

**Security Bureau Circular No. 2/2017**

**CONTINGENCY PLAN**

**FOR**

**MARITIME AND AERONAUTICAL**

**SEARCH AND RESCUE**

**“SAR”**

**Emergency Support Unit  
Security Bureau  
Government Secretariat  
May 2017**

{SF(B) in SBCR 20/1486/74}

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## LIST OF ABBREVIATIONS

AMS	Auxiliary Medical Service
ARCC	Aeronautical Rescue Coordination Centre
CAD	Civil Aviation Department
CAS	Civil Aid Service
C&ED	Customs and Excise Department
CEU	Casualty Enquiry Unit
CEC	Casualty Enquiry Centre
DO	District Officer
DH	Department of Health
DVIU	Disaster Victim Identification Unit
EMSC	Emergency Monitoring and Support Centre
FEHD	Food and Environmental Hygiene Department
FSD	Fire Services Department
FSTB	Financial Services and the Treasury Bureau
GFS	Government Flying Service
GLD	Government Logistics Department
HA	Hospital Authority
HAD	Home Affairs Department
HKO	Hong Kong Observatory
HKPF	Hong Kong Police Force
HKSARG	Hong Kong Special Administrative Region Government
HD	Housing Department
ImmD	Immigration Department
ISD	Information Services Department
LCSA	Leisure and Cultural Services Department
MD	Marine Department
MRCC	Maritime Rescue Coordination Centre
OSC	On-scene Coordinator
PHQCCC	Police Headquarters Command and Control Centre
RCC	Rescue Coordination Centre
SAR	Search and Rescue
SBDO	Security Bureau Duty Officer
SMC	Search and Rescue Mission Coordinator
SPR	Stores and Procurement Regulations
SRR	Search and Rescue Region
SRU	Search and Rescue Unit
SWD	Social Welfare Department
VTC	Vessel Traffic Centre

## **I. INTRODUCTION**

1. Saving human life is the primary responsibility of all participants in search and rescue (SAR) operations. This Plan lays down rules for general guidance, but it cannot cover every eventuality. The flow chart at Annex A provides a pictorial representation of the procedure to be followed when handling a distress call. However, cooperation and common sense are required in the application of this Plan to ensure that it is implemented effectively.

## **II. THE SEARCH DIRECTOR**

2. The Hong Kong Search Director is responsible for coordinating SAR operations within Hong Kong’s maritime and aeronautical Search and Rescue Regions (SRRs). They are illustrated at Annex B.

3. The Director of Marine is the designated Search Director for all maritime SAR incidents within Hong Kong waters and Hong Kong’s maritime SRR.

4. The Director-General of Civil Aviation is the designated Search Director for Hong Kong’s aeronautical SRR.

## **III. SEARCH AND RESCUE ORGANISATIONAL RESPONSIBILITIES**

5. The Search Director generally initiates an SAR operation after receiving a distress signal, either directly from a vessel, aircraft, or via a third party. In Hong Kong, a ‘999’ call to the emergency services may provide information necessitating an SAR response.

6. The Director-General of Civil Aviation will investigate all 121.5 MHz alerts in his aeronautical SRR. 121.5 MHz is primarily an audible distress frequency in the aeronautical field, but can also be used as a homing frequency in most 406-MHz beacons. If, after investigation, it is determined that the alert is not related to an aircraft incident, he will pass the alert to the Director of Marine, who will pursue it further as a maritime incident.

### **Responsibilities of the Search Director**

7. The Search Director has overall responsibility for:

- (a) ensuring that an effective inter-departmental SAR structure is maintained in Hong Kong;

- (b) ensuring that personnel with SAR responsibilities are trained to carry out their duties effectively;
- (c) activating the Rescue Coordination Centre (RCC) to initiate and oversee the coordination of SAR operations;
- (d) ensuring the efficient manning and operation of the RCC during SAR operations;
- (e) briefing appropriate departments and keeping them updated on developments relating to an SAR operation;
- (f) dealing with the media with the assistance of the Information Services Department (ISD), including issuing press statements, conducting media briefings, handling press enquiries and other media related activities; and
- (g) determining when a search should be called off.

### **Director of Marine - Responsibilities as Search Director**

8. The Director of Marine as Search Director for coordinating maritime SAR operations may delegate his authority to the Senior Marine Officer/SAR at the Maritime Rescue Coordination Centre (MRCC). The MRCC is responsible for coordinating all maritime SAR operations, liaising with the Port Health doctor for the provision of medical advice requested by a ship. It shall liaise with the Fire Services Department (FSD), Government Flying Service (GFS) and Hong Kong Police Force (HKPF) for the evacuation of casualties from vessels within Hong Kong waters and Hong Kong's maritime SRR.

9. The MRCC Duty Controller is the designated SAR Mission Coordinator (SMC) for all SAR incidents occurring within Hong Kong waters, and the Hong Kong's maritime SRR.

10. The SMC will take the following actions:

- (a) collate and evaluate information concerning the incident;
- (b) alert departments and agencies which may be involved in an SAR operation, as well as make available and direct any vessels or aircraft that may be required for the operation;
- (c) determine the extent of the search, and deploy appropriately the vessels and aircraft best suited for the situation;

- (d) appoint an appropriate On-scene Coordinator (OSC) and, if necessary, arrange for specialised assistance or resources to be deployed to the scene;
- (e) inform the Security Bureau Duty Officer (SBDO) in the case of a major maritime SAR operation;
- (f) request the assistance of RCCs or their equivalent promptly, if necessary; and
- (g) pass maritime alerts to the responsible RCC or its equivalent directly and expeditiously, if the situation so warrants.

11. Although merchant vessels on the high seas are not designated SAR facilities, they are obliged by various international maritime conventions to render assistance to persons in distress at sea. The SMC will locate vessels in the vicinity of the SAR incident and, where required, direct them to the scene to assist.

12. The SMC will consider the immediate deployment of commercial assets, such as ferries and tugs, for the evacuation of large numbers of passengers/crew or for the towing of a vessel in distress.

### **Director-General of Civil Aviation – Responsibilities as Search Director**

13. The Director-General of Civil Aviation as Search Director may delegate his authority to coordinate SAR operations for aircraft in distress to the Duty Air Traffic Services Watch Manager, or a Senior Air Traffic Control Officer from the Air Traffic Management Division qualified in search and rescue coordination. They will assume the role of SMC and take the following actions:

- (a) activate the Aeronautical Rescue Coordination Centre (ARCC);
- (b) collate and evaluate information concerning the incident;
- (c) alert departments and agencies which may be involved in an SAR operation as well as make available and direct any vessels or aircraft that may be required for the operation;
- (d) initiate and supervise the coordination of the SAR operation;
- (e) inform the SBDO;
- (f) determine the extent of the SAR operation;

- (g) seek assistance from the RCCs of other Flight Information Regions or their equivalent promptly, if necessary;
- (h) request Hong Kong MRCC to direct merchant ships in the vicinity to render assistance, if necessary; and
- (i) pass aeronautical alerts to the responsible RCC or its equivalent directly and expeditiously, if the situation so warrants.

#### **Command of SAR Incidents within Hong Kong Waters**

14. The Director of Marine is the designated Search Director for all maritime SAR incidents within Hong Kong waters, although the Hong Kong Police Force (HKPF) (Marine Region), as one of the primary responders, may take initial action at the scene of such incidents to recover or rescue persons in danger. The Director of Marine may, at any time, assume direction of any SAR operation that is being conducted by the HKPF (Marine Region).

15. The HKPF (Marine Region) will provide launches for SAR operations within Hong Kong waters. If the on-scene Police Launch Commander has attended SAR coordination training, he may be designated as the OSC by MRCC particularly when neither detailed planning nor search direction are required. The FSD will be responsible for coordinating rescue efforts. The Marine Department’s Vessel Traffic Centre (VTC) will coordinate and regulate vessel traffic in the vicinity.

16. If the on-scene Police Launch Commander has not been trained in SAR coordination, the Search Director or SMC will appoint an appropriately qualified person to be the OSC.

17. During the rescue phase of an SAR operation, the appointment of an OSC with skills appropriate to the circumstances is essential. If an OSC requires on-scene specialised knowledge or resources, these will be requested through the relevant RCC.

#### **IV. RESPONSIBILITIES OF SEARCH AND RESCUE AGENCIES AND DEPARTMENTS**

18. The Search Director may be assisted by a number of different departments and agencies, whose functions and responsibilities are outlined below. Communication links between these departments/agencies and the Search Director should, where possible, be pre-identified or established as soon as possible, and maintained during the SAR operation.

19. Coordination between the departments/agencies and the Search Director should be through the relevant RCC. If the Emergency Monitoring and Support Centre (EMSC) of the Security Bureau is activated, it will coordinate support from other bureaux, departments or agencies.

#### **Auxiliary Medical Service**

20. The Auxiliary Medical Service (AMS) will assist the FSD to handle casualties, if required.

#### **Civil Aviation Department**

21. The Civil Aviation Department (CAD) will assist the MRCC in alerting, controlling and liaising with any aircraft that may be deployed to assist in an SAR operation. The CAD will also liaise with relevant air authorities and facilitate permission for Hong Kong Special Administrative Region Government (HKSARG) aircraft to conduct SAR operations in the incident area, or undertake a special landing outside Hong Kong.

#### **Civil Aid Service**

22. The Civil Aid Service (CAS) will provide support services to the FSD, GFS and HKPF in respect of land and mountain search and rescue as well as crowd control at a rescue scene and/or land reception points, if required.

#### **Customs and Excise Department**

23. The Customs and Excise Department (C&ED) will provide customs clearance services for passengers, crew, baggage and cargo from the distressed vessel or aircraft at designated control or land reception points. Subject to availability, C&ED launches may also be deployed to assist with the evacuation of mass casualties at sea during a major SAR operation.

#### **Department of Health**

24. Upon ship personnel’s request, Port Health officers will give medical advice to ships through the MRCC and will advise whether a patient needs to be evacuated from a vessel for treatment in hospital. The Department of Health (DH) will also assess whether temperature screening is required for the passengers and the crew of a distressed vessel or aircraft at land reception points.

#### **Emergency Monitoring and Support Centre**

25. The Emergency Monitoring and Support Centre (EMSC) may be activated in a major or prolonged SAR operation. The EMSC will coordinate logistical and policy support.

### **Food and Environmental Hygiene Department**

26. The Food and Environmental Hygiene Department (FEHD) will remove the deceased from land reception points, which are accessible by land transport, to a mortuary. FEHD will also provide manpower to assist with the clean-up of waste, other than oil or noxious/hazardous materials, on ungazetted beaches and foreshores. If there is only sea access to the sites, suitable means of sea transport should be arranged by the relevant departments capable of providing suitable vessels for delivering the personnel of FEHD thereto during the emergency period.

### **Fire Services Department**

27. At the request of the Search Director, the Fire Services Department (FSD) will provide fireboats/launches to assist with an SAR operation within Hong Kong waters.

28. The FSD will coordinate the rescue effort and provide divers to assist with the recovery or rescue of persons from the vessel or water. The FSD decompression chamber will also be made available for the treatment of victims of decompression illness.

29. At the request of the Search Director, and with the authorisation of the Director of Fire Services, the FSD will provide divers and appropriate fireboats/launches, for operations outside Hong Kong waters.

30. The FSD will provide personnel to render on-scene medical assistance, either on board their own vessel or another department’s launch. If necessary, the FSD will continue treatment and convey casualties by vessel/launch to a land reception point, from which ambulances will transport the casualties to a hospital.

### **Financial Services and the Treasury Bureau**

31. If urgent procurement or hire of specialised rescue resources that may incur substantial expenses is considered essential for the emergency SAR operation, the Search Director may seek advice from the Financial Services and the Treasury Bureau (FSTB).

### **Government Flying Service**

32. The Government Flying Service (GFS) will make fixed-wing aircraft and helicopter resources available to the Search Director for an SAR operation within Hong Kong’s SRR. If a situation warrants, GFS SAR assets can be deployed outside HK to conduct SAR operations.

### **Government Logistics Department**

33. The Government Logistics Department (GLD) will supply emergency stores, assist in the procurement of emergency materials, as well as provide land transportation to departments where needed.

### **Hospital Authority**

34. The Hospital Authority (HA) will provide hospital services for casualties. If the demand for emergency hospital services exceeds the normal capacity of a single receiving hospital, the HA disaster contingency plan will be activated. In case of mass casualty incident and if the situation warrants, the HA will dispatch a medical control officer and medical teams to the land reception point for on-the-spot triage and emergency treatment.

### **Home Affairs Department**

35. The Director of Home Affairs will coordinate relief measures and ensure that affected persons are cared for properly. The relevant District Officer (DO) will coordinate the setting up of an inter-departmental Help Desk at a suitable location in conjunction with the FSD, HKPF, Social Welfare Department (SWD) and other relevant government departments/organizations to collect information, answer enquiries and provide emergency relief. The DO will also arrange for temporary shelters to accommodate affected persons and coordinate with relevant government departments to provide assistance.

### **Hong Kong Observatory**

36. The Hong Kong Observatory (HKO) will provide the relevant RCC with details of past weather conditions and forecasts of weather conditions in the search area.

### **Hong Kong Police Force**

37. The Marine Region of the HKPF will provide the Search Director with launches for SAR operations within Hong Kong waters. Police launches may also be deployed for operations outside Hong Kong waters, at the request of the Search Director, and with the permission of the Commissioner of Police. The Regional Commander, Marine, HKPF, will decide on the appropriate class of Police launch for the operation taking into consideration the weather, sea conditions, the distance outside Hong Kong waters, and the launch's offshore SAR capabilities.

38. Where the Regional Commander, Marine, HKPF, considers it necessary or where it has been requested by the SMC, particularly during the course of a prolonged SAR operation involving the deployment of Marine Police launches, an Inspectorate ranked officer will be deployed to the relevant RCC to assist with liaison.

### **Immigration Department**

39. The Immigration Department (ImmD) will perform immigration clearance for affected persons. Immigration launches may also be deployed to assist with the evacuation of mass casualties at sea during a major SAR operation.

### **Information Services Department**

40. The Information Services Department (ISD) will coordinate the dissemination of information relating to an ongoing SAR operation to the media and coordinate public relations efforts to publicise the Government’s plans and actions.

### **Leisure and Cultural Services Department**

41. The Leisure and Cultural Services Department (LCSD) will assist with handling oil or contaminants washed ashore on gazetted beaches.

### **Marine Department**

42. The Marine Department (MD) will arrange for available SAR resources such as launches, hydrographic survey vessels, and may designate an experienced officer to be the OSC for the SAR operation within Hong Kong waters, when so requested by the Search Director.

43. Where on-scene maritime expertise is required, the MD will arrange an appropriate qualified officer to attend and give advice on the condition, such as stability, of a vessel in distress.

### **Protocol Division of the Government Secretariat**

44. If a vessel travelling internationally with large numbers of passengers/crew members is involved in an incident, the Protocol Division of the Government Secretariat will assist in providing relevant information to the Consulates-General/Consulates upon request and providing contact details of Consulates-General/Consulates to department/agencies handling passengers/crew, as necessary.

### **Social Welfare Department**

45. The Social Welfare Department (SWD) will, where necessary, provide affected persons with counselling, emotional support and crisis intervention such as critical incident stress management, as well as food and essential relief articles, and other services as appropriate.

### **Provision and Funding of Specialised Salvage and Rescue Resources**

46. If the OSC of a SAR operation decides that specialised resources, such as heavy lift equipment or vessels for mass evacuation are needed, he will contact the Search Director through the relevant RCC.

47. If procurement of specialised resources is required, the Search Director’s department will arrange for payment. When procuring specialised resources, the Search Director will comply with the Stores and Procurement Regulations (SPR). If, owing to the nature of the situation, the Search Director is unable to comply with the SPR, prior approval (or covering approval for unforeseeable urgent cases) from the FSTB should be sought with policy support from the relevant policy bureau.

### **Land Reception Points**

48. If required, the HKPF (Marine Region) in conjunction with the FSD, will identify suitable locations as land reception points. The FSD will mobilize appropriate resources to receive the affected persons/casualties. The following matters will be taken into consideration when identifying an appropriate land reception point:

- (a) Safety  
The land reception point should have suitable berthing or landing facilities for vessels to come alongside and transfer affected persons/casualties ashore.
- (b) Accessibility  
The land reception point should be adjacent to a land traffic route with access for ambulances to enable the transfer of casualties to hospital. For mass casualty incidents, the HA should be immediately informed regarding the land reception point.
- (c) Space  
Sufficient space should be available at the land reception point to accommodate the anticipated number of affected persons, casualties, emergency services personnel and vehicles.

- (d) Security  
The land reception point should preferably have suitable physical security fixtures, e.g. perimeter wall/fence.

49. Possible locations for a land reception point include but are not limited to the following:

- (a) Kai Tak Cruise Terminal;
- (b) Ocean Terminal;
- (c) Chai Wan Public Cargo Working Area;
- (d) Western Public Cargo Working Area;
- (e) GFS Headquarters at Chek Lap Kok;
- (f) Wan Chai Helipad; and
- (g) All public piers.

### **Reception of Survivors**

50. During a major SAR operation, the Secretary for Security, the Permanent Secretary for Security or the Deputy Secretary for Security (2) may order the EMSC to be activated. Once the EMSC has been activated, the RCC and the Police Headquarters Command and Control Centre (PHQCCC) will be informed.

51. The EMSC will, where necessary, coordinate departments to provide:

- (a) temporary reception areas for uninjured affected persons at land reception points (HKPF, FSD, CAS and HAD);
- (b) temporary shelters for the affected persons (HAD);
- (c) transit accommodation for the affected persons (Housing Department);
- (d) customs clearance (C&ED);
- (e) immigration clearance (ImmD);
- (f) quarantine clearance (DH); and
- (g) food and essential relief articles as appropriate (SWD).

52. Where practicable, affected persons should be received in consultation with the carrier, operator or agent of the subject vessel or aircraft. The local agent of the subject vessel or aircraft will be contacted to obtain the passengers/crew lists.

53. If the EMSC has not been activated, the relevant RCC will coordinate the functions outlined in paragraph 51.

### **Casualty Enquiry and Victim Identification**

54. In the event of a large number of casualties, or a significant number of casualty enquiries, the Commissioner of Police will activate the Casualty Enquiry Unit (CEU), or a Casualty Enquiry Centre (CEC), and where necessary the Disaster Victim Identification Unit (DVIU). If activated, the CEU or the CEC will be responsible for collating/documenting details of all survivors, casualties and missing persons, while DVIU will be responsible for identification of the deceased and their property.

55. The HKPF will inform the next-of-kin of all deceased and injured persons who are permanent residents of Hong Kong, and will liaise with the relevant Consulate(s)-General/Consulate(s) or the appropriate authority of the country concerned (should there be no consular post in Hong Kong) concerning deceased or injured foreign nationals.

## **V. SEARCH AND RESCUE OPERATIONS IN CERTAIN WATERS**

56. Hong Kong's Maritime and Aeronautical SRR includes waters to which more than one country or authority have laid claims. These waters are set out in Annex C. Under the agreement reached in the International Maritime Organisation (IMO) and the International Civil Aviation Organisation (ICAO), Hong Kong has an obligation to conduct and coordinate SAR operations in these waters. Nevertheless, there is a danger that the countries/authorities that have claimed sovereignty over these waters may misinterpret, or even oppose, attempts to enter them. When it is necessary for any Search and Rescue Units (SRUs) to enter the areas set out in Annex C, as part of a SAR operation, approval from the Secretary for Security must be sought beforehand for the deployment of any Hong Kong based aircraft or vessels. The Secretary for Security will assess the situation and may decide to keep the relevant authorities informed. Paragraphs 57 - 59 below set out the procedures which should be followed strictly when a SAR operation takes place in, or close to, these waters.

57. Given SAR operation within these waters may involve defence and/or political considerations, the following operational instructions/guidelines shall be observed by concerned bureaux/departments/agencies:-

- (a) For SAR operations, whether aeronautical or maritime, at these waters within the respective Hong Kong Search and Rescue Region, all the relevant neighbouring RCCs or their equivalent shall be kept informed for better coordination of available SAR assets nearby.
- (b) In the event of SAR operations involving deployment of Hong Kong based aircraft, the responsible Hong Kong RCC shall notify such deployment clearly to the relevant air traffic controlling authority through ATC of CAD. If no negative message for such deployment being received, the responsible Hong Kong RCC should inform the relevant neighbouring RCCs or their equivalent accordingly.
- (c) When receiving negative message or encountering intervention from neighbouring authority/RCC/air traffic centre or noting potential life risk exposure of the rescue team (such as the presence of military threat), the responsible Hong Kong RCC shall proactively liaise with the relevant neighbouring RCCs or their equivalent to ensure that prompt response to the reported mishap either by Hong Kong based or non-Hong Kong based SAR assets/resources could be arranged at the earliest possible time.
- (d) Referring to the scenario outlined under item (c), if the mishap was confirmed to be handled by a neighbouring RCC or its equivalent, the responsible Hong Kong RCC should closely monitor the progress and render appropriate assistance when so required. Under an extreme but unlikely scenario, the situation could be stalemate with all effort of tasking out emergency response to no avail. Under such a critical situation, Hong Kong RCC should try to verify the authenticity of the call and immediately notify SBDO for seeking possible assistance.

### **Authorisation**

58. As soon as the Search Director is aware that there is a possibility that a vessel or an aircraft in these waters requires assistance, he should contact the Security Bureau Duty Officer (SBDO).

59. The Search Director should provide SB with the following details as soon as possible:

- (a) the location of the vessel or aircraft in distress;
- (b) the nationality and type of the vessel or aircraft in distress;

- (c) the sources of information concerning the distress, and the action required;
- (d) the nationality of the majority of the passengers;
- (e) the number and nature of vessels, aircraft and other agencies available for search and rescue in the area concerned;
- (f) an estimate of how long it may take for the first rescue vessels or aircraft to reach the scene;
- (g) any information about the conditions at the scene, in particular with regard to the presence of military forces of states with claims to the waters; and
- (h) the proposed course of action.

## **VI. SEARCH AND RESCUE OPERATIONS IN COASTAL WATERS**

60. Should an incident occur in the coastal waters of the neighbouring Provinces including Taiwan (other than the coastal waters of the Guangdong Province as covered by paragraphs 61 - 62 of this Contingency Plan), the Philippines or Vietnam, the Search Director must seek the prior approval of the Secretary for Security before deploying any Hong Kong based aircraft or vessels. Only in exceptional circumstances will Hong Kong based aircraft or vessels be deployed in these areas. This will be considered only at the request of the authorities concerned. If the necessary clearance from the Secretary for Security is received, the Search Director may deploy such aircraft and vessels in these waters.

### **SAR Cooperation between Guangdong and Hong Kong**

61. In 2010, the Hong Kong MD and the Guangdong MRCC signed a "Maritime SAR Cooperation Arrangement between Hong Kong and Guangdong" which is applicable to both the Hong Kong MRCC and ARCC. Under this Arrangement, the RCCs of Hong Kong and Guangdong may seek assistance from each other in conducting SAR operations.

62. The Hong Kong RCC should inform SBDO and HKPF (Marine Region) if there is a need for Guangdong SRUs to enter Hong Kong waters.

## **VII. REPORTS ON SEARCH AND RESCUE OPERATIONS**

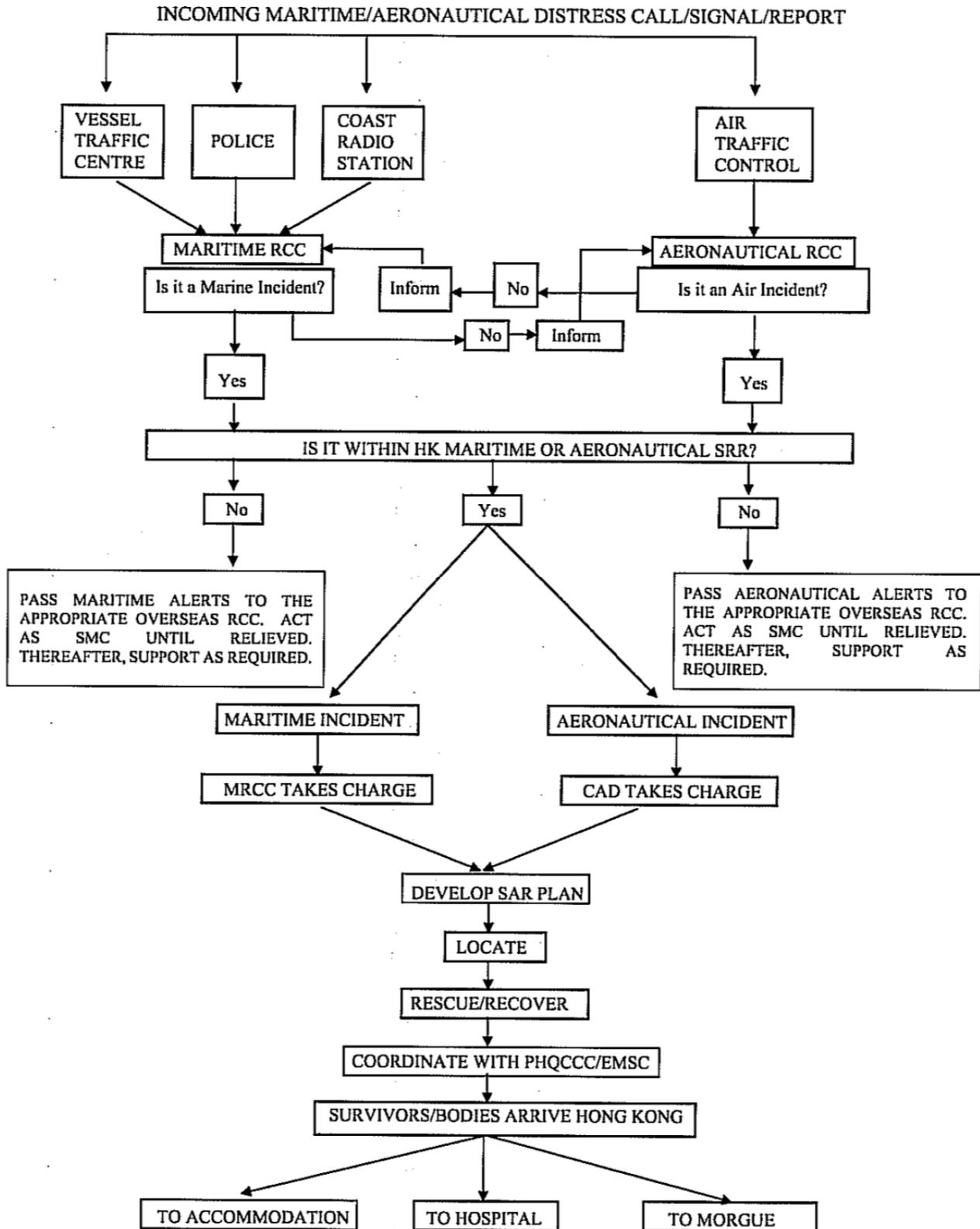
63. Following the formal declaration of the end of operations relating to a SAR incident which involved entry into, or operations over, waters to which more than one country or authority have laid claims (as in Annex C), a full written report must be submitted by the Search Director to the Secretary for Security.

64. For SAR incidents not involving waters set out in Annex C, the Search Director may, if he considers it to be appropriate, write a report and submit it to the Secretary for Security. The report should either confirm the adequacy of existing SAR procedures, or describe any deficiencies in resources or procedures revealed by the operation. Proposed solutions for any deficiencies should be included whenever possible for consideration by SB.

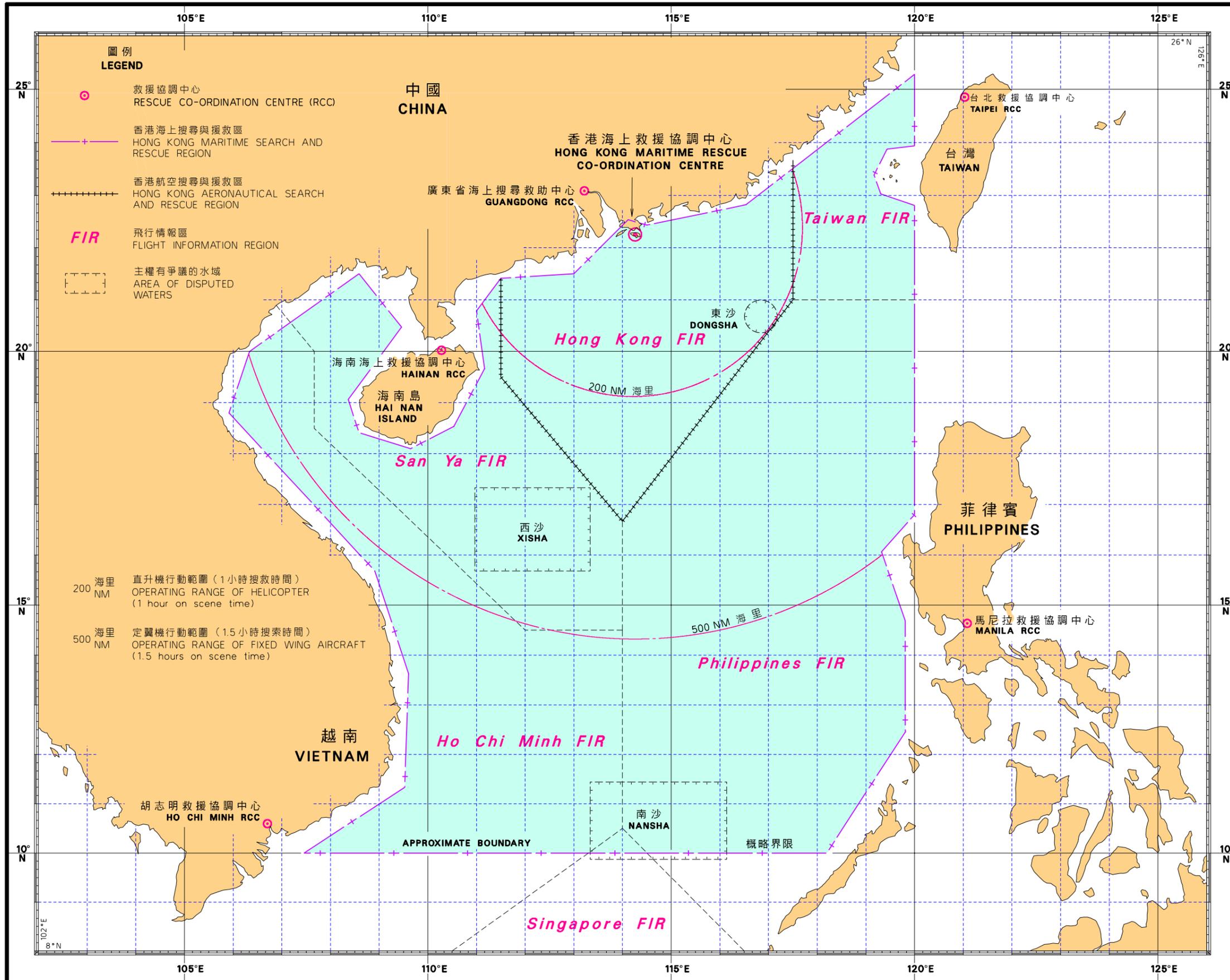
Emergency Support Unit  
Security Bureau  
Government Secretariat  
May 2017

*{In addition to this Plan, each department has its own detailed operational instructions. Suggested amendments to, or enquiries about, this Plan should be addressed to the Emergency Support Unit of the Security Bureau.}*

**HONG KONG SAR PROCEDURES**



香港海空搜尋與援救區示意圖  
 INDICATIVE MAP FOR HONG KONG MARITIME AND AERONAUTICAL SEARCH AND RESCUE REGION



**Annex C**

**WATERS WITHIN THE  
HONG KONG SEARCH AND RESCUE REGION TO WHICH  
MORE THAN ONE COUNTRY/AUTHORITY HAVE LAID CLAIMS**

The areas within Hong Kong Search and Rescue Region in which there are waters or territory to which more than one state/authority have laid claims are:

- (a) the Dongsha Islands (Pratas Island and the surrounding reefs) of the People’s Republic of China (PRC) and claimed by the Taiwan authorities;
- (b) the Xisha Islands (Paracel Islands) of the PRC and claimed by Vietnam and the Taiwan authorities; and
- (c) the Nansha Islands (Spratly Island and the nearby islands and reefs) of the PRC and claimed in whole or in part by Vietnam, the Philippines, Indonesia, Malaysia, Brunei and the Taiwan authorities.

2. The precise positions are fixed by the following geographical coordinates and marked up at Annex B for indicative purpose only :

- (a) Dongsha Islands – 20 42 N 116 43 E
- (b) Xisha Islands – 16 30 N 112 00 E
- (c) Nansha Islands– in area bounded by 10 N to 12 N and 113 E to 116 30 E

**Appendix A**

**Contingency Plan for Maritime and Aeronautical Search and Rescue**

**RECORD OF AMENDMENTS**

<b>AMENDMENT NUMBER</b>	<b>DATE OF AMENDMENT</b>	<b>DATE INSERTED</b>	<b>NAME/POST</b>	<b>SIGNATURE</b>
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