT LOCATION	INITIATING AUTHORITY	SOLFIRE COMMAND CELL (SOLCC)
SOLFIRE EAST	QHM PORTSMOUTH	SEMAPHORE TOWER PORTSMOUTH NAVAL BASE
SOLFIRE WEST	ABPSOUTHAMPTON	VTSCENTRE SOUTHAMPTON DOCKS
SOLFIRE COWES	COWES HARBOUR COMMISSION	COWES HARBOUR COMMISSION OFFICE

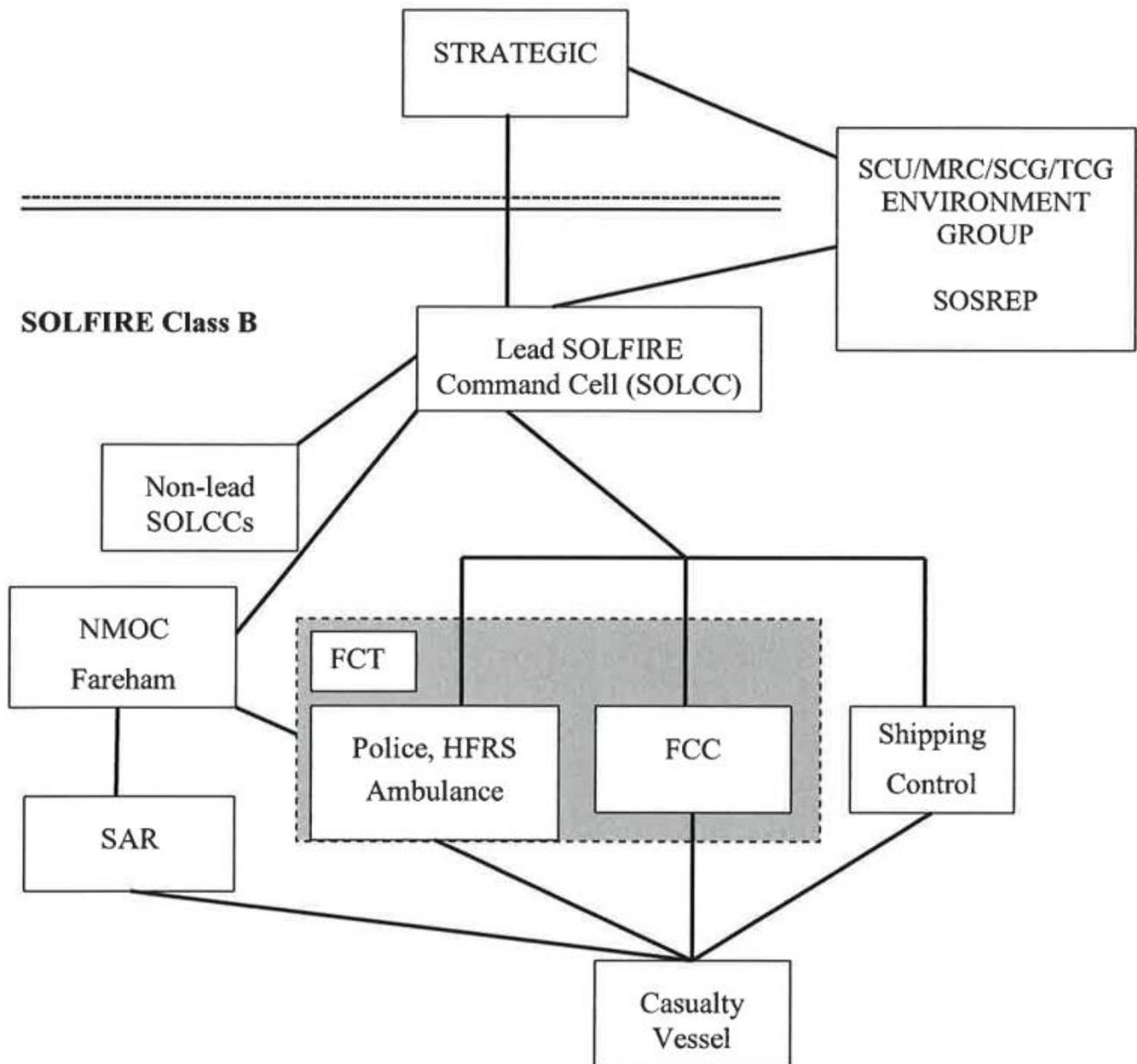
Given the nature of the developing incident and following discussion between the key parties concerning the destination port within The Solent, there is inherent flexibility to allow the Initiating Authority to nominate the destination port as the SOLCC location. For SOLFIRE B incidents, upon completion of the SAR Co-ordination element, the Initiating Authority and the Tactical Commander must then discuss and agree an appropriate agency to take the incident operational lead.

Notwithstanding, for any security or terrorist related incident, regardless of where initiated, or at what class of incident, overall command of the incident will be with Hampshire Police throughout.

4.4 SOLFIRE CO-ORDINATION

In SOLFIRE terms, this refers to the integration of multi-agency resources.

SOLFIRE Class C or D



personnel will close up in the non-lead SOLCCs to provide assistance and support to the lead SOLCC and, in due course, to take the lead if appropriate.

In every case, command and control of a security or suspected terrorist incident will be reliant upon existing governmental processes and advice.

4.5 OPERATIONAL CONTROL AFLOAT

Forward Control Team (FCT)

The Initiating Authority will consider establishing a FCT to liaise and offer assistance to the Master of the casualty vessel. It will be advantageous, if the circumstances permit and deployment is agreed, for the FCT to board the vessel for this purpose. When unsafe to do so, they will embark in another vessel in order to be in close proximity to the casualty vessel.

The Master of the vessel retains responsibility for the actions taken on board his own vessel. He will have access to valuable cargo, stability and damage control information and advice. Additionally, the Master may well have already initiated on board fire fighting operations and other related activity and close liaison with him will be essential.

It will be a SOLFIRE priority to transport a FCT to the scene of the incident as quickly as possible. However, the deployment of other resources to the casualty vessel is not dependent on the FCT having been stood up or deployed, as this may delay initial actions of responding emergency services. Additionally, the maintenance of an 'SAR Tote' ie a tally of all those embarked in the casualty vessel, will be an important function for the FCT or a member of the vessel's crew.

The FCT may consist of various Operational Commanders as follows:

(i) **Forward Control Co-ordinator (FCC)**

The Initiating Authority may appoint an appropriate Officer as FCC.

The FCC will be responsible for co-ordinating the joint actions of the FCT, facilitating the prioritisation of actions on-scene and any requests for support services and will be briefed before being deployed.

(ii) **Fire & Rescue Service Operations Commander**

If deployed, will advise on the On-Scene Fire Fighting operation in close liaison with the Master.

(iii) **Ambulance / Medical Officer**

If deployed, will establish triage of casualties and health communications in conjunction with the Forward Medical Commander (if present).

(iv) **Police Liaison Officer**

If deployed, will monitor and consider crime scene management and casualty / victim response.

4.6 STRATEGIC CO-ORDINATION - SOLFIRE Class C or D EMERGENCY

If the nature of the incident is such that it is considered by the Tactical Command that

further support is required at a strategic level then a Strategic Co-ordinating Group may be established at the direction of the Chief Constable of Hampshire. The location of 'Strategic Co-ordination Centre' is also his decision.

In every case, command and control of a security or suspected terrorist incident will be as for a SOLFIRE D and a 'Strategic Co-ordinating Group' will be established under direction of the Chief Constable of Hampshire.

4.7 TRANSPORTATION OF FORWARD CONTROL TEAM

HM Coastguard will assess the requirement for Search and Rescue Air Asset assistance and will request SAR Helicopters through the UK Aeronautical Rescue Co-ordination Centre (UK ARCC).

(i) **By air**

A helicopter organised by HM Coastguard, if **available**, will embark the Forward Control Team at a designated site. (See Annex 4 for designated landing/embarkation sites).

(ii) **By sea**

Should helicopter transport not be available or not be the preferred mode of deployment, alternative transport in a suitable vessel should be arranged as soon as practicable. This will be a Tactical Command decision.

It is possible that the various members of the FCT will be transported separately to the casualty vessel, however, it is vital that once onboard they work together under the coordination of the FCC.

See also Sub-section 4.11.

4.8 SHIP FIRES OFF-SHORE

(i) HM Coastguard is required to respond to ships that alert them to fires off-shore, for the safety of life, however, it will be responsibility of the Ship Owners for the salvage of the vessel. The Fire and Rescue Service has no current statutory responsibility to respond to incidents below the low water mark. However, Hampshire FRS will provide a seaborne response to SOLFIRE areas East, West and Cowes and, additionally in the Western Solent up to a line between Hurst Castle and The Needles. This response will utilise suitably trained HFRS volunteers and tasks will be subject to risk assessment prior to deployment. HFRS will also provide an airborne / seaborne (preferably airborne) response to all areas of The Plan by deploying their Maritime Response Team (MRT). The MRT will be mobilised to provide an incident assessment/ command team onboard, prior to a vessel being brought alongside. The Plan limits are as shown at Figure 1 and include the 3 Solent Forts - Spit Bank, Horse Sand and No Man's Land..

(ii) Upon receipt of a notification of a ship fire at sea, the procedure for HM Coastguard is to alert the Duty Counter Pollution Salvage Officer (DCPSO), Duty Maritime Operations Controller and National Maritime Operations Commander of the incident. Depending on the seriousness and complexity of a fire on board a vessel a Marine Casualty Officer (MCO) may be deployed by the SOSREP to assess the

situation and report back to SOSREP to enable appropriate decisions to be made and where necessary issue directions as follows:

- (a) If the fire is under control the HMCG Operations Centre/ SOSREP may recommend that the vessel be allowed to enter a designated harbour. If required, SOSREP may use his powers of Intervention and Direction to agree a Place of Refuge (See Section 3, Para 3.7) with a designated port/ harbour;
- (b) If the fire is not yet under control, the SOSREP in consultation with the MCA's wider duty organisation may decide to:
 - i. Assess whether or not the casualty vessel's crew alone can bring the fire under control, as per a) above;
 - ii. Seek advice from any appointed Salvor or from an independent salvage consultant as to whether or not a Salvor has the capability or ready availability to assist in the fire fighting/ containment requirement;
- (iii) HFRS currently has a capability to respond to emergency incidents within the boundaries of the SOLFIRE Plan as indicated in Figure 1. Agreement with the MCA's Duty Officers and subsequent deployment will be entirely dependent upon a Dynamic Risk Assessment, which will include: type of incident, size of incident, situation, location, access and egress, weather conditions and transportation arrangements, number of known and potential casualties. This assessment will be made by a Senior HFRS Officer in conjunction with the requesting Agency and any attending Agencies. At this stage a Fire Liaison Officer (FLO) from HFRS may be detailed to attend the SOLCC. Requests for attendance at incidents outside the SOLFIRE area may be considered but are not guaranteed a positive response.
- (iv) Should further firefighting assistance be required, the Chief Fire Officers' Association (CFOA) Fire & Rescue Maritime Response (FRMR) have firefighting teams available on a national basis to respond to incidents at sea. Should they be required, the MCA can request these resources through Sussex Fire Control Centre (SCC) via the FRMR Liaison Officer.
- (v) The initial deployment of an assessment team by air is still reliant on the MCA arranging helicopter transportation, if **available**, as per Sub-section 4.7 (i). This arrangement is currently through the UK ARCC but, in the near future, arrangements will be made through the HMCG's Operations Centre.
- (vi) The deployment of an assessment team by sea may be viable by utilising available maritime assets by arrangement or by MOU with organisations such as Hampshire Constabulary Marine Unit, commercial services or combined with a salvage team.
- (vii) An agreed deployment off-shore will see an HFRS Operations Commander attend the casualty vessel with an HFRS Incident Commander and Command Unit being dispatched to the NMOC or nominated SOLCC as appropriate.
- (viii) When a ship involved in an off-shore fire incident arrives at a designated port / harbour HFRS will deploy a suitable level of response to the berth and they will assist the

Master and/ or Salvor in dealing with the incident. HFRS or IoWFRS shoreside response will assume responsibility for firefighting operations. At this point SOSREP may lift any Directions he has put in place.

4.9 FIRE FIGHTING VESSELS

There are tugs with fire fighting capabilities located at both Southampton and Portsmouth. These may be immediately available or require varying degrees of notice. The most suitable tugs will be made available at the request of the Initiating Authority, which may deploy one or more tugs to the scene of the incident and advise the most appropriate location for the embarkation of Fire & Rescue Service personnel. (The Initiating Authorities hold lists of the availability and capabilities of tugs).

Note: Tugs may be required to be utilised in a multi-role capacity involving fire fighting, pollution response, salvage and vessel control.

4.10 SALVAGE OPERATIONS

A SOLFIRE incident may see the deployment of Salvage Experts who may be appointed by either the vessel's Master, Owners, P & I Club, SOSREP or the Initiating Authority. Once appointed, they will be represented in the Forward Control Team, or SOLCC.

4.11 HELICOPTER DEPLOYMENT

Requests for helicopter deployment will be directed through the HMCG Operations Centre for provision of suitable aircraft.

It is of note that while helicopters are a valuable asset for the speedy transfer of personnel and equipment, their noise and downdraught may hamper rescue and fire fighting operations under certain circumstances.

In these cases consideration should be given for helicopters to hover well clear of the casualty vessel, until called into the scene for a specific purpose by the Forward Control Co-ordinator, if he is tasked with co-ordinating air assets, or the Master of the vessel.

If the response to an incident requires more than one helicopter and / or other types of aircraft to the scene the HMCG Operations Centre will liaise to ensure an Aircraft Coordinating Officer (ACO) is identified and employed to effectively co-ordinate the involvement of multiple aircraft in SAR operations while maintaining flight safety.

4.12 RESTORATION OF NORMALITY

In a prolonged major incident where the marine aspects of the emergency continue after the initial impact on shore-based agencies has declined, SOLFIRE classification may be down-graded until normality is restored. A Recovery Working Group will be established within the Strategic Coordinating Group at an early stage to coordinate the return to normality.

SECTIONS THE RESCUE, RECEPTION AND DOCUMENTATION OF SURVIVORS AND CASUALTIES

5.1 TERMINOLOGY

To avoid any confusion, the following terminology is to be used when referring to persons involved in a SOLFIRE incident.

Survivors All surviving persons, whether casualties or not.

Casualties Those survivors who are injured

Casualty Vessel(s) - The vessel(s) involved in the incident

5.2 IMMEDIATE MEDICAL RESPONSE

Medical response will be initiated by NMOC Fareham by the quickest means, contacting South Central Ambulance Communications Centre, who will advise/inform neighbouring Ambulance Controls, (Isle of Wight, South East Coast and South West) as the needs of the incident dictate, initiating one or more of the following:

- i) An Ambulance Incident Officer will be sent to the SOLCC for a SOLFIRE Class C or D incident. He/she will liaise closely with the Medical Incident Commander, to ensure effective use of the medical and Ambulance resources required.
- ii) To send an Ambulance Officer and winch trained BASICS(1) Doctor to join the Forward Control Team on scene as the Forward Ambulance Commander and Forward Medical Commander to provide a situation report of medical needs and instigate triage.
- iii) An Ambulance Officer will be mobilised with the appropriate number of Ambulances to the rendezvous (RVP) relative to the proposed disembarkation points.
- iv) To advise all potential receiving hospitals of a Major Incident 'Standby' or Major Incident 'Declared' and provide a communication link with them.

Where the incident dictates the need for casualties to be disembarked at locations outside the county boundary, South Central Ambulance Communications Centre will liaise with the appropriate Ambulance Service to organise resources accordingly.

- v) A Medical Incident Commander will have overall responsibility, in close liaison with the Ambulance Incident Commander, for the medical resources at the scene. He/she should not be a member of any Mobile Medical Team.

If requested by either the Ambulance Incident Commander or the Medical Incident Commander.

- vi) A Mobile Medical and Triage Team or an Ambulance Paramedic Team, dependent upon the nature and location of the incident and the resources available may be deployed to the casualty vessel. The function of the Team will be to triage, initiate primary casualty documentation and treat casualties. The Forward Medical Incident Commander will advise the Medical Incident Commander accordingly.

The level of tasking will be influenced by the scale of the incident, the nature of injuries and the resources available to transfer the Team to the incident.

The Ambulance Communications Centre will liaise with the relevant SOLCC to identify the means of transport of the Officers and Teams to the incident site and points of embarkation.

5.3 ARRANGEMENTS FOR THE RECEPTION AND DOCUMENTATION OF SURVIVORS AND CASUALTIES ASHORE

- i) Major Incident Procedures are as applicable to incidents at sea as those that occur on the land, although there will be increased difficulties in the deployment of resources on site in a marine environment.
- ii) Shipping movements within the SOLFIRE area of responsibility are capable of producing an incident involving large numbers of survivors and/or casualties from a variety of scenarios.
- iii) As it is impossible to predict the location, time and nature, or severity of any incident, all arrangements must provide total flexibility to respond to actual events as they unfold and develop.
- iv) The SOLFIRE Plan for the reception and documentation of casualties and survivors does reflect that flexibility and allow the Police, Ambulance and Medical Services, together with support facilities from the District, Unitary and County Councils to respond, using their expertise and professional judgement.
- v) The response of the organisations, as listed in the above paragraph, will be in line with the existing contingency plans and arrangements in respect of Major Incidents.
- vi) The point at which survivors and/or casualties will be landed ashore could vary from a simple beach or cliff top to the more sophisticated facilities available at Southampton, Portsmouth, Cowes or elsewhere. In view of the geographical nature of the SOLFIRE area of responsibility, it is not difficult to envisage a scenario where a variety of disembarkation points are used, with varying facilities at each and this would very much depend upon the nature and timing of the emergency and the size and description of the vessels and/or aircraft used in the rescue operation.

- vii) Survivors and casualties from any marine accident are best processed, treated and documented at identified locations and/or buildings and it is acknowledged that the ports of Southampton and Portsmouth provide excellent undercover facilities for the reception of survivors and casualties in a secure environment away from the intrusions of the press and sightseers where medical, Ambulance and document team resources can be concentrated.

However, it must be recognised that disembarkation points can occur at one or more sites along the Hampshire and Isle of Wight coastlines requiring more than one Casualty Clearing Station or Survival Reception Centre.

a Casualty Clearing Station/s

One or more areas set up by the Ambulance Service in liaison with the relevant SOLCC to assess, treat and triage casualties and direct their evacuation to the **RECEIVING HOSPITALS**. It is at these hospitals that **POLICE HOSPITAL DOCUMENTATION TEAMS** will be responsible for completing casualties' records and the onward transmission of that information to the Police Casualty Bureau.

b Casualties

Suitable sites, with reception facilities, for the organised disembarkation of casualties and survivors will be identified by the relevant SOLCC in light of operational considerations.

c Survivor Reception Centre

This is a secure area to which uninjured or lightly injured survivors may be taken for shelter, first-aid, interview and documentation prior to being transferred to a Rest Centre, within a building designated by the Local Authority for the temporary accommodation of survivors.

d Survivors

In accordance with established Major Incident Procedures, the Police will assume initial responsibility for the reception, documentation and dispersal of survivors, assisted by the Border Force, Port Health Authorities and the Shipping, Port Authorities and Local Authorities.

e Deceased Persons

Deceased persons brought ashore will be dealt with by the Police in accordance with the procedures outlined in the LRF Mass Fatalities Plan, in liaison with NMOC Fareham, the Port Health Authority and HM Coroner.

ANNEX 1 - COMMUNICATIONS

1.1 GENERAL

SOLFIRE emergencies will generate a high level of marine VHF communications and to avoid saturation, transmissions must be kept as specific and brief as possible. A high degree of radio discipline is essential.

The use of VHF Channel 16 by participants afloat should be restricted to matters of distress and only used as a calling frequency in the event that other frequencies are saturated at the time.

1.2 SEARCH AND RESCUE INITIAL PHASE

NMOC Fareham will co-ordinate all Search and Rescue action that may be necessary during the initial phase using VHF Channel 16.

1.3 COMMAND LINK

A Command Link will be established primarily for communication between the SOLFIRE Command Cell and the Forward Control Team Co-ordinator.

The following VHF Channels will be assigned for this purpose.

SOLFIRE EAST CH 13

SOLFIRE WEST CH 14

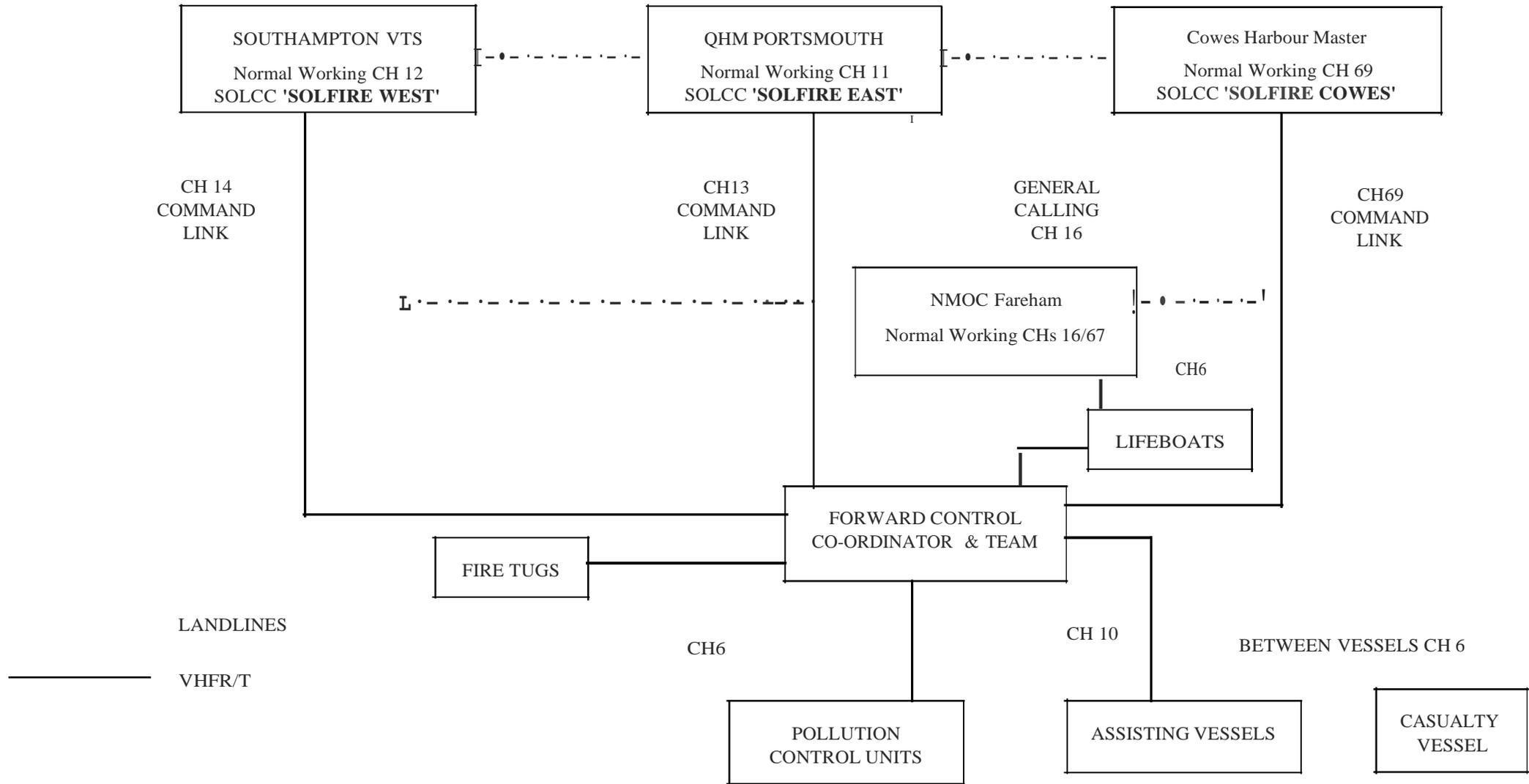
SOLFIRE COWES CH 69

1.4 ADDITIONAL LAND LINES

If additional Telecommunications facilities are required they can be arranged by calling the BT 24 hour Emergency Linkline number

1.5 MARINE COMMUNICATION PLAN

VHF CHANNEL	USE	CHANNEL GUARDED BY
6	Forward Control Team Firefighting Vessels Ship To Ship	Forward Control Team
8	Ship To Ship	As Instructed
10	Weather Broadcasts Navigation Warnings Oil Pollution Response	NMOC Fareham Oil Response Vessels SOLFIRE Command Cell
11	Port Operations Portsmouth	QHM Portsmouth
12	Port Operations Southampton	Southampton VTS
13	Command Link SOLFIRE East	SOLFIRE Command Cell Forward Control Team
14	Command Link SOLFIRE West	SOLFIRE Command Cell Forward Control Team
16	Distress Communications	NMOC Fareham QHM Southampton VTS
23/86	Weather Broadcasts Navigation Warnings	NMOC Fareham
67	Primary Safety Working Channel	NMOC Fareham Search And Rescue Vessels
69	Port Operations Cowes	Cowes Harbour Master
69	Command Link SOLFIRE Cowes	SOLFIRE Command Cell Forward Control Team



COMMUNICATION - FLOW DIAGRAM

Solfire Incident Report Form

From

SOLCC QHM P'mouth Fax No	023 9272 2831
SOLCC CHC Cowes Fax No	01983 299357
SOLCC ABP So't'on Fax No	023 8023 2991

To

SOLFIRE

Class

SOLCC SITREP Number

Issued at

UTC

a) Casualty ship Name(s)

b) Situation Update

Nature and location of Incident

ii Casualties

iii Pollution threat Yes/ No

If Yes ...
Measures in hand

iv Relevant Agencies informed

c) Predicted Weather and Tidal Conditions

d) Future Intentions SOLCC

Casualty Vessel

e) Additional Resources Mobilised/ Requested

f) Additional Information

g) New Update Anticipated

ANNEX 3 - LIFEBOAT LANDING SITES (Southampton Sector - All Grid References refer to UK National Grid)

Landing site	Remarks	1	2	3	4	5	Grid Reference	Post Code	Key: -
Lymington Harbour Commissioners	Pontoon. Unlit						SZ334 950	SO41 3SE	1 = Suitable for small numbers of uninjured survivors. 2 = Suitable for stretcher case casualties. 3 = Suitable for large numbers of casualties. 4 = Suitable for ILB (Inshore Life Boat) 5 = Suitable for AWB (All Weather Boat)
Lymington Town Quay	Pontoon. Tidal						SZ328 956	SO41 3AS	
Keyhaven Harbour	Pontoon. Unlit.						SZ307 915	SO41 0TQ	
Lepe Beach	Tidal - Shingle Beach						455 985	SO45 1AD	
Bucklers Hard Marina	Pontoon.						408 003	SO42 7XB	
Empress Dock. - Southampton	25 Link Pontoon.						SU427103	S014 3XD	
Empress Dock. - Southampton	22 Berth Pontoon						SU426103		
Hamble Public Hard	Pontoon.						485 066	S031 4HB	
HM Pontoon Warsash	Pontoon.						488 062	SO31 6FR	
Hythe Marina	Pontoon.						426 085	S045 6DX	
Stanswood Rescue Base	Shingle Beach - Tidal.						481 013	S045 188	
Calshot Public Slip	Concrete and tidal						SU488 024	S045 1B8	
Calshot Activity Centre	Jetty Unlit						SU488 026	SO451BR	
Gosport- Ferry Pontoon	Pontoon.						624 998	PO12 1EP	
GAFIRS Base - Slip	Concrete tidal & fair weather only.						600 980	PO12 2BL	
Haslar Marina	Pontoons						624 996	PO12 1HD	
JSASTC	Pontoons.						622 992	PO12 2AQ	
Fleet Landing - HM Naval Base	Pontoon. (Dockyard Main Gate)						632 011	PO1 3LT	
Camber Dock Portsmouth	Pontoons (water bus) - preferred site						630 995	PO1 2JJ	
Ryde Pier	Pontoon						SZ594 929	PO33 2HF	
Ryde Marina	Pontoon - Tidal.						SZ595 928	PO33 1JA	
Cowes - West - Trinity Landing	Pontoons.						SZ496 964	PO31 ?QT	

ANNEX 4 - HELICOPTER LANDING SITES

LANDING SITE	REMARKS	1	2	3	4	5	Grid Reference
Priestlands School Lymington							SZ 313 950
Calshot Activities Centre							SU 488 023
Lords Hill	Serves all Southampton hospitals						SU 380 158
Mayflower Park							SU 417 110
Police HQ Netley	NOTFOR CASUALTIES						SU 470 081
Queen Alexandra's Hospital Portsmouth							SU 637 041
Hayling Island Community Centre							SZ 712 993
Highdown IOW							SZ 342 848
Totland IOW							SZ 326 873
Seaclose Public Park Newport IOW	For St Mary's Hospital						SZ 505 903
Southampton (Eastleigh) Airport							SU 449 985
Bembridge Airport IoW							SZ 635 870
Sandown Airport IoW							SZ 575 835

Key:- 1 = Hospital Landing site.

2 = Suitable for small numbers of casualties.

3 = Suitable for large numbers of casualties.

4 = Good accessibility by road.

5 = Nominated for Rants Fire & Ambulance use.

ANNEX 5 - LOCAL AND NATIONAL EMERGENCY/CONTINGENCY PLANS

- National Police Improvement Agency (NPIA) Emergency Procedures
- MCA Southern Area Major Incident Plan
- National Contingency Plan for Marine Pollution from Shipping and Offshore Installations
- Environment Agency Emergency Plan
- Hampshire County Council Major Incident and Recovery Plan
- Hampshire County Council Coastal Pollution Plan
- Portsmouth City Council Emergency Response Plan
- Portsmouth City Council Oil and Chemical Pollution Plan
- Southampton City Council Major Incident Plan
- Southampton City Council Oil and Chemical Pollution Plan
- River Ramble Harbour Authority Oil Spill Contingency Plan
- Isle of Wight Emergency Plan
- Isle of Wight Council Oil Spill Contingency Plan
- Esso Refinery Fawley Emergency Response Plans
 - Site Emergency Plan
 - Oil Spill Response Plan
 - Fawley Offsite Plan
- BP Ramble Terminal Oil Spill Contingency Plan
- Perenco Pipeline Oil Spill Contingency Plan
- Sea Mounting Centre Marchwood, Unit Spill Response Plan and Reporting Procedures
- Hampshire and Isle of Wight LRF Plans
- BT Southern Home Counties Zone Emergency Manual
- Dockyard Port of Portsmouth Oil Pollution Response Plan

- ABP Port of Southampton Oil Spill Contingency Plan
- Solent Portal Maritime Security Plan
- Class IV Passenger Vessels Rescue Boat Exemption Plan
- Other plans as required

ANNEX 6 - GLOSSARY OF RELEVANT TERMS, ROLES AND DEFINITIONS

TERM	ABB	ROLE / DEFINITION
Aircraft Co-ordinator	ACO	A person who co-ordinates the involvement of multiple aircraft in SAR operations
Air Support Unit (Police)	ASU	A Police unit with fixed or rotary wing aircraft capabilities providing air support to ground operations
All Weather Lifeboat	ALB	A larger offshore lifeboat provided by the Royal National Lifeboat Institution
Area (Coastguard)		2 Coastguard Districts drawn together and working in operational partnership
Associated British Ports	ABP	ABP Port of Southampton is the harbour authority for Southampton Water and The Central Solent and is the Initiating Authority for SOLFIRE West
Automatic Identification System	AIS	A short range coastal tracking system used on ships and by Vessel Traffic Services (VTS) for identifying and locating vessels by electronically exchanging data with other nearby ships and VTS stations. Information such as unique identification, position, course and speed can be displayed on a screen or an Electronic Chart Display and Information System (ECDIS)
British Association of Immediate Care	BASICS	Provider of pre-hospital emergency medicine
Boarding Control Officer	BCO	A nominated Fire Service member responsible for monitoring all Fire Service personnel and equipment on and off the vessel (identified by tabard)
Breathing Apparatus	BA	A self contained breathing apparatus, or SCBA, sometimes referred to as a compressed air breathing apparatus (CABA), or simply breathing apparatus (BA), is a device worn by rescue workers, firefighters, and others to provide breathable air in an IDLH (immediate danger to life and health) atmosphere. The term "self-contained" means that the breathing set is not dependent on a remote supply (e.g., through a long hose)
Bronze		A tier of command at which operational delivery of tasks is undertaken
Bronze Commander		An individual with responsibility for the delivery of operational tasks as determined by the Silver Commander
Business Continuity	BC	The strategic and tactical capability of an organization to plan for and respond to incidents and business disruptions in order to continue business operations at an acceptable pre-defined level
Civil Contingencies Act 2004	CCA	Act of 2004 which established a single framework for Civil Protection in the United Kingdom. Part 1 of the Act establishes a clear set of roles and responsibilities for Local Responders; Part 2 of the Act establishes emergency powers
Casualty	CAS	The subject (person involved) in the incident, whether uninjured, injured, or dead
Casualty vessel		A vessel involved in the incident

Coastguard Agreement for Salvage and Towage	CAST	A standing agreement with the operators of tugs and other vessels capable of assisting MCA: with towage, salvage or other work related to the saving of life or property or environmental protection. It enables the rapid deployment of suitable vessels, if available, under MCA's control and direction, with the terms and conditions of service pre-agreed
Coastguard Helicopter Unit	CGHU	A helicopter flight contracted to the MCA
Coastguard Officer	CGO	A full time Coastguard Officer, primarily in an operational role
Coastguard Operations Centres	CGOC	Manage up-to-the-minute nationwide search and rescue capabilities
Coastguard Rescue Officer	CRO	A voluntary member of the Coastguard Rescue Service
Coastguard Rescue Service	CRS	The voluntary arm of HM Coastguard
Coastguard Rescue Team	CRT	A group of Coastguard Rescue Officers, specific to a geographical area
Coastguard Rescue Vehicle	CRV	The blue light liveried vehicles used by the Coastguard Rescue Service for frontline operations
Coastguard Watch Assistant	CWA	The junior watch keeper at an MRCC, assisting other watch staff with general communications and information gathering
Counter Pollution	CP	Response to a pollution incident
Counter Pollution & Salvage	CP&S	Response to a pollution and / or salvage incident
Counter Pollution & Salvage Officer	CPSO	An MCA Officer responsible for the technical and operational response to pollution and / or salvage incidents
Defect Report	DEFREP	A report format used to brief a number of responsible individuals and organisations about ships reporting defects that interrupt their passage
Defensive Mode		FRS crews not committed actively to risk areas.
Department for Environment, Food and Rural Affairs	DEFRA	Ministerial Department responsible for policy and regulation on environmental, food and rural issues, supported by 35 Agencies and bodies including the Environment Agency
Department for Transport	DfT	Ministerial Department responsible for the transport infrastructure and network, supported by 23 Agencies and bodies including the Maritime and Coastguard Agency and the Marine Accident Investigation Branch
Deputy Station Officer	DSO	Deputy to the senior Coastguard Rescue Officer in a Coastguard Rescue Team
Digital Selective Calling	DSC	A tone signalling system operating on VHF Channel 70, allowing ship information to be passed during routine or emergency communications
Direction Finder	DF	An electronic aid used to fix a bearing on a radio communication, multiple bearings will provide reasonable position information of vessels under scrutiny or in distress
District		A single Coastguard operating area controlled by the relevant MOC. Districts are not confined to County Boundaries, often ending somewhere within a County
Duty Area Officer	DAO	The officer responsible for the out of hours support provided to the Duty WM at each MRCC within area. The DAO may be called upon to attend operations rooms or command centres as a Tactical or Strategic Officer with delegated authority to act on behalf of the MCA
Duty Counter Pollution Salvage Officer	DCPSO	A MCA Officer during a period of duty responsible for

		technical and operational response to pollution and / or salvage incidents
Duty National Search and Rescue Officer	DNSARO	The Officer responsible for the out of hours provision of advice, re-assurance and decision making and support to the DAO / SMC
Duty Operations Director	DOD	The Officer responsible for the continuous on call support to the DNSARO, DCPSO and SOSREP during incidents, often being the MCA Spokesperson utilised to brief Agency, Department and Ministers as appropriate
Emergency Locator Transmitter	ELT	A transmitter designed to signal aircraft distress and aid subsequent location
Emergency Planning Room	EPR	A room at an MRCC set aside for technical teams to respond to maritime emergencies
Emergency Planning and Resilience Team	EPRT	Hampshire County Council's Emergency Department
Emergency Position Indicating Radio Beacons	EPIRB	A transmitter designed to signal maritime distress and aid subsequent location
Environment Agency	EA	Agency established to protect and improve the environment and promote sustainable development
Environment Group	EG	Comprises the statutory environmental regulators, fisheries departments, nature conservation bodies and public health bodies plus a range of specialist public sector and non-government organisations and provides a single advisory line on public health and environmental issues at sea
Fire and Rescue Maritime Response	FRMR	An organization set up to deal with incidents of fire, chemical release and industrial accidents on vessels at sea. The MCA works in partnership with 6 coastal Fire & Rescue Services around the UK
Fire and Rescue Service	FRS	County fire and rescue services
Forward Control Coordinator	FCC	Effectively, the port's representative in charge of the Forward Control Team
Forward Control Point	FCP	In a maritime incident the FCP is likely to be on a ship in distress - normally on the bridge
Forward Control Team	FCT	A small team - comprising of the Master, Chief Engineer, FRMR Officer, MCO - who will manage the onboard response to an emergency and communicate their requirements to the onshore responders via the NMOC
Fire Liaison Officer	FLO	A Fire and rescue Service Officer deployed to the NMOC to liaise on behalf of the FRMR or County FRS
Forward Looking Infra-Red	FLIR	An imaging technology that senses infra-red radiation, primarily a heat seeking source during search and rescue operations
Global Maritime Distress & safety System	GMDSS	An internationally agreed-upon set of safety procedures, types of equipment, and communication protocols used to increase safety and make it easier to rescue distressed ships, boats and aircraft
Gold		A tier of command, control and co-ordination at which policy, aim and objectives, including the overall response framework, are established and managed
Gold Commander		An individual with responsibility for the overall command of an incident at the Gold tier. Usually a police officer of managerial rank
Gold Support		A team of people constituted to provide the necessary

		administrative, strategic, scientific and technical support to the Gold Commander
Hampshire Fire and Rescue Service	HFRS	The statutory fire and rescue service for the county of Hampshire
Hazardous Incident Report	HAZREP	A report format used to record a hazardous incident occurring at sea that triggers an investigation by appropriate authorities
Her Majesty's Coastguard	HMCG	The search and rescue division of the Maritime and Coastguard Agency
High Frequency	HF	Radio frequencies in a spectrum between 3 - 30 Megahertz
Incident Commander	IC	Senior Fire Service Officer (land based) in charge of the incident
Information Management System	IMS	The information management system encompasses the command and control system and incident information module
Inshore Lifeboats	ILB	A smaller inshore lifeboat provided by the Royal National Lifeboat Institution
Inshore Rescue Boat	IRB	A smaller inshore rescue boat used by independent rescue organisations
Integrated Coastguard Communications System	ICCS	A platform that provides fully integrated touch panel control of all voice communication links coming into the NMOC control room, in particular voice lines, radio circuits and signaling. There are additional functions such as recording devices, whilst telephone and radio communications can be linked through a connect facility
Last Known Position	LKP	The position at which a casualty (ship or person) was last known to be
Launch Operations Manager	LOM	A member of a lifeboat or rescue boat station responsible to HM Coastguard as the launching authority for lifeboats or rescue boats
Liaison Officer	LO	A nominated Fire Service Officer who responds to the appropriate NMOC/SOLCC as Fire Service Co-ordinator
Lifeboat	LB	A generalised description lifeboat or rescue boat
Local Resilience Forum	LRF	The principal mechanism for multi-agency cooperation under the Civil Contingencies Act is the Local Resilience Forum (LRF), based on a police area. The forum is a process by which the organisations on which the duty falls co-operate with each other. It does not have a separate legal personality and it does not have powers to direct its members.
Major Incident Liaison Team	MILT	The terminology used for officers providing SAR communications links before the concept of MICO
Man Over Board	MOB	A person overboard from a ship, likely to require rescue
Marine Accident Investigation Branch	MAIB	The UK Government Agency responsible for investigating accidents involving all ships in UK waters and UK flagged ships in international waters
Marine Emergency Information Centre	MEIR	An operations room at MCA HQ in Southampton, which may be used as an initial base by Counter Pollution and / or SOSREP and which provides information on maritime emergencies to Ministers etc

Maritime and Coastguard Agency	MCA	The MCA is an executive agency of the Department for Transport, responsible for minimizing loss of life amongst seafarers and coastal users; responding to maritime emergencies 24 hours a day; developing, promoting and enforcing high standards of maritime safety and pollution prevention for ships; and when pollution occurs, minimizing the impact on UK interests
Maritime Mobile Service Identity	MMSI	A series of nine digits which are sent in digital form over a radio frequency channel in order to uniquely identify ship stations, ship earth stations, coast stations, coast earth stations, and group calls. These identities are formed in such a way that the identity or part thereof can be used by telephone and telex subscribers connected to the general telecommunications network to call ships automatically
Marine Casualty Officer	MCO	An MCA officer acting as SOSREP's representative aboard the casualty vessel
Marine Incident Communications Officer	MICO	Officers provided by assisting authorities as SAR communications link to the coordinating MRCC in support of HM Coastguard
Marine Response Centre	MRC	A coordination centre established by the MCA in major maritime pollution cases requiring a national response. It may be co-located at a suitably equipped MRCC or port that supports the at sea response to a pollution and / or salvage operation
Maritime Safety Information	MSI	HM Coastguard is responsible in the UK for MSI broadcasts over various marine communications systems, enabling mariners to receive navigational and meteorological warnings, meteorological forecasts and other urgent safety related messages
Medical Evacuation	MEDEVAC	The term used for a course of action that evacuates a casualty (person) requiring urgent medical treatment from the marine environment to a place of safety
Medium Frequency	MF	Radio frequencies in a spectrum between 300 kilohertz and 3 Megahertz
METHANE	METHANE	The recognised common model for passing incident information between services and their control rooms in accordance with the Joint Emergency Services Interoperability Programme (JESIP) principles
Mission Control Centre	MCC	The mission control centre co-located at ARCC, which handles 406Mhz emergency beacon transmissions
Mobile Rescue Unit	MRU	Any type of vehicle that is capable of supporting search and rescue operations on land, at sea or in the air
National Coastwatch Institute	NCI	A volunteer organisation strategically based around the coast of the UK who provide a sea safety service by way of observation and reporting to HM Coastguard
National Contingency Plan	NCP	A plan that ensures a timely, measured and effective response to pollution incidents
National Maritime Operations Centre		An operations centre staffed by HM Coastguard to provide an offshore or coastal response and subsequent coordination of a maritime emergency
Naval Base Commander (NBC) Portsmouth	NBC Portsmouth	Senior Naval Officer Portsmouth Naval Base
Navigation Telex	NAVTEX	An international automated medium frequency direct-

		printing service for delivery of navigational and meteorological warnings and forecasts, as well as urgent marine safety information to ships
Notice to Airmen	NOTAM	A NOTAM is filed with an aviation authority to alert aircraft pilots of any hazards en route or at a specific location. The authority in turn provides means of disseminating relevant NOTAM to pilots
Offensive Mode		FRS crews are committed actively within risk areas / the inner cordon
On Scene Coordinator	OSC	A person designated to co-ordinate SAR operations within a specified area
Operations Commander	OC	Onboard Fire Service Commander (identified by tabard)
P & I Club		P&I (Protection and Indemnity) Clubs provide third party liability insurance for ship owners, operators and charterers
Personal Locator Beacon	PLB	A transmitter designed to signal for personal distress and aid subsequent location
Persons on Board	POB	The number of persons known to be on a ship
Place of Refuge	PoR	A place where a ship in need of assistance can take action to enable it to stabilise its condition and reduce hazards to navigation, and to protect human life and the environment
Pollution Report	POLREP	A report format used to notify responding and affected organisations of reported pollution
QHM Portsmouth	QHM	The Queen's Harbour Master (QHM) Portsmouth is the regulatory authority of the Dockyard Port of Portsmouth, an area of approximately 50 square miles that encompasses Portsmouth Harbour and the Eastern Solent. QHM's primary purpose is to protect the Port, the Royal Navy and its vessels and other government assets. However, with statutory power comes far wider responsibilities, ranging from environmental issues such as Oil Pollution and Conservation to the management of the water space for all users, be they military, commercial or recreational
Radio Medical Advice	RMA	A directive for the provision of Medical Advice whether on land, sea or in the air and the MCA is required to provide RMA for ships at sea. HM Coastguard will arrange a radio telephone link for Masters of vessels at sea requiring RMA or medical assistance that will allow the Master to speak to a doctor - generally a consultant, with specialist knowledge of maritime related medical conditions from either, Aberdeen Royal Infirmary (ARI) and Queen Alexandra's Hospital (QA), Portsmouth
Remote Radio Site	RRS	A national network of isolated radio sites that house aerials with various communication systems. These sites are also used for business continuity
Rendezvous Point	RVP	All police and emergency services personnel attending an emergency or major incident are directed to a designated rendezvous point which has a rendezvous point officer to provide an initial briefing
Rigid hulled Inflatable Boat	RHIB	A light-weight but high performance and high capacity

		boat constructed with a solid, shaped hull and flexible tubes at the QUNwale
Royal National Lifeboat Institution	RNLI	The RNLI is a Charity that provides 24 hour lifesaving at sea or on the coast by way of a range of Lifeboats or other waterborne craft and Lifeguards
Safety of Life at Sea	SOLAS	An international convention designed to ensure the safety of merchant shipping. It deals with construction, fire safety, lifesaving equipment and arrangements, radio communications, safety of navigations, safe operation, security and carriage of cargoes and dangerous goods
Salvage Control Unit	SCU	A unit established to support SOSREP during marine salvage incidents
Scientific and Technical Advisory Cell	STAC	At the local level STACs provide advice to local Strategic Coordinating Groups (SCGs) and/or Recovery Coordinating Groups (RCGs) which respond to local consequences and manage local recovery efforts
Sea Mounting Centre	SMC	UK's military port located at Marchwood, Southampton
Search and Rescue	SAR	Is the search for and provision of aid to people who are in distress or imminent danger
Search and Rescue Information System	SARIS	A platform that aids HM Coastguard in constructing electronic search area determination and search coverage plans for a diverse range of targets
Search and Rescue Region	SRR	International waters are divided into various search and rescue regions according to the SOLAS convention, particular to the UK is the UK SRR
Search and Rescue Transponder	SART	Is a search and rescue locating device, the common radar-SART may be triggered by any X-band radar within a range of approximately 8 nautical miles (15 kilometers), displaying a signal on a receiving radar that can allow a ship or aircraft to home in on the target
Search and Rescue Tote	SAR Tote	The SAR Tote is a running record of the whereabouts of those directly involved in an incident, including the FCT and other response team members, whether they are onboard the casualty vessel, survival craft, rescue units, brought ashore or missing. The role of keeping a SAR Tote must be applied to a specific responder deployed to the casualty vessel or to a representative of the casualty vessel's Master. The SAR Tote is vital because it will provide information concerning crew and passengers to a variety of interested parties and details should be reported to the SOLCC upon request or when the detail changes
Search and Rescue Unit	SRU	A vehicle capable of being employed in search and rescue on land, in the air and on the sea
Search Mission Coordinator	SMC	The MCA officer assigned to co-ordinate the response to an actual or apparent maritime distress situation, this function exists only for the duration of a specific SAR incident
Secretary of States Representative	SOSREP	As the Secretary of State for Transport's representative SOSREP has powers to intervene in major maritime emergencies by directing Masters, Owners, Operators and Harbours to take specific actions that preserve the safety of life and protection of the UK environment

Sector (HFRS)		The Fire Service will designate areas where they have personnel working as sectors ie No 5 hold sector, ballroom sector, engine room sector, etc. Each sector will have a sector commander (identified by tabard) and will be regarded as within the inner cordon, and as such the health and safety of all 'people' within is the responsibility of the Fire Service
Sector (HMCG)		A geographical coastguard area that forms part of a District. Solent Coastguard District has 4 Sectors, South Downs (West and part of East Sussex), Portsmouth, Southampton and Isle of Wight
Sector Manager	SM	A full time Coastguard Officer responsible for a geographical Coastguard Sector, normally made up of 3-4 man Coastguard Rescue Team
Shoreline Response Centre	SRC	A coordination centre established by the local authority most affected by a marine pollution incident
Silver		A tier of command, control and co-ordination at a tactical level, where the response to the incident is actually managed
Silver Commander		An individual with responsibility for the tactical command of the incident at the TCG. Usually a police officer of supervisory rank
Situation Report	SITREP	A verbal or written report format used to brief other individuals or organisations about the current situation
Solent Sea Rescue Organisation	SSRO	Organisation established to preserve or assist in the preservation of life and prevention of injury at sea on the foreshore of the Solent and on the beaches of the counties of Hampshire and the Isle of Wight
SOLFIRE Command Cell	SOLCC	A command cell (Silver) established by a SOLFIRE Initiating Authority in a major marine incident requiring a multi-agency response. It may be located within the Initiating Authority's own headquarters or co-located at a suitably equipped MRCC
Station Officer	SO	The senior Coastguard Rescue Officer delegated charge of Coastguard Rescue Team
Strategic Co-ordination Centre	SEC	The site used by a Strategic Coordinating Group to meet
Strategic Co-ordinating Group	SCG	Multi-agency group providing strategic direction for an incident
Survivor		A surviving person, whether a casualty or not
Survivor Reception Centre	SRC	A secure place, located close to the SOLCC, where survivors not requiring acute medical treatment can congregate to ensure that they are safe from the immediate consequences of the incident and where documentation of survivors can be completed
Sussex Control Centre	SEC	Sussex Fire and Rescue Service Control Centre, which acts as the UK FRMR Coordination Centre in support of all UK FRSs attending incidents in the maritime domain
Tactical Co-ordinating Group	TCG	A group of tactical commanders who meet regularly to determine and deliver the tactical response to an emergency or major incident. Normally chaired by the police Silver Commander
Temporary Danger Area	TOA	A marine incident may generate considerable aircraft movement in a limited area. HM Coastguard may seek to inhibit flight in the vicinity of an emergency incident if it is considered essential for the safety of life or

		property and particularly for the protection of those engaged in the response action. The NMOC will request an Emergency Restriction of Flying Regulations. The request is forwarded to the National Air Traffic Service (NATS), who have the authority to establish the restriction
Temporary Exclusion Zone	TEZ	A marine incident may generate considerable sea traffic around a ship structure or other thing. HM Coastguard may seek to inhibit traffic in the vicinity of an emergency incident by requesting the Secretary of State to issue a direction if it is considered essential for the safety of life or property and particularly for the protection of those engaged in the response action
Traffic Separation Scheme	TSS	Is designed to separate ships traveling in opposite directions in particularly busy or dangerous seaways. On a navigation chart they appear like a road system. TSS have specific international regulations that help prevent collisions whilst using them
Ultra-high Frequency	UHF	Designates a range of electromagnetic waves with frequencies between 300 megahertz and 3 gigahertz
Universal Time Code	UTC	A time standard used universally
Very High Frequency	VHF	Radio frequencies in a spectrum between 30 - 300 Megahertz
Vessel Traffic Services	VTS	A marine traffic monitoring system established by harbor or port authorities, similar to air traffic control for aircraft. Typical VTS systems use radar, CCTV, VHF radiotelephony and automatic identification system to keep track of vessel movements and provide navigational safety in a limited geographical area
Video Telephone Conference	VTC	
Watch Manager	WM	The senior watch keeper at the NMOC, delegated with the operational authority to conduct SAR operations within specific areas
Watch Officer	WO	The intermediate watch keeper at the NMOC, assisting the WM in the conduct of SAR operations, particular response, coordination, search planning and media relations

ANNEX 7 -TRAINING AND EXERCISE SCHEDULE**7.1 GENERAL**

The SOLFIRE Plan largely relies upon the expertise and training of personnel within their own organisations but must also include provision for the familiarization of staff with the Plan itself and the carrying out of exercises on a regular basis.

7.2 TRAINING

All personnel involved in a SOLFIRE response must be aware of their respective roles within the Plan. Accordingly, familiarisation training will be reviewed and updated on a regular basis in order for all personnel to be fully competent in their particular role. This will involve briefings and seminars for new staff, and updates for staff whose roles have changed, to provide appropriate knowledge of the Plan and the involved organisations.

7.3 EXERCISES

It is intended that the SOLFIRE Plan will be exercised annually, with responsibility for conduct of the exercise rotating between the three Initiating Authorities and the exercise type alternating between 'Livex' and 'Tabletop' formats. Planning will involve the Initiating Authorities and all responding organisations.

Exercises will generally take place in the 4th Quarter of the year.

YEAR	INITIATING AUTHORITY	EXERCISE TYPE
1 (2016)	ABP Southampton	Livex
2	Queen's Harbour Master Portsmouth	Tabletop
3	CHC Cowes	Livex
4	ABP Southampton	Tabletop
5	Queen's Harbour Master Portsmouth	Livex
6	CHC Cowes	Tabletop