

EMERGENCY RESPONSE POLICY

It is Company's policy to ensure that the Company's organisation can respond at any time to hazards, accidents and emergency situations involving contracted ships. The Company, in order to identify potential emergency situations and prepare itself for promptly and efficiently responding to such situations:

- Ensures that each ship is equipped with all necessary Life-Saving and Fire-Fighting appliances and arrangements required by SOLAS / Flag State.
- Has developed and implements a Safety Drills Programme.
- Has developed:
 - a) "Emergency Response Plan" providing procedures instructions, guidelines and communication details for Emergency response purposes to both Shore Based personnel and Sea Going personnel.
 - b) "Shipboard Pollution Emergency Plans (SOPEP)" for each vessel, regarding onboard mobilisation in case of emergency (not only pollution) outside U.S.A. waters.
 - c) Vessel Response Plans for each vessel regarding vessel response in case of oil pollution, in U.S.A. waters.
- Ensures that the above Emergency Plans developed are drilled and exercised

The Master has the final and overriding authority and responsibility for the safety of his crew, the vessel, the cargo and the environment.

He must always endeavour to consult the Designated Person Ashore in emergency situations, however this should in no way affect, delay or override the Master's authority.

In case of an emergency, the Master must decide as a matter of urgency whether assistance, including salvage assistance, is needed or if the situation can be handled using the ship's own resources.

The Master should take whatever action is possible to remedy the situation. Once the Master has decided that assistance is necessary, he should act promptly to request it from any available source using the most expeditious means at his disposal and keep the official advised of his actions.

Prior to commencing any salvage operation, the Master should seek to agree to a contract for assistance. Lloyd's standard form of Salvage Agreement, known as Lloyd's Open Form (LOF 2011) including but without invoking SCOPIC, is the form most usually offered and should be agreed upon to avoid any delays.

Related Documents

Health, Safety Management & Environmental Protection Procedure CP17
Emergency Response Plan (ERP)
Shipboard Oil Pollution Emergency Plan (S.O.P.E.P)