

... 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 ...

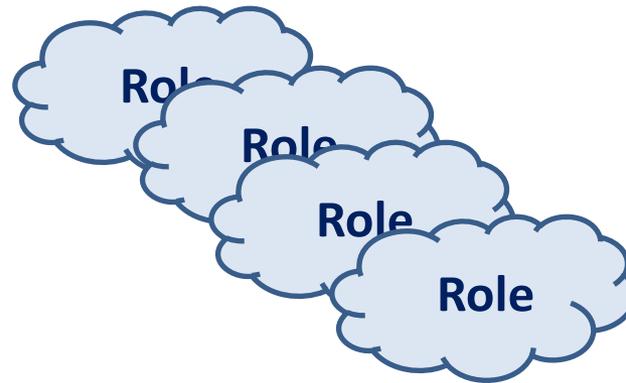
**Responsibilities ?**

**Tasks ?**

**Persons ?**

**Should not be mixed up ...**





One person may have more than one role ...



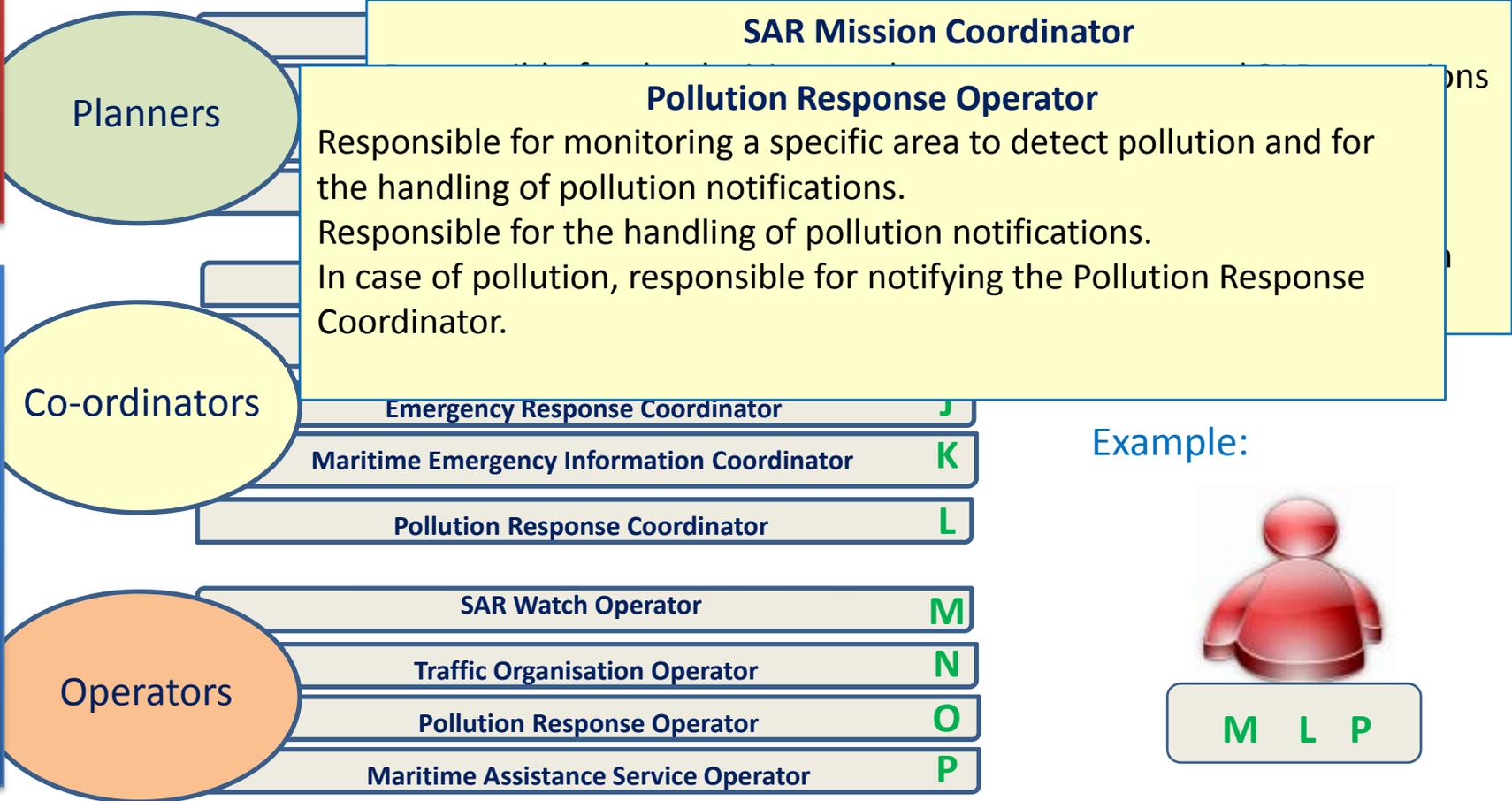
... or several persons may share the same role ...

# Maritime Operational Services

ADMINISTRATIVE ROLES



OPERATIONAL ROLES



Example:



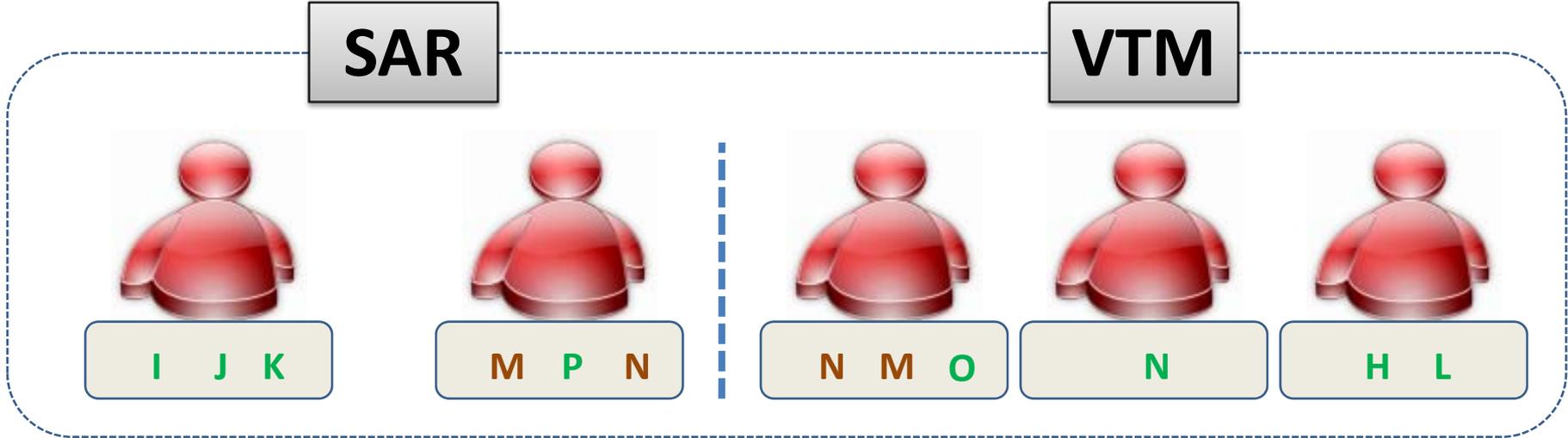
# Alternative with jointly trained and combined roles

- 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



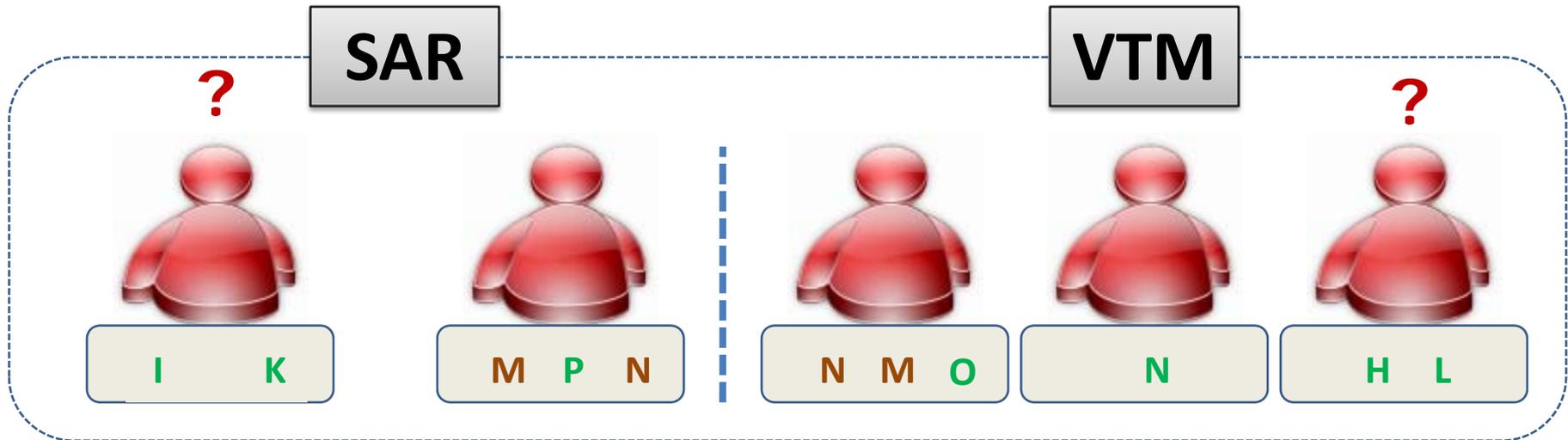
# Who should be responsible for the watch ? ...



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 ...

