

... 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 ...

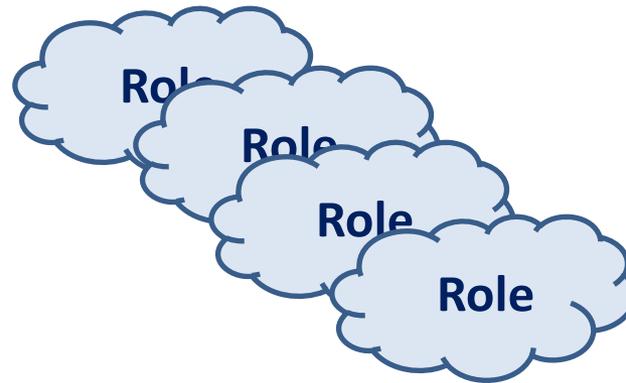
Responsibilities ?

Tasks ?

Persons ?

Should not be mixed up ...





One person may have more than one role ...



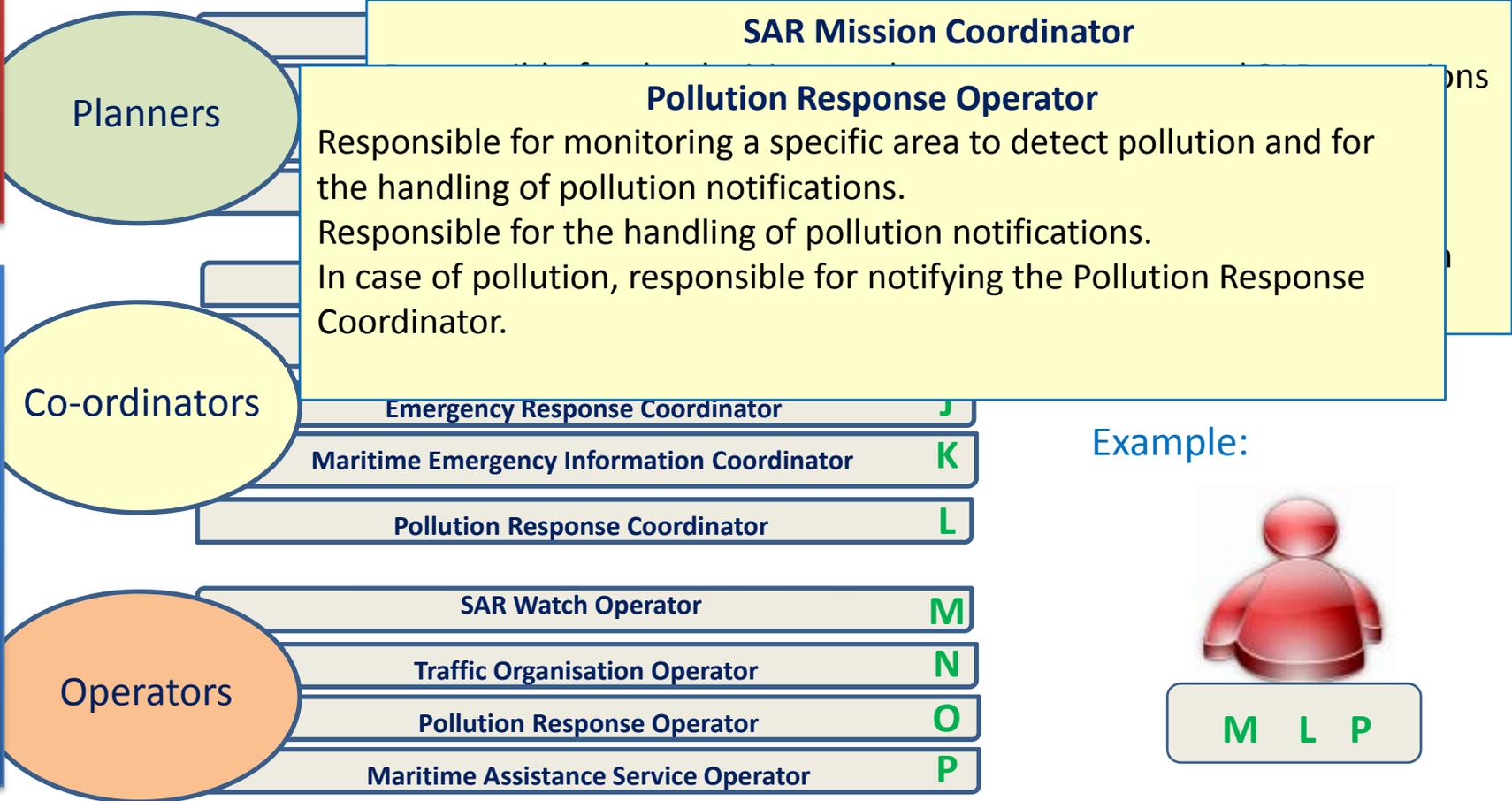
... or several persons may share the same role ...

Maritime Operational Services

ADMINISTRATIVE ROLES



OPERATIONAL ROLES



Pollution Response Operator
 Responsible for monitoring a specific area to detect pollution and for the handling of pollution notifications.
 Responsible for the handling of pollution notifications.
 In case of pollution, responsible for notifying the Pollution Response Coordinator.

Example:



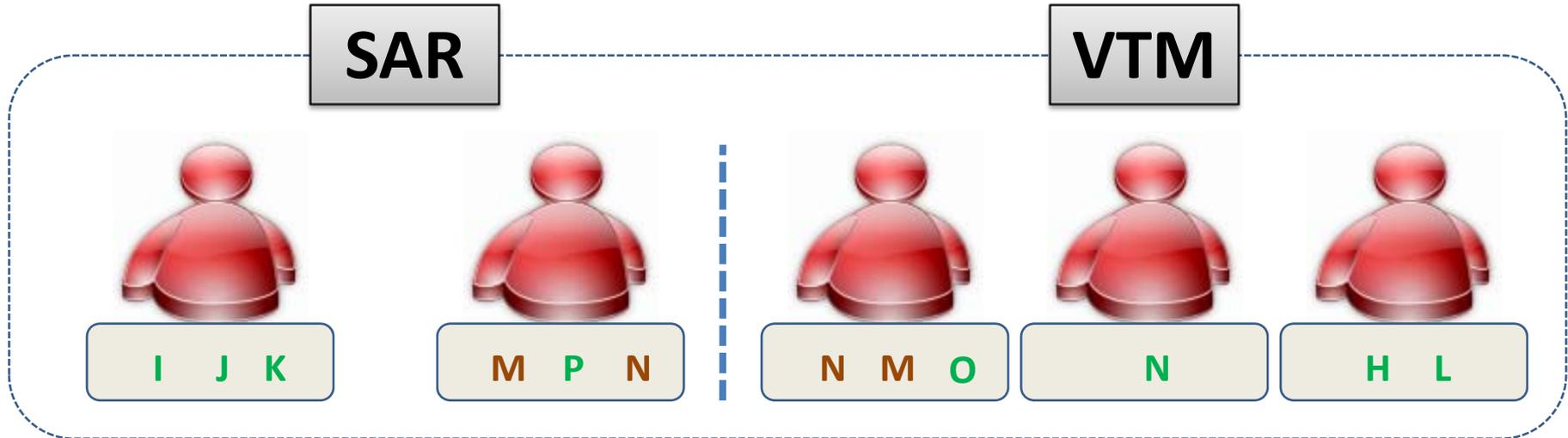
Alternative with jointly trained and combined roles

- 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

Manning of a
MOS
Centre



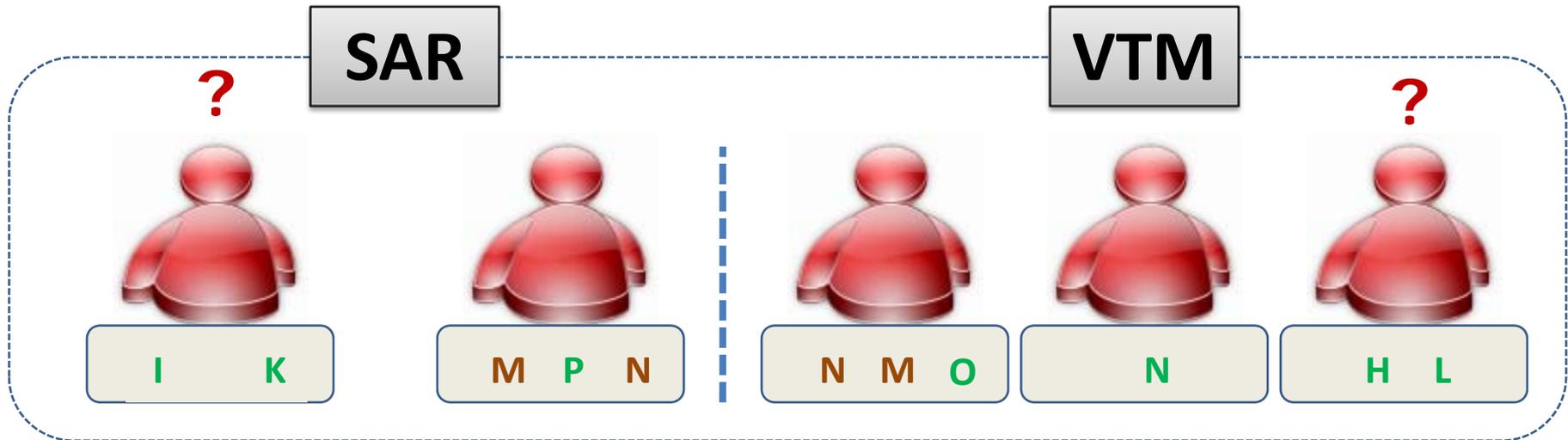
Who should be responsible for the watch ? ...



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 ...

