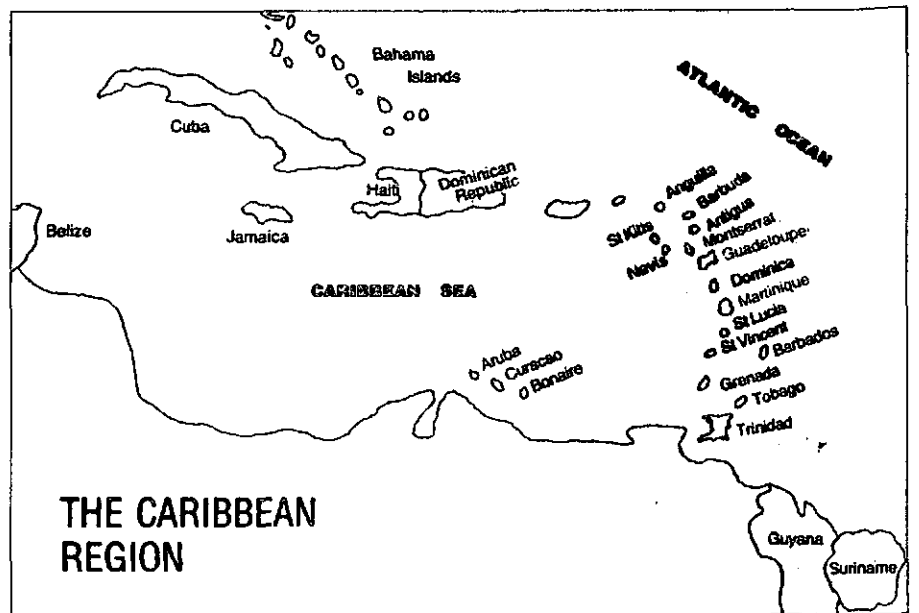
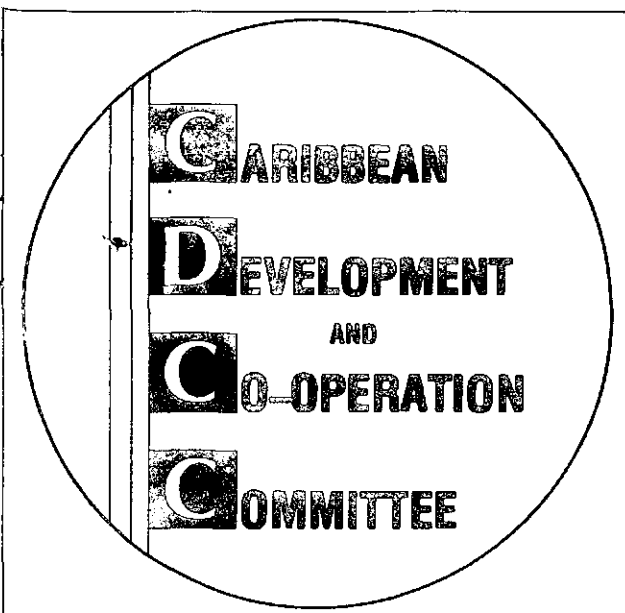
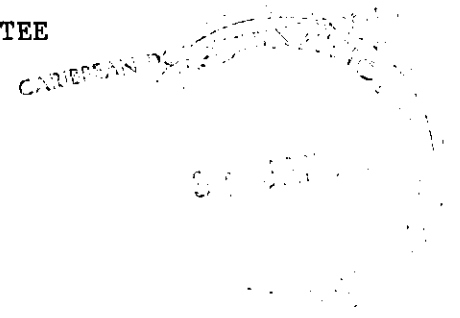


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REPORT OF THE CARIBBEAN SUBREGIONAL MEETINGS
 ON MARITIME SEARCH AND RESCUE



UNITED NATIONS
 ECONOMIC COMMISSION FOR LATIN AMERICA Office for the Caribbean

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REPORT OF THE CARIBBEAN SUBREGIONAL MEETINGS
ON MARITIME SEARCH AND RESCUE

Introduction

1. In pursuance of its responsibility as depository for the International Convention on Maritime Search and Rescue 1979, and in response to Resolution 8 on the promotion of technical co-operation as adopted by the International Conference on Maritime Search and Rescue 1979, IMO (in close co-operation with ECLA) was invited to seek the necessary financial resources for consultations between Caribbean States in order to improve arrangements for the provision and co-ordination of Search and Rescue Services in the Caribbean and to establish agreed areas of responsibility in accordance with the provisions of the 1979 SAR Convention. With generous financial assistance provided by the Government of Venezuela, IMO and ECLA convened three subregional meetings in the South-Central, Western and Southern Caribbean areas as defined at the 1981 Barbados Seminar on Search and Rescue and based on existing Aeronautical SAR regions.
2. The South-Central Caribbean Meeting, hosted by the Government of Jamaica was held from 6-8 October 1982; the Western Caribbean Meeting, hosted by ICAO, Mexico was held from 13-15 October 1982 and the Southern Caribbean Meeting, hosted by the Government of Trinidad and Tobago was held from 8-11 November 1982.
3. The objectives of the meetings were intended to identify and make recommendations on the following:
 1. Present/recommended location of RCC's and RSC's and delineation of the geographical areas they serve;
 2. Assistance which can/should be provided to neighbouring countries;
 3. Equipment requirements;
 4. Training requirements;
 5. Co-ordination of SAR activities in the Caribbean, taking due account of existing Aviation SAR provisions.
4. Difficulties in carrying out these recommendations were discussed and outstanding items which needed to be referred to individual Governments and further discussed at the Caribbean meeting due to be held in 1983 were also discussed.

REPORT OF THE SOUTH-CENTRAL CARIBBEAN SUBREGIONAL MEETING

Kingston, Jamaica, 6-8 October 1982

5. The South-Central Caribbean Subregional Meeting was held in the Conference Room of the Ministry of Foreign Affairs, Kingston, Jamaica. A list of participants is given at Annex 1. The Agenda adopted by the Meeting is given at Annex 2.
6. Mr. Lascelles Francis, Ministry of Public Utilities and Transport of Jamaica chaired the Meeting and in his opening address he welcomed participants on behalf of the Government of Jamaica and stressed the importance of the subject, not only to Jamaica but also to the other countries of the Caribbean. He also stressed that as Jamaica held a seat on the IMO Council, it had a special responsibility to develop its maritime rescue services.
7. Mr. Peter Wickenden, Secretary of the Meeting, gave a brief account of the efforts made by IMO in Search and Rescue for the Caribbean, including the Barbados Seminar on the subject held in December 1981. He also explained the purpose of the three subregional meetings, leading to a Caribbean-wide meeting to be held early in 1983. He stressed that it was incumbent on the countries of the Caribbean, assisted by the United Nations, to make the sea as safe as possible for those using it, whether it be for commerce, fishing, exploitation of off-shore resources, tourism or recreation.
8. Commander Peter L. Brady, Commanding Officer, Coast Guard, Jamaica Defence Force, gave an account of the Coast Guard, its development and role.
9. While it had been formed in 1963, the Coast Guard only began to function as a unit capable of responding to various maritime situations off-shore with the delivery of three 26-metre craft by 1967.
10. This small unit dealt with SAR, drug interdiction, towage and salvage, naval ceremonial duties, medical evacuation, fisheries support, and with the establishment of a Coast Radio Station, the provision of a

maritime radio link to all other ports of the Caribbean. By 1974, because of increased maritime activity it became necessary for the Coast Guard to acquire a fourth and larger vessel. A review of activities and operational deployment indicated that the main thrust of the organization was Search and Rescue and an overall plan was developed for the control and co-ordination of all available facilities for SAR operations.

11. The assumed maritime area of responsibility was the Kingston Aviation SAR region. Formal training was undertaken at the US Coast Guard (USCG) Academy in New York.

12. The SAR region covered about 98,000 square miles and particularly in the southeast sector stretched present resources so that assistance was regularly sought from the USCG. About 10% of all cases involved the USCG.

13. The Coast Guard was alerted by the Kingston area control centre at Norman Manley International Airport whenever aircraft were in trouble or overdue. This was currently necessary because the Coast Guard was not equipped with telex facilities but it was hoped to correct that situation in the near future.

14. In addition to the four vessels, it was possible to call on the Air Wing of the Jamaica Defence Force. While no single aircraft was dedicated to SAR, they were on call when required.

15. The transition from a part-time radio room to a fully operational international coastal radio station was perhaps a pattern that other countries could follow in developing their capabilities.

16. The SAR training for the unit was based on the pattern set by the USCG. Representatives were sent to the United States or US-sponsored courses were run at the Coast Guard base in Jamaica.

17. There were some current problems including:

- the lack of adequate radio and communications equipment, especially in aircraft
- the lack of telex facilities
- the lack of a dedicated SAR aircraft, especially for long-range missions

- the four vessels were all limited in their capabilities by the average Caribbean sea conditions.

18. There was a tremendous level of co-operation within Jamaica to make the SAR system viable from the Marine Police, Fisheries Department, Port Authority, CB and Ham Radio Operators and the Kingston Aviation RCC.

19. In the context of Jamaica, it had been found that 90% of reported overdue aircraft were connected with the illegal drug traffic.

20. In describing the scale of operations of the Coast Guard, the following statistics were illuminating:

Year - 1979

Lives saved : 92 lives
SAR search : 142 days
SAR cases : 126 cases

Year - 1980

Lives saved : 103 lives
SAR search : 110 days
SAR cases : 137 cases

Year - 1981

Lives saved : 61 lives
SAR search : 143 days
SAR cases : 159 cases

1 January - 8 August 1982

Lives saved : 29 lives
SAR search : 134 days
SAR cases : 84 cases

21. The meeting noted that a very high percentage of SAR incidents occurred close to the coast line, that each country needed to provide facilities for rescue within 3 to 5 miles of the shore and that there was a large educational programme required so that fishermen and pleasure craft operators filed sailing plans and reported back when making a safe return.

22. In determining the location of RCC's and RSC's in the South Central Caribbean Subregion, the meeting agreed to recommend that the Jamaica Defence Force Coast Guard Base would be the Maritime RCC covering the existing Kingston Aviation SAR region except for that area lying west of 79° West between 19° North and 20° North. This area would be covered by a proposed Maritime RCC located at Grand Cayman. This RCC might cover an area west of the existing boundary subject to agreement between the Cayman Islands and the countries responsible for the existing Havana and Central American Aviation SAR regions.

23. The meeting also agreed to recommend that there should be RSC's located at Montego Bay and Port Antonio to provide adequate coverage and more rapid response time.

24. It was agreed that in the case of the Turks and Caicos Islands, arrangements should be made to establish a RSC reporting to RCC San Juan and that this would entail discussions between the relevant authorities.

25. While no recommendations could be made concerning Maritime SAR services for the areas covered by the Port au Prince and Santo Domingo aviation SAR regions, as Haiti and the Dominican Republic were not represented, the meeting recommended in principle that each country should be invited to establish a maritime RCC to ensure total coverage of the area. The Jamaica Defence Force hoped to arrange a visit to Haiti in the near future at which time discussions would be initiated on this matter. It was particularly regretted that the Haitian nominee for the meeting did not attend.

26. The Jamaica Defence Force kindly arranged for meeting participants to visit the facilities of the Air Wing and Coast Guard.

27. At the Air Wing, the participants were welcomed by Lt. Cdr Mc Farlane and were briefed on the operations by Captain White. A flight by helicopter to inspect the fixed-wing aircraft at the International Airport followed. There was then a flight to the Coast Guard Base at Port Royal where Cdr. Brady organized a tour of the radio room and the vessels of the Coast Guard. Recent experiences with SAR case files were examined before the return helicopter flight back to Kingston.

28. The meeting agreed that there was the need for discussions to be initiated between neighbouring states of the Caribbean to comply with the Organization aspects contained in the 1979 SAR convention Chapter 2, and it was recognized that these discussions needed to be convened through diplomatic channels.

29. In the case of Jamaica, for example, there was an urgent need for agreement on SAR co-operation with contiguous SAR regions. It would be useful if discussions could be initiated prior to the Caribbean-wide meeting planned to be held in 1983. Any such agreements would also need to make provision for the entry of SAR aircraft and vessels into the territorial waters of neighbouring states.

30. In considering the question of accession to the 1979 SAR convention where "Parties undertake to adopt all legislative or other appropriate measures necessary to give full effect to the Convention and its Annex", there was some discussion concerning the fact that no Caribbean country had yet acceded. The Jamaica Defence Force noted that Jamaica was able to comply with these provisions. It was noted that Jamaica has accession to the 1979 SAR Convention under active consideration.

31. On the question of Equipment Requirements to establish RCC's at Kingston and Grand Cayman and RSC's at Montego Bay and Port Antonio, reference was made to paragraphs 2.6.5.1 to 2.6.5.5. of the IMO SAR Manual. The additional equipment requirements needed to bring this proposal into ... effect are given in Annex 3.

32. On the question of training, it was felt that adequate arrangements existed for SAR training between Jamaica and the United States Coast Guard. Mention was also made of the Canadian Coast Guard Training courses being offered to the region.

33. The representatives of the Turks and Caicos Islands felt that it would be useful if more fellowships could be obtained by IMO for the SAR training given by the US Coast Guard in New York.

34. The meeting noted the need for the development of training exercises between adjacent Maritime Search and Rescue regions.

35. The meeting received the draft report and following some discussion it was adopted.

36. In his summing up the Chairman said that he felt the meeting had been most useful and he thanked all participants for thier contributions and IMO and ECLA for securing the necessary funds to enable the meeting to be held.

37. Jamaica felt that it had special responsibilities as it was one of the leaders of maritime activity in the Caribbean. Jamaica was committed to the Search and Rescue Convention and was centrally located as an island surrounded by heavily traversed shipping lanes. In conclusion, he felt that the meeting had established the groundwork for a successful Search and Rescue Plan for the Caribbean.

REPORT OF THE WESTERN CARIBBEAN SUBREGIONAL MEETING

Mexico City, 13-15 October 1982

38. The meeting was held in the Conference Room of the North American and Caribbean Regional Office of ICAO, Mexico City, from 13-15 October, 1982.

..... 39. The List of Participants is given at Annex 4.

..... 40. The Agenda adopted by the Meeting is given at Annex 2.

41. In welcoming the delegates, Mr. Roberto Malvido, Deputy Regional Representative of ICAO, said that ICAO was pleased to host a meeting on Maritime Search and Rescue because his organization had had a great deal of experience in Aviation SAR and he was aware of the need to establish procedures for SAR in the Maritime Sector. He was willing to share ICAO's experiences with the meeting and the Office would provide whatever assistance was necessary to ensure the success of the meeting.

42. Mr. Peter Wickenden, Secretary of the Meeting, gave a brief account of the efforts made by IMO in Search and Rescue for the Caribbean, including the Barbados Seminar on the subject held in December 1981. He also explained the purpose of the three subregional meetings, leading to the Caribbean-wide meeting to be held in 1983. He stressed that it was incumbent on the countries of the Caribbean, assisted by the United Nations, to make the sea as safe as possible for those using it, whether it be for commerce, fishing, exploitation of off-shore resources, tourism or recreation. The relevant IMO Manuals were described.

43. The Meeting unanimously elected Mr. Eduardo Zúñiga Martín del Campo, Capitán de Corbeta del Cuerpo General as Chairman.

44. In the general discussion on the question of the recommended location of Maritime RCC's and Maritime RSC's and delineation of geographical areas they serve, there were a number of interesting points raised.

45. It was explained that the requirements for Aviation SAR and Maritime SAR were not identical as experience showed that 85 percent of all SAR incidents occurred within three to five miles from the coastline. Each state, therefore, should accept responsibility for Maritime SAR services for the area near the coast. There needed to be discussions between governments to determine how coverage was to be provided beyond this in-shore zone.

46. It was necessary to provide detailed lists of existing facilities as an initial step towards establishing a SAR plan.

47. There was a detailed discussion concerning whether RCC's or RSC's should only be related to existing resources or whether the area under discussion should include all of the existing Mexico, Central America and Panama Aviation SAR regions.

48. There was some confusion about how these aviation regions had been established. It was agreed that the meeting should examine in detail, what existed for Aviation SAR before examining what existed for Maritime SAR. Only at that point was it considered that Maritime SAR regions could be defined.

49. It was suggested that national areas of responsibility needed to be established, followed by inter-governmental discussion for both a sub-regional plan and then an area-wide plan. Equipment and training deficiencies would then become apparent and a request for technical assistance could be made to IMO under the provisions of Resolution 8 of the 1979 SAR Convention.

50. After some discussion it was agreed to consider both the Pacific Coast as well as the Caribbean and Gulf Coasts of the subregion.

51. The observer from ICAO gave a detailed explanation of the development of the Aviation SAR Plan as contained in the Air Navigation Plan for the Caribbean and South America. Copies were distributed. While there was a region called Central America contained in the SAR Plan, there had always been difficulty in implementing the recommendations. It was thought that this situation had occurred because the planning did not start

at the national level; therefore, the suggestion to start the Maritime SAR Plan at this level was a good one. It was further suggested that if the Aviation SAR Plan was not working and if the countries in the Western Caribbean subregion decided to follow the pattern being established in the South Caribbean subregion, where governments were moving to establish an integrated aviation and maritime SAR plan, then the meeting might wish to recommend the convening of a meeting of the Western Caribbean countries to consider a joint Aviation and Maritime SAR Plan also. IMO and ECLA could be asked to seek funding for such a meeting.

52. Concerning possible equipment deficiencies, the system adopted by ICAO was explained. Under this, the plan differentiates between recommended and implemented and recommended and not implemented facilities. A similar system could be adopted for the Maritime Plan.

53. The meeting agreed that there was the need to establish a provisional Maritime SAR plan which could be discussed by each government and this would lead to discussions at governmental level within the subregion, leading in turn to area-wide discussions at the final meeting.

54. Some delegations felt that existing resources for Maritime SAR made it difficult to provide rescue services within territorial waters. A system needed to be developed so total coverage could be provided.

55. There were further discussions concerning Resolution 8 of the Convention. It was explained that IMO had already obtained funds for fellowships and for holding meetings. No specific requests for technical assistance concerning provision of equipment had yet been made by any government from the region. It was felt that IMO would seek to obtain funding for such requests when they were received.

56. It was explained that in the South Central Caribbean subregional meeting, the Jamaica Defence Force had listed the equipment necessary to fulfill the Jamaican commitments under the 1979 SAR Convention. The provision of such a list served two purposes. First, it listed the requirements for individual governments so that the possibility of a change of priority in government expenditure could be considered.

Second, it provided IMO with a regional picture of total requirements for which external assistance could be sought.

57. The ICAO observer gave a detailed explanation of the ICAO Chicago Convention and in particular Annex 12 dealing with Search and Rescue. From this it was apparent that IMO was closely following the experience gained by ICAO and the IMO Manuals were based on those of ICAO. The relevant parts of Annex 12 were circulated.

58. The delegates agreed that there were implementation problems in both the Aviation and Maritime areas. There was also need to co-ordinate other related activities such as oil spills and the prevention of pollution. - there was a recent agreement on this between Mexico and the USA - as well as assistance to the population in times of natural disasters in the coastal area.

59. It was felt that there was a need to establish areas of primary responsibility for Maritime SAR whether or not there was equipment currently available to provide adequate coverage.

60. It was agreed that each country should assume primary responsibility for its 200 mile exclusive economic zone. It would be necessary for the Central American States to determine the most appropriate locations for RCC's and RSC's. Discussions would also involve Panama to ascertain whether that country wished to be included or excluded from the Central American SAR Plan. It was recognized that there would have to be close co-ordination between states.

61. In dealing with the assistance which can/should be provided to neighbouring countries reference was made to Chapter 3 of the 1979 SAR Convention. An example was discussed of a recent Aviation SAR case in the Piarco RCC to illustrate how co-operation worked.

62. It was explained that while Mexico could offer assistance in SAR cases there was difficulty in states sending aircraft or vessels into a neighbouring state's territorial waters, especially if such units were military rather than dedicated SAR units.

63. It was explained that the original RCC involved in a SAR incident retained responsibility until the incident was closed. However, the problem of entry could be resolved by inter-government agreements as provided for in Chapter 3. There needed to be set procedures and close co-ordination between states.

64. In dealing with equipment and training requirements it was agreed that it was difficult to determine these until the location of RCC's and RSC's had been determined. It might be useful if IMO could evaluate existing and required facilities. Reference was made to the Latin American Air Force SAR plan which needed to be taken into account. Mexico would be able to provide training for Central American states on radar simulators.

65. The meeting agreed to draft a resolution on this subject for presentation to IMO and requested a response through formal channels.

..... The Resolution is given at Annex 5.

66. Existing aviation SAR facilities needed to be co-ordinated with Maritime SAR facilities. Each state would be responsible for achieving this.

67. An explanation of the existing SAR plan for Aviation was given and it was noted that the AFTN network was being used for SAR purposes as the Latin American Air Force Chiefs had determined that this was the quickest form of communication. This network covered the subregion and consequently there was no need to establish a separate system.

68. The meeting report was adopted.

69. At the close of the meeting, the Chairman thanked all the participants and stressed the importance of the work needed to be undertaken by governments in order to make Maritime Search and Rescue effective in the Western Caribbean subregion.

70. All of the participants agreed that the meeting had been extremely informative and useful.

REPORT OF THE SOUTH CARIBBEAN SUBREGIONAL MEETING

Port-of-Spain, Trinidad, 8-11 November 1982

..... 71. The South Caribbean Subregional Meeting was held in the Hilton Hotel, Port-of-Spain, Trinidad. A list of participants is given at Annex 6.

72. The meeting was officially opened by the Honourable Senator John Eckstein, Minister of Public Utilities and National Transportation. In welcoming the delegates, the Senator explained how Search and Rescue Services had evolved as a direct response to the need for such services in Trinidad and Tobago. The fact that the Government was the host, meant that they held the view that a regional approach to the development of a Search and Rescue system must benefit all concerned and would even pave the way for the development of more vibrant national systems.

73. The Government of Trinidad and Tobago, therefore, supported the initiative undertaken by IMO and ECLA to improve arrangements for the provision and co-ordination of Search and Rescue Services in the Caribbean and the establishment of agreed areas of responsibility in accordance with the provision of the 1979 Search and Rescue Convention.

..... The full text of the Minister's speech is given at Annex 7.

74. Mr. Peter Wickenden, Secretary of the Meeting, gave a brief account of the efforts made by IMO in Search and Rescue for the Caribbean, including the Barbados Seminar on the subject held in December 1981. He also explained the purpose of the three subregional meetings, leading to the Caribbean-wide meeting to be held in 1983. He stressed that it was incumbent on the countries of the Caribbean, assisted by the United Nations, to make the sea as safe as possible for those using it, whether it be for commerce, fishing, exploitation of off-shore resources, tourism or recreation. The text is given at Annex 8.

.....

75. The meeting unanimously elected Commander Jack Williams, Commanding Officer of the Trinidad and Tobago Coast Guard, as Chairman; fixed the hours of work and adopted the Agenda given at Annex 2.

76. In discussing the recommended location of Maritime RCC's and RSC's and delineation of the geographical areas they serve, the Trinidad and Tobago delegation introduced the discussion by presenting a map showing a suggested area for a Maritime RCC centred in Trinidad, based on requirements, equipment and facilities already available. This proposal was presented to stimulate discussions.

77. Reference was made to the SAR Convention during discussions about definitions of RCC's and RSC's. Concern was expressed about the need for good communications links. Telex was essential in an area using several different languages. The meeting was told that for Aviation SAR, while great progress had been made, there was the need for a well-maintained, reliable system. Further improvement was needed in the Eastern Caribbean.

78. It was suggested that in any part of the Caribbean when a maritime incident occurred, there should be an authority with the primary responsibility for initiating SAR action and co-ordinating with the appropriate Aviation RCC.

79. The meeting agreed that taking consideration of existing SAR facilities, the South Caribbean subregion should have Maritime SAR RCC's located in the following countries:

1. French Antilles
2. Barbados
3. Trinidad and Tobago
4. Colombia
5. Venezuela
6. Netherlands Antilles
7. Guyana
8. Suriname

80. While this was stated, it was recognized that the Netherlands Antilles had regretted being unable to attend the meeting and the delegate from Suriname had not yet arrived, so that no firm decision could be taken with regard to those proposed RCC's. The representative from Barbados indicated that while probably having the capability of operating an RCC, Barbados had decided to remain as an RSC for the time being. The Venezuelan delegation agreed to undertake discussions with the Netherlands Antilles on this subject prior to the next meeting. The French delegation proposed approaching their government with regard to creating a Maritime RCC in the French Antilles and would convey the result to the final meeting.

81. In order to involve all countries in the region, it was agreed that contact would be made with the Dominican Republic by Puerto Rico, with Antigua by Montserrat and with Panama by Colombia.

82. The countries involved attempted to draw preliminary boundary lines so that discussions could be initiated with other representatives to determine the location of RSC's during the course of the meeting. To assist in this, each representative summarized the available SAR equipment and services.

83. This was followed by a series of discussions which led to the definition of proposed Maritime SAR boundaries and the establishment of proposed locations for RCC's and RSC's. This work would be presented to the individual governments concerned and would then be discussed further at the final meeting. A copy of these proposals is given at Annex 9.

.....

84. In introducing Assistance which can/should be provided to neighbouring countries, the Chairman pointed out that this matter was covered by Chapter 3 of the SAR Convention.

85. It appeared to one representative that this item concerned two elements. It was obviously concerned with governmental agreements and was, therefore, of a political nature and also concerned such operational

questions of supplies, bunkering of vessels, the cost of any operation and who would assume responsibility for payment. As far as supplies and bunkers were concerned, the Guyanese delegate indicated that if Guyana requested assistance no charges were to be levied.

86. The meeting agreed that a state wishing to send SAR units into a neighbouring SAR region should inform the RCC concerned at the earliest opportunity. It was recognized that the matter was one of expediency and that the minimal formality should be required. This idea needed to be considered by Caribbean governments and further discussed at the final meeting.

87. It was agreed that while these situations were covered in the Convention, what was needed in the Caribbean context was formal working agreements or a Memorandum of Understanding between neighbouring states to make the Convention work. It was suggested that this might be achieved at the final meeting.

88. In examining Sections 3.1.2 and 3.1.3, it was agreed that there was the need for governmental agreements, because there were few dedicated SAR units in the region and there had been some difficulties experienced in the past when military units had been involved in a SAR operation.

89. It was suggested that the Caribbean could benefit from agreements reached by governments in other parts of the world. For example, the British and French Governments had an agreement whereby the authority to permit entry of SAR vessels into each other's territorial waters had been delegated to RCC's to expedite SAR activities. Perhaps similar arrangements could be made by Caribbean States on a bilateral basis and this matter would be further discussed at the final meeting.

90. It was recognized that this subregional meeting had begun to formalize the various ad hoc communications systems that currently existed, but that the governments of the region would need to enter into

bilateral or multilateral agreements in order to effect a Search and Rescue Plan for the Caribbean. Perhaps this could be achieved at the final Caribbean meeting or shortly thereafter.

91. In discussing Equipment and Training Requirements, the meeting first considered Training. The USCG SAR School in New York was the leading institution for this and the meeting was grateful that Norway had provided funds for nine fellowships from the Caribbean. The USCG also intended to conduct training at Roosevelt Roads Naval Base, Puerto Rico, including a two-week SAR course, as well as courses in maritime law enforcement. Both sources of training were expensive and funds were needed to ensure Caribbean participation. However, the USCG SAR School had conducted a course in Jamaica and perhaps arrangements could be made for that school to come to students again in the future.

92. It was explained to the meeting that Resolution 8 of the Convention was relevant to the discussion and that the Caribbean had already obtained funds through IMO from Norway, the Netherlands and Venezuela for training purposes. The Caribbean states needed to quantify their requirements.

93. The representative from Venezuela informed the meeting that there was a wide variety of courses and training programmes available. In some cases, lecturers would be able to travel overseas and in other cases all costs could be absorbed except air fares to and from Venezuela. Some of these courses were offered up to graduate level but, of course, these required a working knowledge of Spanish. If Caribbean states could quantify their training requirements, it was anticipated that fruitful discussions could be held at the final Caribbean meeting. It was agreed that participants would attempt to quantify training requirements and that requests would be channeled initially through IMO to the USCG, CIDA and Venezuela. This would be considered again at the final meeting.

94. It was recognized that training was divided into two parts; that for RCC or RSC personnel, and that for sea-going personnel.

95. A representative from the French Antilles pointed out that perhaps one or two places per year could be requested for Caribbean trainees at French SAR Centres. A working knowledge of the French language was essential and, as with the USCG School, the costs were high. However, both Martinique and Guadeloupe provided basic training for sea-going personnel and this might be of interest to Patois-speaking students from St. Lucia and Dominica.
96. Another source of training was the Maritime Training Assistance Program of CIDA. Details were made available to the meeting and governments could obtain course details from the Canadian High Commission in Barbados.
97. In looking at the question of incident prevention, it was pointed out by the Observer from CMO that the role of meteorology in seamanship was not fully appreciated and training courses were available.
98. The Observer from the Caribbean Fisheries Institute said that training courses were being reorganized and pre-sea training concentrated on safety. This program had full CARICOM support.
99. The Observer from ICAO said that audio/visual material was available for training and the Technical Assistance Bureau assisted regional air training institutions such as CATI.
100. In turning to the question of equipment, it was suggested by the Chair that assuming the proposed RCC's were equipped already, the meeting should attempt to define the minimum equipment requirements for RSC's.
101. This would serve a dual purpose of: a) making individual governments aware of potential commitments, and b) making IMO aware of overall regional requirements in this regard. This was the practice that had been followed by ICAO.

102. After discussion, the meeting agreed that RSC's should have exclusive use of the following equipment:

1. Telephone
2. Telex
3. VHF FM Channel 16
4. HF 2182 kHz
5. 121.5 MHz

In addition, VHF DF should be provided at the earliest opportunity. It was noted that island states might need several coastal watch stations for total coverage. During the discussion, mention was made of the need to co-ordinate both with the existing AFTN service and with the Disaster Preparedness System that was being developed.

103. It was pointed out that training was required for fishermen and pleasure boat operators. Survival kits were available and could be issued perhaps at a subsidized rate by governments. Mayday Markers could also be considered. The cost of EPIRBS was about US\$84.00 each and this was another alternative.

104. The meeting agreed to consider joint action to assist in SAR operations. In the French Antilles, for example, the inside of all boats had by French regulations to be painted orange, although other countries could not enforce this requirement. However, all boats could be equipped with highly visible registration numbers and a standard distress signal could be adopted such as crossed oars supporting yellow oilskins, to assist search aircraft. Such standard signals had already been adopted by ICAO and were contained in ICAO's Search and Rescue Manual, Part 2. The adoption of standard signals for Maritime SAR could be discussed again at the final meeting.

105. In dealing with Co-ordination of SAR activities in the Caribbean, due account being taken of existing Aviation SAR provisions, it was agreed that generally relations between Aviation SAR and Maritime SAR were effective with the aviation communications network being of prime importance in passing SAR information between neighbouring RCC's

and RSC's. It was explained that individual states had the responsibility for implementing the ICAO SAR Plan and ICAO's role of co-ordination would increase in importance as the Maritime SAR Plan became effective.

106. The meeting agreed there was the need for close co-ordination of SAR activities between RCC's especially when fixed wing aircraft and helicopters were sent on search from neighbouring SAR areas. This would need to be the subject of agreement between neighbouring RCC's.

107. There was also a need to examine ways of providing better communications between vessels and aircraft engaged in SAR missions. Any aircraft engaged in SAR should be able to communicate on maritime frequencies and vessels needed to be equipped with aviation frequencies.

108. In practice when private aircraft had been engaged in SAR in the Caribbean, the provision of hand held marine radios had worked effectively. If this could be adopted as standard procedure, then the provision of spare hand sets for emergency use would greatly improve communications. Governments would need to consider this matter and discuss it again at the final meeting.

109. The meeting was informed that there had been a series of meetings between the representatives of France, Guyana and Suriname to establish the boundaries of the proposed RCC's for Georgetown and Paramaribo. A provisional plan had been produced but as in the case of the proposed Trinidad RCC, it was not possible to provide full coverage for the oceanic area covered by the Aviation SAR region.

110. It would be necessary to initiate discussions with the Brazilian authorities on this question, so that activities could be co-ordinated with Belem Aviation RCC. The meeting expressed the hope that IMO could initiate such discussions.

111. The Chairman suggested that as the problem was one of inadequate equipment to service the area as far as mid-Atlantic, the respective Maritime SAR RCC's could perhaps accept responsibility but only for communication purposes.

112. During the course of the meeting, all participants were given a conducted tour of the Trinidad and Tobago Coast Guard Base and given the opportunity to sail in the Gulf of Paria on-board one of the Coast Guard vessels. These arrangements were greatly appreciated by the participants.

113. After some discussions, the meeting adopted the report.

114. In conclusion, the Chairman thanked the participants for the friendly spirit of co-operation shown throughout the proceedings. He felt that significant progress had been achieved. A draft SAR Plan had been produced, and personnel running the proposed RCC's had had an opportunity to meet each other.

115. However, there was still some considerable work to be done. It was necessary for discussions to be held at the government level before the final meeting in order to establish a SAR Plan for the Caribbean and achieve the objective of making the Caribbean Sea a safer place.

116. It was incumbent on the participants to see that the work continued. While the region was extremely grateful to the Government of Venezuela for providing the finance to make the meetings possible, and to the IMO and ECLA for organizing them, the governments themselves now had to continue to build on these initiatives.

117. In conclusion, all the participants expressed their thanks for the organization of the meeting, the hospitality provided by the Government of Trinidad and Tobago and the Coast Guard. One delegate said that the region was beginning to develop its SAR Plan and should adopt the Trinidad and Tobago motto "Together we aspire, Together we achieve".

118. The Chairman then declared the meeting closed.

LIST OF PARTICIPANTS

South-Central Caribbean Subregional Meeting

Kingston, Jamaica, 6-8 October 1982

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Jamaica Defence Force Coast Guard
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Ministry of Agriculture
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Ministry of Agriculture

Mrs. C. Wilson
Ministry of Foreign Affairs
Kingston

Ms. D. Brown
Ministry of Foreign Affairs
Kingston

TURKS AND CAICOS

Mr. Michael Taylor
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Royal Turks and Caicos Police
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ECLA

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Economic Affairs Officer
Transport
P.O Box 1113
Port-of-Spain

Ms. Joanne Ferraz
Secretary

SOUTH-CENTRAL, WESTERN AND SOUTHERN CARIBBEAN SAR MEETINGS

AGENDA

1. Opening addresses
2. Election of Officers
3. Adoption of Agenda
Hours of work
4. Recommended location of RCC's and RSC's and delineation
of the geographical areas they serve
5. Assistance which can/should be provided to neighbouring
countries
6. Equipment and training requirements
7. Co-ordination of SAR activities in the Caribbean, due
account being taken of existing aviation SAR provisions
8. Difficulties foreseen in carrying out recommendations

J D F A I R W I N G

SEARCH AND RESCUE EQUIPMENT REQUIREMENTS

SEARCH UNITS

2 x SAR/Maritime surveillance type aircraft long-range capability.

COMMUNICATIONS AND NAV EQUIPMENT FOR EXISTING AIRCRAFT

8 x Marine VHF (aircraft fit)

8 x Marine VHF Homing Devices

8 x HF Homing Devices

4 x HF Freetuning Radios

3 x Integrated navigation systems, to obtain SAR navigational accuracy in southern SAR region
Datum marker buoys.

LIFE-SUSTAINING EQUIPMENT

Air portable/droppage life-sustaining equipment
(vis: life rafts, survival gear, bilge pumps, etc.)

J D F C O A S T G U A R D

LIST OF DEFICIENT EQUIPMENT - OCTOBER 1982

1. COMMUNICATIONS AND RELATED EQUIPMENT FOR MAIN CENTRE

a. HF/MF Equipment

- 1 x HF Txr/Rxr 1 kW for long-range communications
- 1 x MF Txr for 500 khz

b. Telex

This has been ordered and should be in place within three months

c. D/F Equipment

- 1 x HF/DF for COMCEN
- 1 x VHF/DF for COMCEN (Marine)

d. Tape Recorder

A 24-hour system is important

e. 4 x dedicated standby receivers for 2182 khz for search vessels

EQUIPMENT REQUIRED TO ESTABLISH

2 x RSC's ON NORTH COAST

1. COMMUNICATIONS AND RELATED EQUIPMENT

- a. 2 x HF 120W Txr/Rxr
- b. 2 x standby rxrs for 2182 khz
- c. 2 x VHF Marine
- d. 2 x VHF Air

2. D/F EQUIPMENT

- a. 2 x HF/DF
- b. 2 x VHF/DF

NB: Equipment should be similar to types in use for standardization.

Peter L. Brady
Commander
Commanding Officer

8 October 1982

LIST OF PARTICIPANTS

Western Caribbean Subregional Meeting
Mexico City, Mexico, 13-15 October 1982

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EL SALVADOR

Sr. Tulio Omar Vergara Herrera
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Blvd. de los Héroes - Torre Roble
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San Salvador

GUATEMALA

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Srta. Joanne Ferraz
Secretaria

Literal working translation

RESOLUTION

THE COUNTRIES REPRESENTED AT THE WESTERN CARIBBEAN SUBREGIONAL MEETING ON MARITIME SEARCH AND RESCUE;

RECOGNIZING the urgency of improving the means for the provision and co-ordination of the Maritime Search and Rescue services, of benefit to persons who may be in danger in the sea,

CONVINCED that towards that end it is necessary to adequately train the personnel in charge of providing these services, as well as to evaluate in general the present conditions of said services,

TAKING INTO ACCOUNT Resolution 8 adopted by the International Conference on Maritime Search and Rescue 1979 and relating to the Promotion of Technical Co-operation,

REMEMBERING also Resolution A. 501 (XII) approved on 20 November 1981 by the General Assembly of the International Maritime Organization, relating to the establishment of a high level maritime university at Malmo in Sweden,

RESOLVE TO INVITE the International Maritime Organization,

1. to provide to the Western Caribbean countries which submit such a request, all the necessary technical assistance to evaluate the existing Maritime Search and Rescue services and recommend measures for their adequate provision,
2. to consider the possibility of including, in the courses to be imparted at the World Maritime University, a training programme for personnel who will be in charge of providing Maritime Search and Rescue services of countries so requiring, or through other appropriate mechanisms.

RESOLUCION

LOS PAISES REPRESENTADOS EN LA REUNION DEL CARIBE OESTE SOBRE BUSQUEDA Y SALVAMENTO MARITIMO;

RECONOCIENDO la urgencia de mejorar los medios para la provisión y coordinación de los servicios de búsqueda y salvamento marítimo, en beneficio de las personas que se hallen en peligro en el mar,

CONVENCIDOS de que para el logro de tal fin es necesaria la adecuada capacitación del personal que tenga a su cargo la prestación de estos servicios, así como una evaluación general de las condiciones actuales de dichos servicios,

TENIENDO EN MENTE la resolución 8 adoptada por la Conferencia Internacional sobre Búsqueda y Salvamento Marítimo de 1979, relativa al Fomento de la Cooperación Técnica,

RECORDANDO también la Resolución A. 501 (XII) aprobada el 20 de noviembre de 1981 por la Asamblea General de la Organización Marítima Internacional, referente al Establecimiento de una Universidad Marítima de Alto Nivel en Malmo, Suecia,

RESUELVEN INVITAR a la Organización Marítima Internacional;

1. a que preste a los países del Caribe Oeste que así lo soliciten, toda la asistencia técnica necesaria para evaluar sus actuales servicios de búsqueda y salvamento marítimo y recomendar medida para su adecuada provisión,
2. a que considere la posibilidad de incluir, dentro de los cursos a impartirse en la Universidad Marítima Mundial, programas de capacitación para el personal que tendrá a su cargo la prestación de los servicios de búsqueda y salvamento marítimo de los países que lo requieran.

LIST OF PARTICIPANTS

South Caribbean Subregional Meeting
Port-of-Spain, Trinidad, 8-11 November 1982

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East End Anguilla

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COLOMBIA

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MARTINIQUE

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ST. LUCIA

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ADDRESS BY THE HONOURABLE SENATOR JOHN ECKSTEIN,
MINISTER OF PUBLIC UTILITIES AND NATIONAL TRANSPORTATION
ON MARITIME SEARCH AND RESCUE

Mr. Chairman, Delegates and Observers, it is with pleasure and a certain degree of diffidence with which I deliver the opening address for this four-day Southern Caribbean Subregional Meeting on Maritime Search and Rescue, and also to formally open the said meeting.

I must confess that when I was first approached to perform these tasks I was somewhat hesitant, since it was patently clear to me that my knowledge of the subject was somewhat limited. My consternation was further heightened when the calibre of my audience was made known to me. My first thought, which lingered for some time, was "what can I as a confirmed landlubber tell these persons of a seafaring background about Maritime Search and Rescue !"

Notwithstanding my fears, however, and bearing in mind my ministerial responsibilities for shipping and related matters, it was evident to me that I had very little opportunity but to accept the invitation and to forthwith arrange for a crash course on the subject.

It is a decision I have not regretted since in the last few weeks not only has my knowledge of Search and Rescue increased appreciably, but I have also been able to develop an awareness of the problems which must have led the International Maritime Organization to, first of all, sponsor an International Convention on Maritime Search and Rescue (1979), and to subsequently embark on a drive to encourage member states to work towards the development of national, regional and global maritime Search and Rescue systems in keeping with the policies and guidelines set forth in the Convention.

Before proceeding any further, I would like to take the opportunity at this time to welcome all delegates and observers who have come from other countries to take part in this meeting.

It is a fact that your primary purpose in Trinidad and Tobago has to do with the subject of this meeting, but it is also a fact that you will have some spare time which you may wish to utilize in socializing with our people and seeing something of our country.

It is my hope, and I am sure that I echo the sentiments of the Government and people, that when you leave these shores, you do so not only with the feeling that your primary purpose has been achieved, but also with fond memories of Trinidad and Tobago.

Returning to the subject of Search and Rescue, let me give a very brief account of Trinidad and Tobago's position in this matter over the years.

Like most other countries, Trinidad and Tobago's interest and involvement in Search and Rescue evolved as a direct response to the need for such services.

It is a fact that as shipping traffic increased over the years, there has been a corresponding increase in the incidence of shipping accidents and casualties.

It did not take long, therefore, for seafaring countries, including Trinidad and Tobago, to recognize the need to develop measures and systems aimed at minimizing the number of shipping casualties and rendering assistance to those ships finding themselves in distress.

Trinidad and Tobago's first attempt at developing its national Search and Rescue system resulted in this responsibility being placed with the Office of the Harbour Master, the Department with statutory responsibility for the general area of maritime safety and related matters.

The Harbour Master's Division was not, however, adequately equipped to perform actual Search and Rescue operations, which as you know require among other things - a good communications system; well-equipped marine craft and/or aircraft; properly trained personnel to operate these units; and a co-ordinating centre capable of initiating Search and Rescue operations and co-ordinating such operations when underway.

The Harbour Master's Division was, therefore, dependent in its Search and Rescue efforts on the assistance of other ships in the area of a reported incident. It is true to say that to a large degree, the services provided by the State in this area of Search and Rescue in the pre-1962

period left a lot to be desired.

The establishment of the Trinidad and Tobago Coast Guard in 1962 provided the opportunity for the development of a much more efficient Search and Rescue system at the national level. From its inception, the duty to perform Search and Rescue activities was included in the list of tasks assigned the Coast Guard.

Over the past 22 months, i.e. from 1 January 1981 to 31 October, 1982, the Coast Guard took part in 250 Search and Rescue operations.

An important statistic here is that 53 of the cases mentioned above concerned foreign ships and in some of these instances, the Coast Guard responded to requests from neighbouring countries for assistance in Search and Rescue way beyond the confines of the 12 mile territorial sea limits of Trinidad and Tobago.

While I am aware that the data quoted above is raw and does need to be refined if proper analyses are to be made and conclusions drawn, I am nevertheless of the view that even in this raw form it serves the purpose of at least demonstrating the very valuable contribution being made by the Coast Guard to the national and regional Search and Rescue efforts.

Following the establishment of the Coast Guard, the next positive step taken by the Government in its desire to streamline the country's Search and Rescue system was made in late 1963. At that time, Government established its National Emergency Relief Organization with a mandate to co-ordinate this country's response to all national disasters.

NERO assigned the Harbour Master's Division the actual responsibility of co-ordinating Search and Rescue activities in the waters of the country on its behalf.

In response to this new development, the Harbour Master convened a series of meetings of those agencies critical to the establishment and operations of an effective national maritime Search and Rescue system.

Among those attending were representatives of the Civil Aviation Division, Telecommunications Division, and the Trinidad and Tobago Coast Guard. Unfortunately, according to the records, the Meteorological Division was not represented, an oversight which I am sure would not be repeated in modern times, bearing in mind the importance now being placed on up-to-date meteorological information in the matter of Search and Rescue. Following these meetings, a Trinidad and Tobago Manual on Search and Rescue was developed.

I think that more than any verbal assurance which I have given you today, this document demonstrates to all present this country's awareness following its achievement of Independence of its national responsibilities for the provision of an efficient and effective maritime Search and Rescue system.

The Government has recognized for sometime now that the administrative and operational procedures laid down in the manual need updating. The Government is also aware of the fact that its maritime agencies have been taking a close look at IMO's Convention on Maritime Search and Rescue (1979) and related documents, with a view towards effecting modifications to the manual.

All that I have said so far relates to the development of the national effort in the area of Search and Rescue. But your presence here today, the fact that my Government is sponsoring a Southern Caribbean Subregional Meeting on Maritime Search and Rescue, means that we are of the view that a regional approach to the development of Search and Rescue systems must benefit all concerned and would even pave the way for the development of more vibrant national systems in the long run.

The Government, therefore, supports fully the initiative undertaken by the IMO and ECLA to improve arrangements for the provision and co-ordination of Search and Rescue services in the Caribbean and the establishment of agreed areas of responsibility in accordance with the provision of the 1979 Search and Rescue Convention.

We have also noted that the intention is to pattern the approach to regional maritime Search and Rescue along lines similar to those already established by ICAO for aerial Search and Rescue.

Although we recognize that a replica of the aerial system would prove impractical for use in the maritime field, the intention is, nevertheless, a commendable one since it is obvious that by using ICAO's experience to advantage the maritime community can streamline its own systems in the shortest possible time.

Finally, I wish to assure all present, especially IMO, ECLA and all the other Specialized, International and Intergovernmental Agencies of this country's commitment and willingness to continue participating in all efforts which would make for an early resolution of the issues under consideration.

I trust that you will have a successful meeting and now I declare this South Caribbean Subregional Meeting on Maritime Search and Rescue formally open.

Thank you.

Monday 8 November 1982

INTRODUCTION TO IMO/ECLA SUBREGIONAL MEETINGS
ON MARITIME SEARCH AND RESCUE IN THE CARIBBEAN

by Peter F. Wickenden

The countries bordering on the Caribbean have long appreciated the importance of Maritime Transport to their economic development. The sea has often been likened to a fickle mistress. Those who know her the best, trust her the least. It is, therefore, incumbent on us to make the sea as safe as possible for those using it, whether it be for commerce, fishing, exploitation of off-shore resources, tourism or recreation.

In fulfilling this aim, the Caribbean Development and Co-operation Committee (CDCC) which is a permanent subsidiary body of the Economic Commission for Latin America (ECLA) approached the International Maritime Organization (IMO - formerly IMCO) for assistance.

In pursuance of its responsibility as depositary for the International Convention on Maritime Search and Rescue, 1979, and in response to Resolution 8 on the promotion of technical co-operation, as adopted by the International Conference on Maritime Search and Rescue, 1979, IMO secured funds from two of its member states for a programme of work in the Caribbean.

First, funds were obtained from Norway for training of senior personnel running Search and Rescue units and nine candidates entered the U.S. Coast Guard Search and Rescue Training School in New York.

Second, funds were obtained from the Netherlands and at the invitation of the Government of Barbados, IMO and ECLA organized a seminar on Maritime Search and Rescue in December 1981.

This seminar permitted IMO to disseminate information on the provisions and intent of the International Convention on Maritime Search and Rescue, 1979, and the resolutions adopted at the 1979 Conference. Explanations were given of the IMCOSAR and MERSAR Manuals and the Standard Marine Navigational Vocabulary.

Twenty countries bordering the Caribbean were represented and there were discussions on:

- a) difficulties, experienced or foreseen, which might impede ratification of the 1979 SAR Convention;
- b) methods of improving arrangements for the provision and co-ordination of SAR Services in the Caribbean including areas of responsibility;
- c) methods to develop and enhance SAR expertise and SAR personnel training capabilities in Caribbean countries so as to provide a basis leading to self-sufficiency;
- d) regional priorities with respect to:
 - i) the training of personnel necessary for Search and Rescue; and
 - ii) the provision of equipment and facilities necessary for Search and Rescue.

A number of highly qualified lecturers attended from the U.S. Coast Guard, the Netherlands Government, ICAO and IMO.

The seminar participants agreed that there was an urgent need to improve arrangements for the provision and co-ordination of Search and Rescue services in the Caribbean and the establishment of agreed areas of responsibility in accordance with the provisions of the 1979 SAR Convention. In order to achieve this objective, further consultations between Caribbean states were necessary. IMO and ECLA were invited to seek the necessary financial resources for such consultations, and convene subregional meetings in the South Central, Western and Southern Caribbean areas as defined by the meeting based on the existing Aeronautical SAR regions.

With generous financial assistance provided by the Government of Venezuela, these meetings can now take place. The South-Central Caribbean Meeting, hosted by the Government of Jamaica is being held

from 6-8 October. The Western Caribbean Meeting is being hosted by ICAO in Mexico from 13-15 October and the Southern Caribbean Meeting is being hosted by the Government of Trinidad and Tobago from 8-11 November.

These meetings are intended to identify and make recommendations on the following:

- 1) Present/recommended location of RCC's and RSC's and delineation of the geographical areas they serve.
- 2) Assistance which can/should be provided to neighbouring countries.
- 3) Equipment requirements.
- 4) Training requirements.
- 5) Co-ordination of SAR activities in the Caribbean, taking due account of existing Aviation SAR provisions.

Difficulties in carrying out these recommendations will be discussed and outstanding items which should be referred to individual governments and further discussed at the final Caribbean Meeting, which is planned to be held in Venezuela early in 1983, will also be discussed.

The purpose of this meeting is to:

- 1) Discuss and resolve any outstanding issues raised at the subregional meetings.
- 2) Finalize the Caribbean Maritime SAR plan and adopt a resolution or draft agreement outlining recommended co-operation between states for submission to the appropriate authorities.
- 3) Recommend accession to the IMO SAR Convention.
- 4) Examine in detail those SAR capabilities which are recommended but not yet available.
- 5) Quantify outstanding equipment needs.
- 6) Quantify outstanding training needs.

