



International Civil Aviation Organization

**The Second Meeting of the ICAO Asia/Pacific Search and Rescue Task Force
(APSAR/TF/2)**

Singapore, 27 – 30 January 2014

Agenda Item 4: Asia/Pacific and inter-regional SAR planning, coordination and cooperation

PACIFIC MARITIME SAR COOPERATION

(Presented by the Secretariat of the Pacific Community)

SUMMARY

This paper discusses Search and Rescue (SAR) challenges and activities that have an effect on the Pacific Islands region and presents the *Maritime Search and Rescue Technical Arrangement for Cooperation among Pacific Island countries and territories that Support International Lifesaving in the Pacific Ocean (TAfC)*.

This paper relates to –

Strategic Objectives:

A: *Safety* – Enhance global civil aviation safety

1. INTRODUCTION

1.1 Maritime nations have a moral and legal obligation to provide search and rescue services to their citizens and to others using their waters. Article 98 of the *United Nations Convention on the Law of the Sea* institutionalizes this by placing a 'duty to render assistance' on Flag States, while the *International Convention for the Safety of Life at Sea (SOLAS) 1974* places an obligation on ships to go to the assistance of vessels in distress. The *1979 International Convention on Maritime Search and Rescue* (the SAR Convention) provides a system to address these two requirements.

1.2 Parties to the SAR Convention are required to ensure that arrangements are made for the provision of adequate SAR services in their coastal waters. They are also encouraged to enter into SAR arrangements with neighboring States involving the establishment of SAR regions, the pooling of facilities, establishment of common procedures, training and liaison visits. The Convention states that parties should take measures to expedite entry into their territorial waters of rescue units from other parties.

1.3 The challenge to SAR services within the Pacific Islands region is enormous. With over 30 million square kilometers of ocean and significant ship and pleasure craft traffic, the coordination of SAR operations, particularly over long distances, taxes resources. At the same time the advent of larger and larger cruise ships and commercial aircraft transiting across and into the region raises the specter of a significant catastrophic event.

1.4 While the increase in tourism activity and travel, by air and sea, is a welcome boost to the economies of Pacific Island countries and territories (PICTs), there must be awareness of the risks should an incident occur that will necessitate a Mass Rescue Operation (MRO). An MRO, by definition, is an event that exceeds a SAR service's resources, thus an MRO can range from an apparent minor event to a catastrophic incident.

1.5 Fortunately, virtually every PICT has some level of SAR services in place and MROs are relatively low-probability high-consequence events compared to normal SAR operations. However, major incidents leading to the need for MROs have recently increased on a world-wide basis, and can occur anywhere at any time.

1.6 To maximize effective national or regional SAR response it is critical that governments establish SAR legislation, SAR plans with links to national disaster plans, and a framework for regional SAR cooperation.

1.7 Since 2001 the Secretariat of the Pacific Community (SPC), at the behest of regional leaders and those countries with established search and rescue regions (SRRs), has been working to strengthen SAR policy, cooperation and coordination, and more recently to harmonize aeronautical and maritime SAR in the Pacific Islands region. These activities include regional SAR workshops; collection, analysis and dissemination of regional SAR data; and the development of a regional maritime SAR technical arrangement for cooperation.

2. DISCUSSION

SAR legislation, planning and regional initiatives

2.1 A critical component of effective SAR organizations is national legislation and the development of a national SAR Plan that is linked to National Disaster Plans. To assist PICTs address these two important issues, SPC has developed a generic Pacific Island Maritime Law (PIMLaw) entitled *Maritime Search and Rescue Bill 2010* and a National SAR Plan template. Both of which were distributed at the recent 5th Regional SAR workshop held in Suva, Fiji in 2013.

Maritime SAR Technical Arrangement for Cooperation (TAfC)

2.2 The concept of a regional SAR arrangement was first proposed at an SPC-organized Ministers of Transport meeting in 2007. The Ministers acknowledged the challenges faced by Pacific Island nations in the conduct of SAR operations, particularly if on a large scale. That same year SPC was tasked to develop an instrument to assist in addressing this need. In 2011 this document, in the form of a memorandum of understanding (MOU) was placed before the inaugural Regional Meeting of Ministers of Energy, ICT and Transport where it was endorsed with a recommendation to change it from an MOU to an arrangement. This same year it was also placed before the Forum Leaders meeting where it was unanimously supported.

2.3 Subsequent to the direction by the Ministers of Transport the Pacific SAR TAfC was developed for the Pacific Island region with the assistance and support of the Pacific metropolitan countries of Australia, France, New Zealand, United States, and the PICT participants at regional SAR workshops. Two significant results of this change is that where the MOU was directed at Ministers of Transport, the TAfC is directed at maritime SAR authorities; with SPC as the depository. A list of Frequency Asked Questions regarding the TAfC is at **Attachment A**.

2.4 The TAfC was designed to meet three critical needs in the Pacific:

- a. identify internationally and regionally recognized maritime SAR geographic boundaries;
- b. establish a framework under which to develop new and existing bi- and multi-lateral SAR arrangements; and
- c. encourage improvements in maritime SAR coordination, communication, cooperation and planning.

2.5 Additionally the TAfC will help to ensure consistency across the Pacific region and between PICTs that were signatory to the 1979 SAR Convention and those that were not.

2.6 The TAfC does not supersede existing SAR legislation, plans or arrangements. It is intended to be a document of intent that supports improvement to SAR services and operations through forging stronger linkages within and across the Pacific Islands region.

2.7 The TAfC consists of four parts, the text of the Arrangement, two appendices and a figure. This allows the Arrangement to stand alone while details subject to change reside in the other sections. Appendix 1 provides a mailing address for the depositary and a list of participating agencies. Appendix 2 list maritime SAR regions and geographic areas; and Figure 1 is a graphic representation of these areas.

2.8 Following over six years of intense effort the *Maritime Search and Rescue Technical Arrangement for Cooperation among Pacific Island countries and territories that Support International Lifesaving in the Pacific Ocean* has been finalized (**Attachment B**) and sent to the Participants for acceptance. Assuredly more work remains to be done, however, it is hoped that with the support of IMO and all of the personnel that have been actively involved in its development this document will serve to improve SAR operations and as a starting point for future harmonization of aviation and maritime SAR within the Pacific Islands region.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the information contained in this paper; and
- b) discuss any relevant matters as appropriate.

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Maritime search and rescue technical arrangement for cooperation (TAfC) Frequently Asked Questions

1. Why is the document called a 'technical arrangement'?

In April 2011 a memorandum of understanding (MOU) among Pacific Island countries and territories that support lifesaving in the Pacific Ocean concerning maritime search and rescue was placed before a meeting of the regional transport ministers in Noumea, New Caledonia. The ministers endorsed the document, but expressed concern over whether an MOU was the appropriate type of document and whether some of the content was too prescriptive. Subsequently, when regional SAR representatives met in Cairns, Australia in June 2011 for the 4th Regional SAR Workshop, participants elected to revise the document to better align with the recommendations in the International Aeronautical and Maritime SAR (IAMSAR) Manual and existing bi-lateral SAR arrangements used in the region. Finally, the arrangement was redirected at national SAR authorities and/or agencies; in order to comply with policy in several countries it became necessary to identify the document as a 'technical arrangement'.

2. What is the purpose of this arrangement?

The arrangement is intended to serve three purposes: first, to collect into one location the agreed on delimitations of SAR regions (SRR) and geographic areas across the region; second, to establish a common ground for signatory and non-signatory countries to coordinate, cooperate, and communicate to improve national and regional SAR services, and third, to support existing, and provide a framework for future, bi- and multi-lateral SAR arrangements between regional partners. (See paragraphs 2.1, 4 and 6.)

3. Who has been involved in developing this arrangement?

The document was originally drafted by the U.S. Coast Guard's Officer of Search and Rescue located in Washington DC. Since its initial drafting, the participants from Pacific Island countries and territories, AMSA, MNZ, and the USCG attending regional IMO-SPC biennial SAR workshops held between 2007 and 2013 have reviewed, edited and improved this arrangement. (See attachment 3 to this cover letter.)

4. Why is this arrangement being signed at the maritime SAR authority/agency level?

A decision was made by IMO-SPC biennial SAR workshop participants that the optimal level for signature would be at the operational level. It was thought that this would allow SAR policy makers and subject matter experts at RCCs and SPOCs to engage in direct communication to address SAR issues impacting the Pacific. From these operational level discussions, SAR authorities could engage with their national governments to develop improved national SAR plans, and review existing and draft new bi- and multi-lateral SAR arrangements to advance linkages to increase maritime safety across the Pacific Island region. (See paragraph 1.2.)

5. Is this document obligatory in any way?
The arrangement imposes no responsibility on and makes no requirement for resources or funding upon any participant. The intent of and terminology used in this arrangement has been carefully reviewed to ensure that it would not obligate any participant; other than through the moral imperative for each maritime nation/coastal state to take responsibility to render aid to persons in distress. (See paragraphs 2.2 and 7.1.)
6. How does this arrangement affect pre-existing or new bilateral or multi-lateral SAR arrangements?
The arrangement has no direct or implied impact on either existing or future SAR arrangements. However, by centrally locating agreed on delimited SAR regions (SRR) and geographic areas this arrangement supports existing SAR agreements and serves to define the areas of responsibility for new agreements. It is possible that, by agreeing to this arrangement, some existing SAR agreements may have to be revisited to update the SAR regions (SRR). (See paragraph 2.2.)
7. What is a statement of acceptance (SoA)? Why is an SoA being used instead of a signature page?
A statement of acceptance is simply a legal document by which a country can acknowledge its agreement to participate in an arrangement of this type. An SoA has been utilised in lieu of a signature page to expedite the acceptance process; the SoA allows countries to review the arrangement and agree to participate at their own pace and in accordance with national procedures without the delay of waiting for each country to sign an original signature page.
8. Why is there a list of schedules and an Appendix 1?
The list of schedules is a list of the statements of acceptance. Appendix 1 is a list of the SAR authorities and agencies that are the recognised participants.
9. What is the status of Figure 1?
Figure 1 'Depiction of the SRRs and geographic areas of responsibility' is being developed by AMSA for use in this arrangement. Any version included with the arrangement will be considered a draft until the participants have accepted the arrangement. This is to ensure that the graphical depiction of agreed SAR regions (SRR) and geographic areas meets those defined in Appendix 2.
10. What process will be followed if there is a request to make changes to the text of the arrangement prior to receipt of statements of acceptance from all participants?
Participants desiring to change the arrangement's text require the written acceptance of all other Participants. (See paragraph 10.1.)
11. How do I make corrections to the appendices?
Corrections to the appendices can be made through a formal letter submitted to SPC. Changes will be made and then forwarded to all participants. (See paragraph 10.2.)

12. Why is SPC acting as the repository for this arrangement?

SPC, as the regional body which all initial participants are members of, is the logical selection to act as the repository for this document and the participants' statements of acceptance. (See paragraph 8.3.)

Maritime search and rescue
technical arrangement for
cooperation among Pacific Island
countries and territories that
support international lifesaving
in the Pacific Ocean

2013



**Maritime search and rescue
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Australia, Cook Islands, Federated States of Micronesia, Republic of Fiji, New Caledonia, and Wallis and Futuna Islands, French Polynesia, Republic of Kiribati, Republic of the Marshall Islands, Republic of Nauru, New Zealand, Niue, Commonwealth of the Northern Mariana Islands, Republic of Palau, Independent State of Papua New Guinea, Pitcairn Islands, Independent State of Samoa, Solomon Islands, Tokelau, Kingdom of Tonga, Tuvalu, United States of America (American Samoa and Guam), and Republic of Vanuatu are the countries and territories taking part in this maritime search and rescue (SAR) technical arrangement for cooperation, hereafter referred to as the ‘SAR Arrangement’.

Recognising the benefits that have been enjoyed from previous close cooperation with regard to search and rescue (SAR) operations in the Pacific Ocean,

Understanding that additional benefits may be enjoyed from the cooperative arrangements detailed herein,

Recognising the great importance of cooperation in maritime SAR, and in the provision of expeditious and effective SAR services to save lives and reduce suffering,

Mindful of the Participants’ shared responsibilities for the conduct of maritime SAR as detailed in the *International Aeronautical and Maritime Search and Rescue Manual* (IAMSAR Manual),

The Participants have reached the following understandings:

1 PARTICIPANTS

- 1.1 The agencies or authorities listed in Appendix 1 intend to implement the SAR Arrangement.
- 1.2 Each agency or authority listed in Appendix 1, Paragraph 2 has the responsibility for maritime SAR in their country or territory.
- 1.3 Hereinafter, the agencies and authorities listed in Appendix 1 are referred to as ‘the Participants’ in this SAR Arrangement.

DEFINITIONS

- 1.4 In this SAR Arrangement, the following definitions apply:
 - a. Rescue: An operation to retrieve persons in distress, provide for their initial medical or other needs and deliver them to a place of safety
 - b. Search: An operation, normally co-ordinated by a rescue co-ordination centre or rescue sub-centre, using available personnel and facilities to locate persons in distress
 - c. Rescue Coordination Centre (RCC): A unit responsible for promoting efficient organisation of SAR services and for coordinating the conduct of SAR operations within a SAR region
 - d. SAR Mission Coordinator (SMC): The official temporarily assigned to co-ordinate response to an actual or apparent distress situation
 - e. SAR region (SRR): An area of defined dimensions, associated with a rescue co-ordination centre, within which SAR services are provided
 - f. SAR point of contact (SPOC): RCCs and other established and recognised national points of contact which can accept responsibility to receive Cospas-Sarsat alert data to enable the rescue of persons in distress
 - g. SAR facility: Any mobile resource, including designated SAR units (SRU), used to conduct SAR

- h. SAR service: The performance of distress monitoring, communication, co-ordination and SAR functions, including provision of medical advice, initial medical assistance, or medical evacuation, through the use of public and private resources, including co-operating aircraft, vessels and other craft and installations

2 OBJECTIVES AND SCOPE

- 2.1 This SAR Arrangement establishes a framework for consultation and cooperation among the Participants in carrying out activities related to SAR within the oceanic environment.
- 2.2 Nothing in this SAR Arrangement is intended to prejudice or affect in any way any understanding or other arrangement between or among the Participants, or the rights and duties of any Participant under international law.
- 2.3 No provision of this SAR Arrangement is intended to be construed as an obstruction to prompt and effective action by any Participant to respond to distress whenever and wherever found.

3 RESPONSIBILITIES

- 3.1 The Participants, on receiving information of a maritime incident where any person is in distress within its respective geographic area of maritime SAR responsibility, as described at Appendix 2, intend to take urgent measures to provide assistance, regardless of the nationality or status of such a person or the circumstances in which the person is found.
- 3.2 The Participants intend to carry out SAR operations in accordance with the relevant and applicable SAR manuals and recommendations of the International Maritime Organization (IMO), and any nationally-accepted SAR procedures.
- 3.3 The Participants intend to make every effort to retrieve persons in distress, provide for their initial medical or other needs, and deliver them to a place of safety. Additionally, when it does not involve excessive risk or cost to the units involved in SAR operations, the Participants may attempt to recover the craft that the persons in distress are aboard.

- 3.4 To ensure that SAR operations are conducted in an efficient and coordinated manner, the Participants intend to consult and cooperate with each other as necessary and appropriate, lending mutual assistance as their capabilities allow.
- 3.5 If primary responsibility for coordination of a SAR operation cannot be immediately ascertained, the RCCs or SPOCs concerned intend to consult with each other to resolve the responsibility.
- 3.6 For any SAR operation involving coordination between Participants, in each case the Participants intend to decide through consultation which Participant is to act as overall SAR SMC.
- 3.7 Entry of SAR facilities of one Participant onto or over the territorial sea of another Participant for the purpose of conducting SAR operations should be expeditiously arranged via the appropriate RCC/SPOC.
- 3.8 SAR facilities of the Participants may conduct SAR operations within the geographic area of maritime SAR responsibility of any other Participant with overall coordination carried out by the SMC.
- 3.9 To facilitate the consultation and cooperation referred to in Paragraph 2.1, the Participants should, to the best of their ability, keep each other informed of all relevant SAR operations. The Participants intend to develop and implement procedures in accordance with the relevant and applicable SAR manuals and recommendations of the International Maritime Organization (IMO), and any nationally-accepted SAR procedures to provide for the most effective and efficient means of communication.

4 SEARCH AND RESCUE REGIONS AND GEOGRAPHIC AREAS

- 4.1 The delimitation of the Participants' maritime SRRs and geographic areas are found in Appendix 2 to this SAR Arrangement.
- 4.2 The delimitation of geographic areas of maritime SAR responsibilities as intended by this SAR Arrangement is not related to and does not prejudice the positions of any Participant

with respect to their international maritime boundaries.

5 RESCUE COORDINATION CENTRES/SAR POINTS OF CONTACT

5.1 The primary operational points of contact under this SAR Arrangement are the nationally and internationally recognised RCCs/SPOCs of the Participants.

5.2 Participants intend, to the best of their ability, to keep each other informed about their RCCs/SPOCs and area of SAR responsibility, and provide any information which might be useful, in order to expedite and improve coordination.

5.3 Identification of these operational points of contact is not intended to preclude appropriate direct coordination between any SAR facility and other organisational elements of the Participants, especially when time is of the essence in the saving of lives at sea.

5.4 Any transfer of SMC responsibilities between the RCCs/SPOCs should be conducted by consultation and agreed to between RCCs/SPOCs.

6 COOPERATION

6.1 The subordinate elements of the Participants may provide for further coordination and cooperation by the establishment of appropriate operational arrangements and procedures consistent with this SAR Arrangement.

6.2 In addition to that related to specific SAR cases, the Participants intend to exchange information that may serve to improve the effectiveness of SAR operations. This information may include, but is not limited to:

- a. communication details;
- b. information about SAR facilities;
- c. descriptions of available airfields;
- d. knowledge of fueling and medical facilities; and
- e. information useful for training SAR personnel.

6.3 The Participants intend to promote mutual SAR cooperation by giving due consideration to collaborative efforts that may include, but are not limited to:

- a. arranging exchange visits between SAR personnel;
- b. carrying out joint SAR exercises and training;
- c. using ship reporting systems for SAR purposes;
- d. sharing of SAR resources, which may include: information, procedures, techniques, equipment, personnel and facilities;
- e. providing services in support of SAR operations;
- f. coordinating national positions on international SAR issues of mutual interest within the scope of this SAR Arrangement;
- g. supporting and conducting joint research and development initiatives aimed at reducing search time, improving rescue effectiveness, and minimising risk to SAR personnel;
- h. conducting regular SAR communications checks and exercises, including the use of alternative means of communication that would be used to handle communication overloads during major SAR operations; and
- i. the Participants intend to meet as necessary and mutually determine to consider, inter alia, measures to enhance regional and sub-regional cooperation and coordination and the effectiveness of this SAR Arrangement.

7 FINANCES

7.1 The Participants intend to conduct activities pursuant to this SAR Arrangement to the fullest extent possible subject to the availability of SAR personnel, facilities and funds.

7.2 The Participants intend to provide SAR services to persons in danger or distress without subsequent cost recovery from the person(s) assisted.

7.3 The Participants will be responsible for any expenses incurred by their own facilities deployed during any SAR mission unless prior arrangements have been made.

8 SAR ARRANGEMENT FACILITATION

- 8.1 The Participants intend to coordinate and facilitate application of this SAR Arrangement.
- 8.2 The Participants intend to resolve amicably any disagreement regarding the interpretation or implementation of this SAR Arrangement by consultation between the Participants.
- 8.3 The Secretariat of the Pacific Community intends to provide depositary functions for this SAR Arrangement, the appendixes and schedules.

9 MODIFICATION

- 9.1 This SAR Arrangement may be modified with the written concurrence of the Participants.
- 9.2 The Appendices may be modified with written notification provided to the Secretariat of the Pacific Community and other Participants.
- 9.3 The original Participants, upon mutual concurrence, may invite other countries or territories to become Participants under this SAR Arrangement.

10 DURATION, WITHDRAWAL AND DISCONTINUATION

- 10.1 Each Participant's cooperation under this SAR Arrangement may commence upon receipt at the Secretariat of the Pacific Community of the statements of acceptance and may continue indefinitely.
- 10.2 A Participant may withdraw from this SAR Arrangement at any time, but should endeavor to provide not less than six (6) months' notice in writing to the other Participants and to the Secretariat of the Pacific Community. Such withdrawal from this SAR Arrangement is not intended to affect the applicability of this SAR Arrangement to the remaining Participants.
- 10.3 In the event the Participants choose to discontinue cooperation under this SAR Arrangement, they intend to consult with other Participants regarding any SAR operations or other cooperation in progress at the time of such discontinuation.

List of appendices

- Appendix 1 Administration and Participation
Appendix 2 Delimitation of Maritime Search and Rescue Regions and Geographic Areas

List of schedules

- Schedule 1 Australian Maritime Safety Authority, Australia
Schedule 2 Commissioner of Police, Cook Islands Police' Cook Islands
Schedule 3 National Police, Department of Justice, Federated States of Micronesia
Schedule 4 Ministry of Defense, Republic of Fiji
Schedule 5 Haut-Commissaire de la République en Nouvelle-Calédonie, France (New Caledonia and Wallis and Futuna Islands)
Schedule 6 Haut-Commissaire de la République en Polynésie française, France (French Polynesia)
Schedule 7 Marine Superintendent, Marine Division, Ministry of Communication, Transport and Tourism Development, Kiribati
Schedule 8 National Police, Ministry of Justice, Republic of Marshall Islands
Schedule 9 Fisheries Resource Management Authority, Nauru
Schedule 10 Maritime New Zealand, New Zealand
Schedule 11 Niue Island Police Department, Niue
Schedule 12 Boating Law Administrator, Department of Public Safety, Office of Special Programs, Commonwealth of Northern Mariana Islands
Schedule 13 National Emergency Management Office, Office of the Vice President, Ministry of Justice, Republic of Palau

- Schedule 14 National Maritime Safety Authority, Papua New Guinea
- Schedule 15 Office of the Mayor, Pitcairn Islands
- Schedule 16 Ministry of Police, Samoa
- Schedule 17 Solomon Islands Maritime Safety Administration, Solomon Islands
- Schedule 18 Department of Transport, Tokelau
- Schedule 19 Marine and Ports Division, Ministry of Infrastructure, Kingdom of Tonga
- Schedule 20 Tuvalu Police, Tuvalu
- Schedule 21 United States Coast Guard, United States of America (American Samoa and Guam), United States
- Schedule 22 Maritime Police Wing, Vanuatu Police Forces, Vanuatu

**Maritime search and rescue technical arrangement for cooperation
among Pacific Island countries and territories
that support international lifesaving in the Pacific Ocean**

APPENDIX 1: ADMINISTRATION AND PARTICIPATION

1. Any correspondence pertaining to the Arrangement, in the first instance, should be addressed to the Secretariat of the Pacific Community:

Mailing address:

Secretariat of the Pacific Community (SPC)
Private Mail Bag
Suva,
FIJI

2. The following agencies or authorities intend to implement this SAR Arrangement in their respective country or territory:
 - Australian Maritime Safety Authority – Australia, see Schedule 1
 - Commissioner of Police, Cook Islands Police – Cook Islands, see Schedule 2
 - National Police, Department of Justice – Federated States of Micronesia, see Schedule 3
 - Ministry of Defense – Fiji, see Schedule 4
 - Haut-Commissaire de la République en Nouvelle-Calédonie – France (New Caledonia and Wallis and Futuna Islands), see Schedule 5
 - Haut-Commissaire de la République en Polynésie française – France (French Polynesia), see Schedule 6
 - Marine Division, Ministry of Communication, Transport and Tourism Development - Kiribati, see Schedule 7
 - National Police, Ministry of Justice – Republic of Marshall Islands, see Schedule 8
 - Fisheries Resource Management – Nauru, see Schedule 9
 - Maritime New Zealand – New Zealand, see Schedule 10
 - Niue Islands Police Department – Niue, see Schedule 11
 - Boating Law Administrator, Department of Public Safety, Office of Special Programs – Commonwealth of Northern Mariana Islands National Emergency Management Office, Office of the Vice President, Ministry of Justice – Republic of Palau, see Schedule 13
 - National Maritime Safety Authority – Papua New Guinea, see Schedule 14
 - Office of the Mayor – Pitcairn Islands, see Schedule 15
 - Ministry of Police – Samoa, see Schedule 16
 - Solomon Islands Maritime Safety Administration – Solomon Islands, see Schedule 17
 - Department of Transport – Tokelau, see Schedule 18
 - Marine and Ports Division, Ministry of Infrastructure – Kingdom of Tonga, see Schedule 19
 - Tuvalu Police – Tuvalu, see Schedule 20
 - United States Coast Guard, United States of America (American Samoa and Guam), see Schedule 21
 - Maritime Police Wing, Police Forces – Vanuatu, see Schedule 22

**Maritime search and rescue technical arrangement for cooperation
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**APPENDIX 2: DELIMITATION OF MARITIME SEARCH AND RESCUE REGIONS AND GEOGRAPHIC
AREAS**

1. The maritime SAR regions of the United States and French Polynesia are separated geographically by a continuous line connecting the following coordinates:
5°S 120°W and 5°S 157°W.
2. The maritime SAR regions of the United States and New Zealand are separated geographically by a continuous line connecting the following coordinates:
05°S 171°W and 5°S 157°W.
3. The maritime SAR regions of the United States and Fiji are separated geographically by a continuous line connecting the following coordinates:
5°S 171°W, 5°S 180°E, 3° 30'N 180°E and 3° 30'N 170°E.
4. The maritime SAR regions of the United States and Nauru are separated geographically by a continuous line connecting the following coordinates:
3° 30'N 170°E, 3°30'N 160°E and 0° 160°E.
5. The maritime SAR regions of the United States and Papua New Guinea are separated geographically by a continuous line connecting the following coordinates:
0° 160°E and 0° 141°E.
6. The maritime SAR regions of French Polynesia and New Zealand are separated geographically by a continuous line connecting the following coordinates:
30°S 131°W, 30°S 157°W and 5°S 157°W.
7. The maritime SAR regions of New Zealand and Fiji are separated geographically by a continuous line connecting the following coordinates:
5°S 171°W, 25°S 180°E and 25°S 174°E.
8. The maritime SAR regions of New Zealand and New Caledonia are separated geographically by a continuous line connecting the following coordinates:
25°S 163°E, and 25°S 174°E.
9. The maritime SAR regions of New Zealand and Australia are separated geographically by a continuous line connecting the following coordinates:
25°S 163°E, then south to the coast of Antarctica along the 163°E meridian.

10. The maritime SAR regions of Australia and New Caledonia are separated geographically by a continuous line connecting the following coordinates:
A: 14°S 157°E, B: 14°S 161° 15'E, C: 17° 40'S 163°E, D: 25°S 163°E and
E: 25°S 157°E.

Points B, C and D delineate the eastern limit of the Australian maritime SAR region. Points D, E and A delineate the western limit of the New Caledonia maritime SAR region. Points A, B, C, D and E delineate the overlapping area.

11. The maritime SAR regions of Australia and Solomon Islands are separated geographically by a continuous line connecting the following coordinates:
14°S 161° 15'E, 14°S 155°E and 12°S 155°E.

Because the Australia and New Caledonia maritime SAR regions overlap (see paragraph 10), the line delimiting Australia and Solomon Islands maritime SAR regions overlap between 14°S 161°-15°E and 14°S 157°E.

12. The maritime SAR regions of Australia and Papua New Guinea are separated geographically by a continuous line connecting the following coordinates:
9° 37'S 141° 01' 06"E, 9° 15' 42"S 142° 03' 30"E, thence along the Australia/Papua New Guinea border to 9° 19' 24"S 142° 48' 18"E, 9° 08'S 143° 52' 30"E, 9° 24'S 144° 14'E, 9° 56' 34"S 144° 05' 21"E, thence along the eastern boundary of the Great Barrier Reef to 11° 30'S 144° 01' 36"E, 11° 43' 30"S 144° 04' 20"E, 12°S 144°E and 12°S 155°E.

13. The maritime SAR regions of Fiji and New Caledonia are separated geographically by a continuous line connecting the following coordinates:
12° 30'S 171° 10'E, 21°S 174°E and 25°S 174°E.

14. The maritime SAR regions of Fiji and Solomon Islands are separated geographically by a continuous line connecting the following coordinates:
10°S 171.17°E and 12° 30'S 171° 10'E.

15. The maritime SAR regions of Fiji and Nauru are separated geographically by a continuous line connecting the following coordinates:
10°S 171.17°E, 9°00'S 170°00'E and 3°30'N 170°00'E.

16. The maritime SAR regions of the Nauru and Solomon Islands are separated geographically by a continuous line connecting the following coordinates:
4° 50'S 160°E and 10°S 170°E.

17. The maritime SAR regions of the Nauru and Papua New Guinea are separated geographically by a continuous line connecting the following coordinates:
4°50'S 160°E and 0° 160°E.

18. The maritime SAR regions of Solomon Islands and Papua New Guinea are separated geographically by a continuous line connecting the following coordinates:
4° 50'S 160°E, 4° 50'S 159°E, 7° 25'S 155°E and 14°S 155°E.

19. The maritime SAR regions of Solomon Islands and New Caledonia are separated geographically by a continuous line connecting the following coordinates:
14°S 157°E, 14°S 163°E, 12°-30'S 165° 10'E and 12° 30'S 171° 10'E. Because the Australian and New Caledonia maritime SAR regions overlap (see paragraph 10), the line delimiting Solomon Islands and New Caledonia maritime SAR regions overlap between 14°S 161°-15'E and 14°S 157°E.
20. The American Samoa maritime SAR geographic area is their territorial sea.
21. The Cook Islands maritime SAR geographic area is their territorial sea.
22. The Federated States of Micronesia maritime SAR geographic area is their territorial sea.
23. The Kiribati maritime SAR geographic area is their territorial sea.
24. The Marshall Islands maritime SAR geographic area is their territorial sea.
25. The Niue maritime SAR geographic area is their territorial sea.
26. The Northern Mariana Islands maritime SAR geographic area is their territorial sea.
27. The Palau maritime SAR geographic area is their territorial sea.
28. The Pitcairn Islands maritime SAR geographic area is their territorial seas.
29. The Samoa maritime SAR geographic area is their territorial sea.
30. The Tokelau maritime SAR geographic area is their territorial sea.
31. The Tonga maritime SAR geographic area is their territorial sea.
32. The Tuvalu maritime SAR geographic area is their territorial sea.
33. The Vanuatu maritime SAR geographic area is their territorial sea.
34. The Wallis and Futuna maritime SAR geographic area is their territorial sea.

Figure 1 – Depiction of the SRRs and geographic areas of responsibility
(TBD upon acceptance of Appendix 2)

Figure 1.a – Pacific Ocean

Figure 1.b – Pacific Ocean – Northwest Region

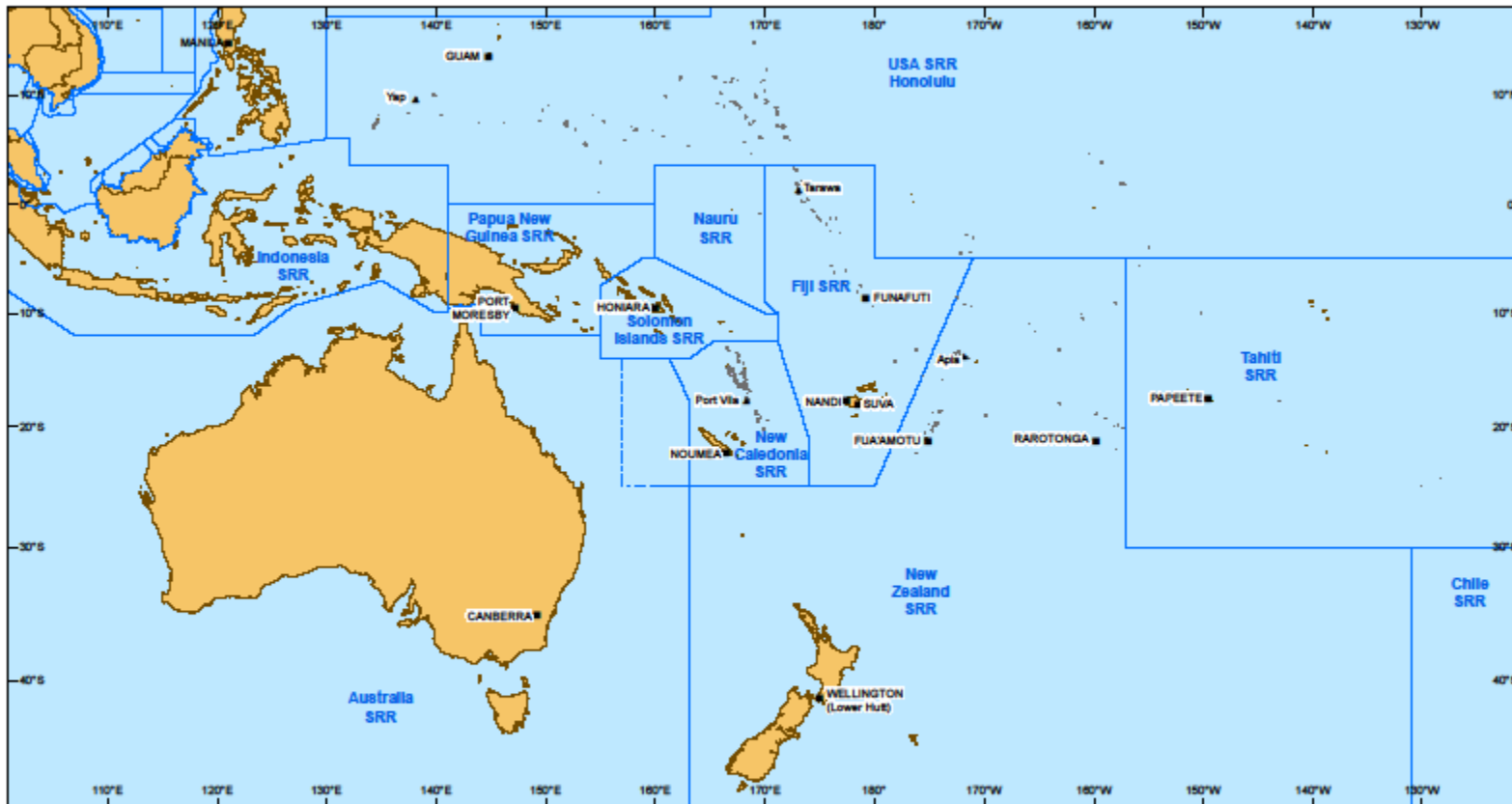
Figure 1.c – Pacific Ocean - Northeast Region

Figure 1.d – Pacific Ocean - Southeast Region

Figure 1.e – Pacific Ocean - Southwest Region



MAP SHOWING MARITIME SEARCH AND RESCUE REGIONS IN THE PACIFIC OCEAN



Important Note:

SRR boundaries plotted from coordinates contained in Appendix 2 of the IMO document "Maritime Search and Rescue Technical Arrangement for Cooperation Among Pacific Island Countries and Territories that Support International Lifesaving in the Pacific Ocean".

Map prepared 20 August 2013
 AMSA Reference: USD41683

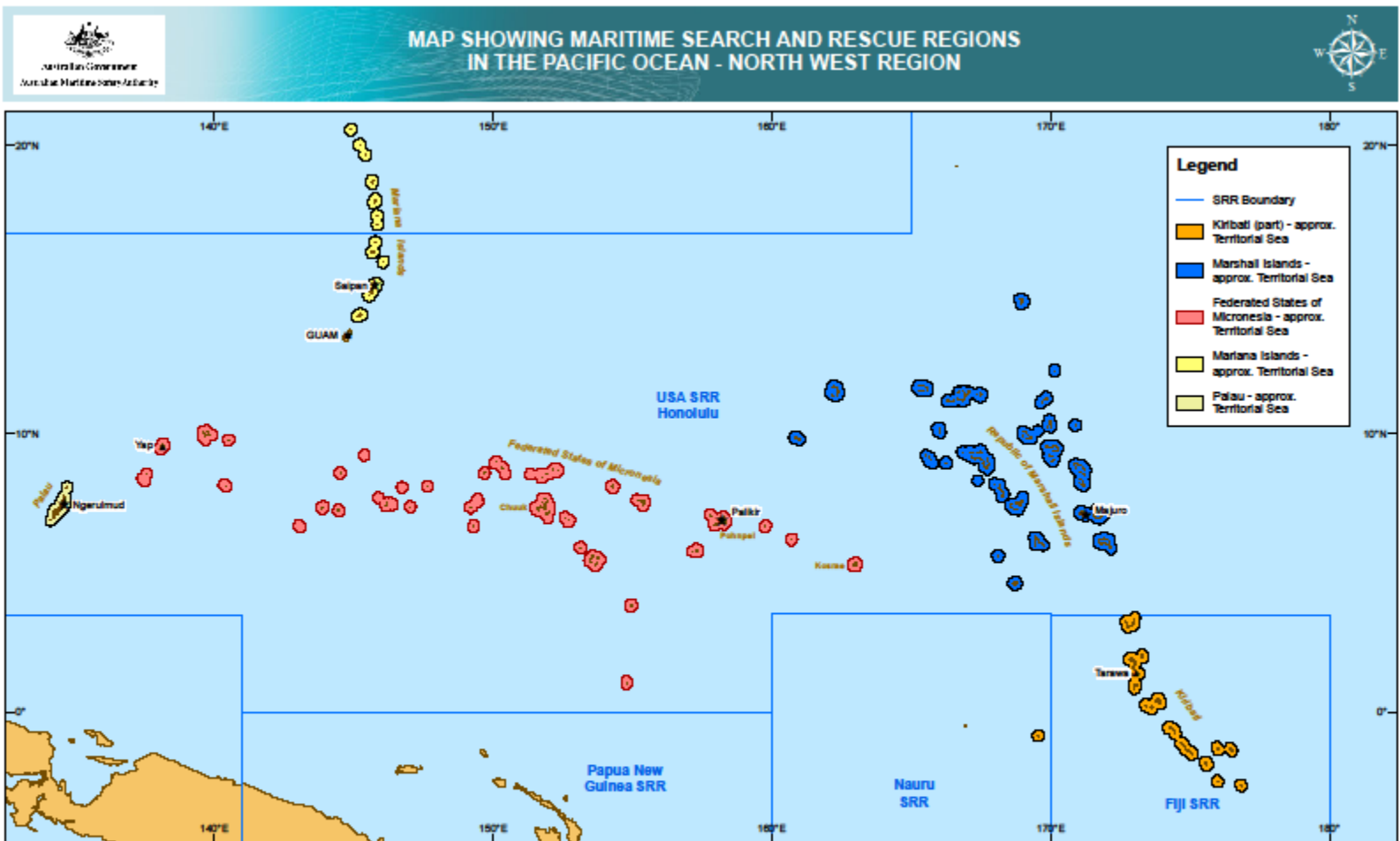
Map Datum: WGS84

Coordinate
 Definition: GEOGRAPHIC

Map not to be used for navigation
 purposes.

Legend

- Shared SRR - Australia and New Caledonia
- SRR Boundary



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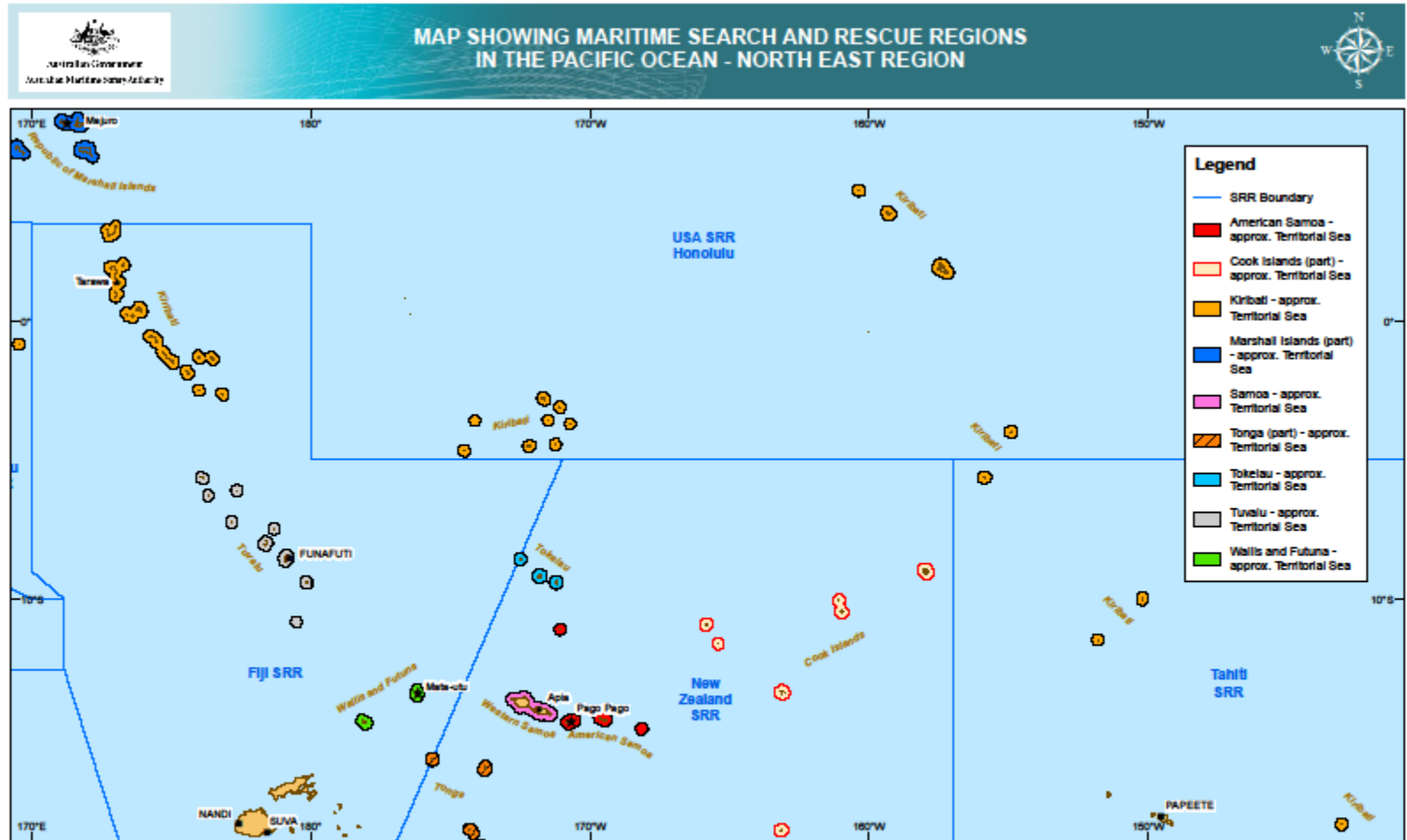
Map prepared 20 August 2013
AMSA Reference: USD41683

Territorial Sea boundaries are approximate only and have been built from digital administrative maps of each nation. This spatial data was extracted from the GADM database (www.gadm.org), version 2.0, December 2011. The GADM project created the spatial data for many countries from maps and lists of names available on the internet (e.g. from Wikipedia). Others are derived from spatial databases provided by national governments, or other organizations.

Map Datum: WGS84

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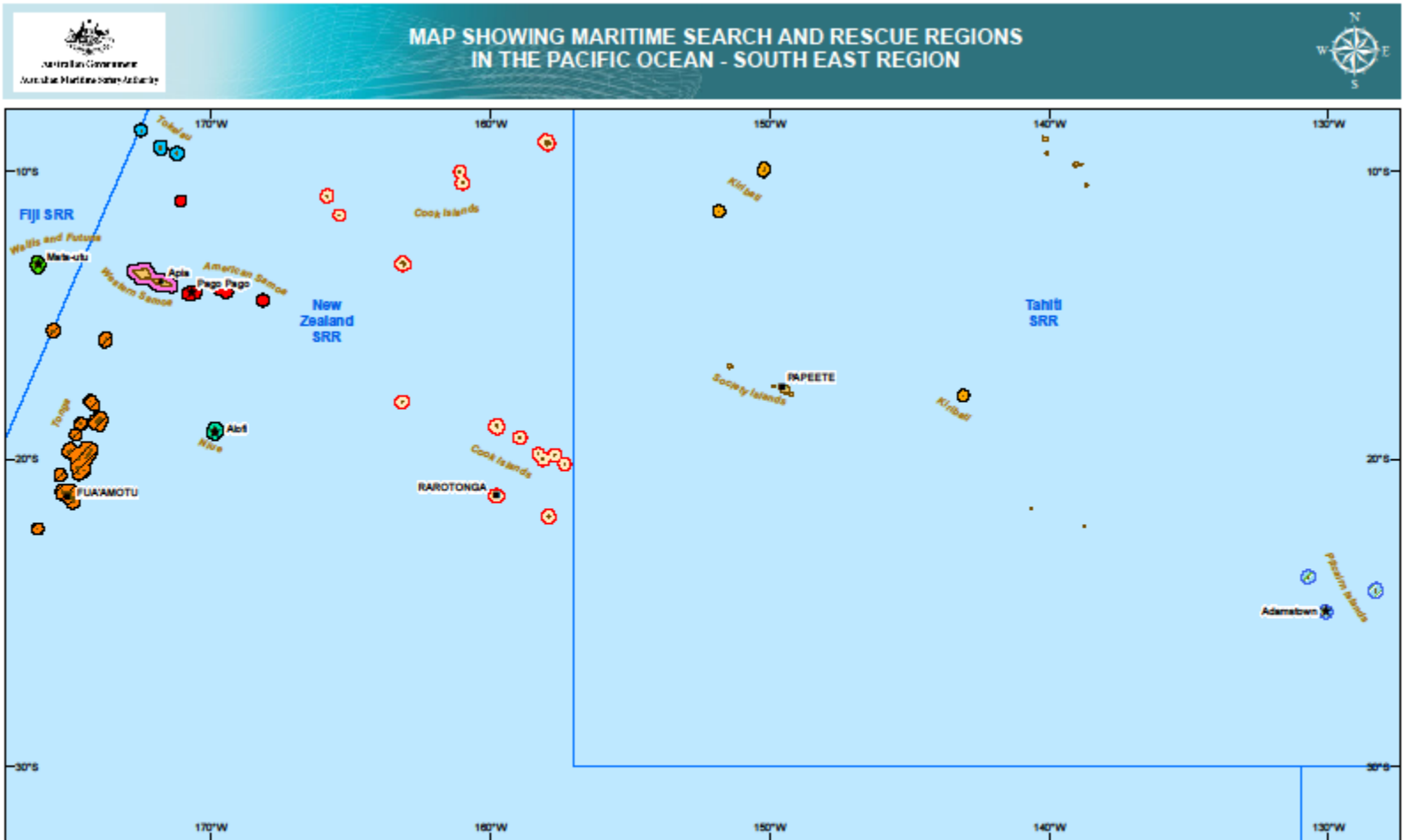
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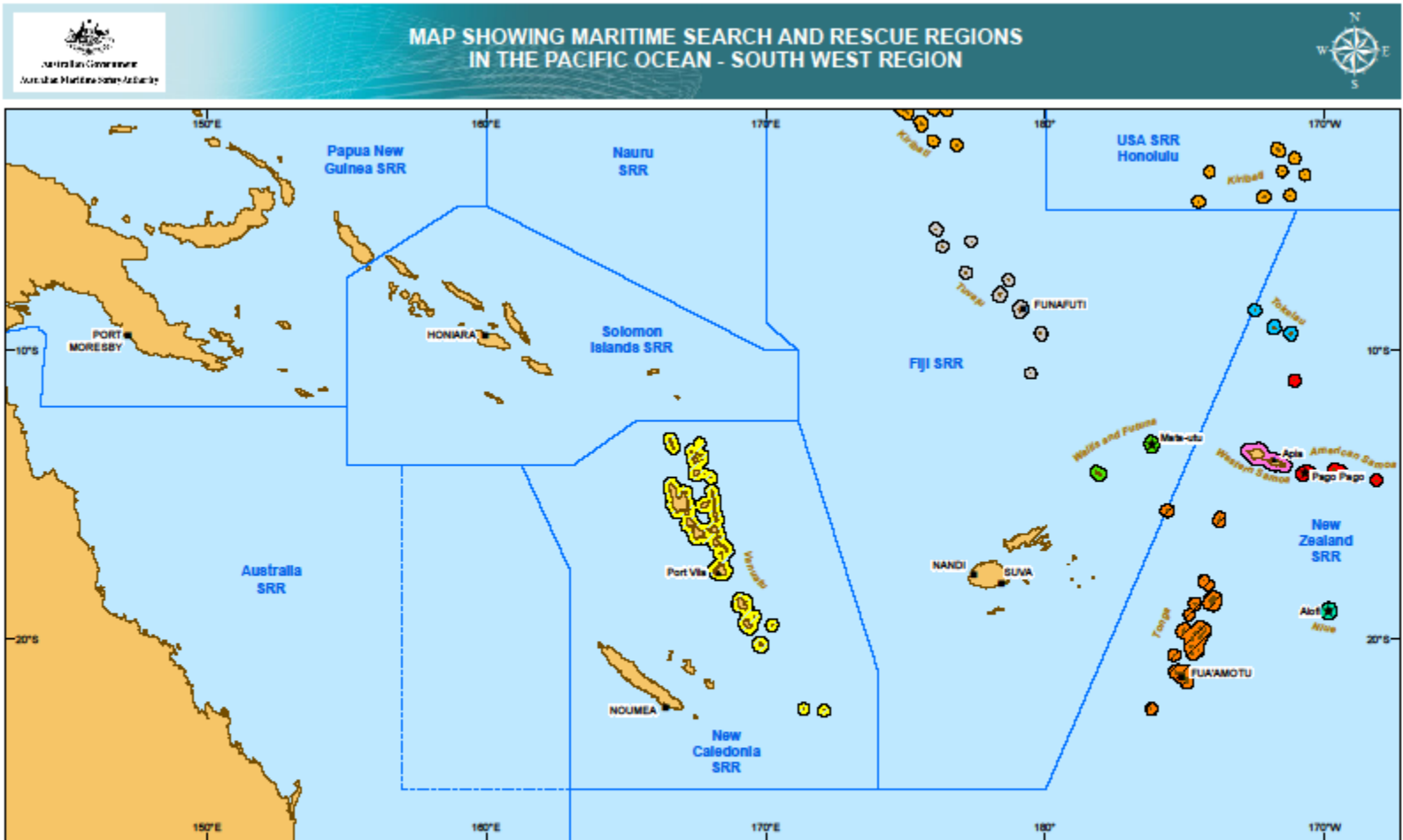
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Legend

- SRR Boundary
- American Samoa - approx. Territorial Sea
- Cook Islands - approx. Territorial Sea
- Kiribati (part) - approx. Territorial Sea
- Niue - approx. Territorial Sea
- Pitcairn Islands - approx. Territorial Sea
- Samoa - approx. Territorial Sea
- Tokelau - approx. Territorial Sea
- Tonga - approx. Territorial Sea
- Wallis and Futuna (part) - approx. Territorial Sea

Map Datum: WGS84
Coordinate Definition: GEOGRAPHIC
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Legend

- Shared SRR - Australia and New Caledonia
- SRR Boundary
- American Samoa - approx. Territorial Sea
- Kiribati (part) - approx. Territorial Sea
- Niue - approx. Territorial Sea
- Samoa - approx. Territorial Sea
- Tokelau - approx. Territorial Sea
- Tonga - approx. Territorial Sea
- Tuvalu - approx. Territorial Sea
- Vanuatu - approx. Territorial Sea
- Wallis and Futuna - approx. Territorial Sea

Map Datum: WGS84

Coordinate Definition: GEOGRAPHIC

Map not to be used for navigation purposes.