

Government of Pakistan  
Ministry of Maritime Affairs  
(Ports and Shipping Wing)

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Subject: STANDARD OPERATING PROCEDURE DURING MARINE CASUALTY.

Definitions:

1. **Foundering** is defined as, 'Sinking due to rough weather, leaks, breaking into two etc, but not due to other categories such as collision. Foundering is considered when the vessel has sunk. Foundering should only be regarded as the first casualty event if we do not know the details of the flooding which caused the vessel to founder. In the chain of events foundering can be the last casualty event in this case there is the need to add accidental events.
2. **Flooding:** Flooding refers to a casualty when a vessel takes water on board and can be: Progressive if the water flow is gradual and Massive if the water flow is extensive.
3. **Stranding/ Grounding,** a moving navigating ship, either under command, under power, or not under command, drifting, striking the sea bottom, shore or underwater wrecks.
4. **Collision** - a casualty caused by ships striking or being struck by another ship, regardless of whether the ships are underway, anchored or moored. This type of casualty event does not include ships striking underwater wrecks. The collision can be with other ship or with multiple ships or ship not underway.
5. **Contact** - a casualty caused by ships striking or being struck by an external object. The objects can be: floating object (cargo, ice, other or unknown); fixed object, but not the sea bottom or flying object.
6. **Capsizing/Listing:** is a casualty where the ship no longer floats in the right side-up mode due to: negative initial stability (negative meta-centric height), or transversal shift of the centre of gravity, or the impact of external forces.  
**Capsizing:** when the ship is tipped over until disabled;  
**Listing:** when the ship has a permanent heel or angle of roll.
7. **Fire/explosion:** an uncontrolled ignition of flammable chemicals and other materials on board of a ship:  
**Fire** is the uncontrolled process of combustion characterized by heat or smoke or flame

or any combination of these:

**Explosion** is an uncontrolled release of energy which causes a pressure discontinuity or blast wave.

8. **Hull failure:** Consists of a failure affecting the general structural strength of the ship.
9. **Loss of control:** a total or temporary loss of the ability to operate or maneuver the ship.

**CLASSIFICATION OF A CASUALTY/INCIDENT:**

Type	Resulting	Casualty Classification
Fire/Explosion OR Collision/contact OR Heavy weather damage/ice damage, OR Stranding/Grounding OR Foundering OR Capsizing/Listing/Shifting of Cargo/ Cargo Overboard OR Loss of Control OR Hull cracking, or suspected hull defect	<ul style="list-style-type: none"> <li>- the total loss of the ship or</li> <li>- a death or</li> <li>- Severe damage to the environment.</li> <li>- Blocking navigational channels.</li> <li>- Floating of cargo leading to Navigational hazard</li> </ul>	Very serious casualty
Fire/Explosion OR Collision/contact OR Heavy weather damage/ice damage, OR Stranding/Grounding OR Foundering OR Capsizing/Listing/Shifting of Cargo/ Cargo Overboard OR Loss of Control OR Hull cracking, or suspected hull defect	<ul style="list-style-type: none"> <li>- Immobilization of main engines, or</li> <li>- Extensive accommodation damage or</li> <li>- Severe structural damage; such as penetration of the hull under water; etc., rendering the ship unfit to proceed, or</li> <li>- Pollution (regardless of quantity); or</li> <li>- A breakdown necessitating towage or shore assistance</li> </ul>	Serious casualty

## 1. Flow of Information during Marine Casualty:

1.1 The Initial information of the casualty on or around the coast of Pakistan or to any Pakistan Flag vessel wherever it may be will be notified by the ship or ships involved in the casualty, Ship Manager/Owner or the Deputy conservator or Harbour Master of the Port where the incident occurred or any other verified source of information of the casualty or Mercantile Marine Department (MMD) or the MRCC. The information of the Marine casualty received by any of the above parties shall be relayed to the Director General Ports & Shipping (DGP&S).

1.2 On receipt of information regarding a marine casualty the Principal Officer, MMD (POMMD) shall appoint an officer to do a Preliminary Inquiry.

1.3 If there is an involvement of a ship registered with another member state, the PMSA or the MMD or the Directorate General Ports & Shipping (DGP&S) on receipt of such information will relay this information to the Other Flag State involved, as it is a substantially interested party and has the right to conduct an independent preliminary inquiry as per the IMOs Casualty Investigation Code.

1.4 The DGP&S shall form a Crisis Management Team (CMT) which will be headed by Chief Nautical Surveyor. The Crisis Management Team which will comprise of Chief Engineer & Ship Surveyor, Director of Shipping, Director of PMSA & a member of RO whose classed vessel is involved in the casualty or any other member as deemed necessary.

1.5 The CMT will monitor the overall progress in the casualty response and report to the Director General Ports & Shipping at important points preferably on a daily basis. The Director of Shipping will have the responsibility for sending out the information in consultation with the DGP&S to Ministry of Maritime Affairs, Port Authorities, Ship Owner/Charterer P&I Correspondent, Oil Companies and Ministry of Energy (Petroleum Division) and other Government agencies involved in the casualty and assisting the ship involved.

1.6 The POMMD will verify any casualty information received and will carry out the inspection of the vessel on site, and will inform the progress of events and other rescue operations at the site of the casualty to the Chief Nautical Surveyor & the Director General Ports & Shipping (DGP&S).

**Please Refer to Annex 1 (attached) for the Flowchart for Information Flow during Marine Casualty.**

**.2. Division of Responsibilities during Marine Casualty:**

**.2.1 Incharge MRCC:**

2.1.1 MRCC is a 24X7 manned communication centre details as in Annex 2- List of contacts in case of Marine Casualty.

2.1.2 Responsibilities of Incharge MRCC during a Marine Casualty are:

- To relay/ Communicate by the fastest possible means the details of the casualty to Search & Rescue Ships and the MMD.
- To act as a contact source of Information for further regular updates to MMD.
- In case of Grounding/Stranding or Collision to Mobilize Emergency Towing Vessel (ETV) in case company is not able to arrange Salvage (if required).
- In case of flooding or breach of Hull to deploy Salvage vessels to assist the vessel to take it to a safe Place of Refuge in case company is not able to arrange salvage.
- In case of breach of Hull or flooding to inform vessel crew to check the cargo Holds/tanks for water leaks.
- In case of fire onboard to instruct other vessels having Fi-Fi Systems to assist the vessel to Fight Fire onboard:

**.2.2 Principal Officer MMD:**

2.2.1 His responsibility is:

- To disseminate the information of the incident to all the key members of the Crisis Management Team and DGP&S.
- To nominate a suitable officer or team of officers from MMD to conduct the Preliminary Inquiry (PI) and undertake the casualty investigation forthwith.
- To issue a letter to the concerned Flag state or states whose ship/ships are involved in the casualty (in case of foreign Ship involved in the casualty) or any other entity that may be considered as a substantially interested party, inviting them to participate in the Casualty Investigation as substantially interested state as per IMOs Casualty Investigation code.
- To nominate a suitable Officer from MMD for conduct of casualty investigation and also inform the Pakistan Consular Officer through DGP&S and Ministry of Maritime Affairs for

any assistance, if any casualty has occurred on an Pakistan Flag Ship in foreign waters then a letter has to be issued to the concerned Foreign Coastal or Port state administration informing our intent to participate as a substantially interested state in any casualty investigation being carried by them as a lead country.

- To act as a contact source of Information for further regular updates to the Crisis Management Team and the DGP&S.

**2.2.2 In case of Grounding / Stranding/ Collision additionally following to be done:**

- To instruct MRCC/Hydrographer Pakistan Navy to Issue Navigational warnings about the site of Wreck due to grounding / Stranding/Collision to other ships approaching the Port.
- To co-ordinate with Port Authorities and other agencies.
- To Co-ordinate with R.O for assessing the structural integrity, strength and stability of the vessel/s involved.

**2.2.3 In case Of Oil /Chemical pollution additionally following to be done:**

- To issue Notice to the Ships involved in the casualty as per the provisions of the MSO-2001.
- In case of Oil/Chemical pollution invoking relevant provisions of the Merchant Shipping Ordinance 2001 in case the polluting ship fails to take action as required by the act to prevent or minimize pollution.
- Co-ordinate with Ship Owners to arrange vessels for transfer of Oil/Chemical if required.
- Reporting of Oil/Chemical spill incidents to the Flag state of the Ship and the neighbouring coastal State which is likely to get affected by the pollution.
- To Advise PMSA/MRCC on Pollution related matters under the provisions of the Merchant Shipping Ordinance 2001 whenever required.
- To take Administrative and Legal action for processing the Claims against damages/cost incurred by PMSA, P.N., Ports, Provincial Governments and other agencies relating to any oil/Chemical Pollution incidents.
- Advice concerned agencies to collect the evidences for the purpose of claims against the Polluting ships.
- In case of Oil/Chemical pollution during the marine casualty to advise concerned affected ports or other entities

- (i) to deal with the evidences for the purpose of raising claims on account of damages caused by the pollution and initiating legal action against the Polluter.
- (ii) To coordinate with PMSA & other relevant agencies to Mitigate the Pollution and its effects.
- (iii) To Inform intergovernmental agencies.

**2.2.4 In case of Flooding or Breach of Hull additionally following to be done:**

- To convey Hydrographer Pakistan Navy to issue the Navigational warnings about the site of casualty due to Vessel Engine Room Flooding or Breach of Hull to other ships approaching the Port.
- To Co-ordinate with R.O for assessing the structural integrity, strength and stability of the vessel/s involved.

**2.2.5 In Case of Fire Onboard:**

- To inform the vessel crew to ascertain whether the fire has been extinguished and hourly reporting to be made to the Crisis Management Team.
- To instruct Hydrographer Pakistan Navy to Issue Navigational warnings about the site of casualty.

**2.2.6 In Case of Death onboard or Man overboard:**

- To instruct Shipping Master to issue a letter to depute a suitable officer to conduct an enquiry in accordance with Merchant Shipping Ordinance 2001.
- To instruct Shipping Master to issue a letter to the concerned Flag State administration to conduct a casualty investigation as per their National Laws, if the death of a Pakistani National has happened outside our Jurisdiction (on a foreign ship or foreign Port).
- To Issue a Letter for conducting a fact- finding Inquiry to the concerned Pakistan Consular Officer at Embassy/ Mission at the next port of call of the vessel, in cases where the accident has taken place on the high seas and preliminary inquiry has not been ordered.
- To Instruct the Shipping Master to liaise with the Manning Agency to get regular updates of the incident and help in informing Next of Kin.

**3. Crisis Management Team:**

3.1 This is a team formed at DGP&S office on receipt of information of the Marine casualty (Grounding/Stranding/Collision/Death onboard/Jettisoning of Cargo /Man Overboard/ Fire

onboard/ Flooding / Oil/Chemical Pollution).

3.2 Crisis Management Team is headed by Chief Nautical Surveyor and comprises of Chief Engineer & Ship Surveyor, Deputy Chief Nautical Surveyor, Director of Shipping and any other member as deemed necessary by Director General Ports & Shipping.

3.3 The responsibility of this team is to:

- To give technical assistance and provide any information as necessary during the Marine Casualty.
- To provide advice relating to the ship safety, structural integrity, Strength and stability of the vessel/s involved in Marine casualties.
- Co-ordinate and Advice regarding the extent of the damages and any necessary steps to prevent further impact to the ship, its crew and the marine environment.
- Coordinating with external agencies for disseminating and receipt of information from these agencies. PMSA, P.N., Pakistan Coast Guards MRCC, Salvage Teams, Port Authorities, Provincial Agencies like Commissioner, Deputy Commissioner office and Provincial Disaster Management Authority.
- Giving regular updates and receive any instructions from the Director General Ports & Shipping.
- Co-ordinating and giving updates to the Ministry of Maritime Affairs under the directions of Director General Ports & Shipping.
- To interact with Media and give proper Media releases in case of casualty.



(Asif Haroon )  
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