



This use case intended to test two CISE operational services: VOI list service (in the first sequence of the scenario) and Risk profile service (in the second sequence of the scenario). It is intended for use in the situation where a maritime authority or agency related to European MRCCs/MOCs connected to CISE has an interest in a specific maritime geographical area for search and rescue operations and is requesting specific information that other CISE partners may have in their Legacy Systems.

MTE - DGAMPA (initiator) in close collaboration to the MRCC La Garde is interested to perform the necessary checks using the specific data available through CISE exchange mechanism about a SAR case (a pleasure yacht with an abnormal behavior and which cannot be contacted by radio).



The management of SAR operations with an efficient use of the CISE services will concern all the European authorities and agency implied in the coast guard function.

The SAR scenario implied directly French Maritime Affairs Administration (MTE), as the initiator, Greek Defense Ministry (HMOD) and EAMA (Bulgarian Maritime Affairs Administration) and their implied national operational centers (MOCs including the La Garde French MRCC), and also SHOM (French Navy agency for hydrography and oceanography).



1 July 2024 and 3 July 2024

TRIAL SCENARIO DESCRIPTION

SEARCH AND RESCUE (SAR)



- 1 The pleasure yacht SUNRISE 56 meters length under Bulgarian Flag is detected by MRCC LA GARDE Early Warning System (EWS), which reports an alert due to an abnormal situation "not under command" AIS navigation status in the south East of MRCC LA GARDE within the French Search and Rescue Region (SRR). Speed below two knots on the AIS.
- 2 The SAR mission coordinator (SMC) of the French MOCs (MRCC LA GARDE) tries to contact the ship by VHF. Every tentative fall down.
- 3 Without response from the ship, the French SMC decides to use the VOI CISE operational service to request information that they do not have in base. Such as the INmarsat number in order to contact the ship and to retrieve the number of people of board (POB). Therefore, MRCC LA GARDE publishes the vessel in VOI list.
- 4 Bulgarian and Greek MOCs had subscribed to the list and reply by giving essential complementary data about VOI "SUNRISE" through CISE services.
- 5 With Bulgarian/Greek information, MRCC La Garde succeed in contacting SUNRISE by INMARSAT and had the confirmation of the situation and the number of Person On Board.
- 6 Vessel is adrift with a major leak of water due to a collision with a container adrift. Four persons still on board but one man over board is missing since the collision.

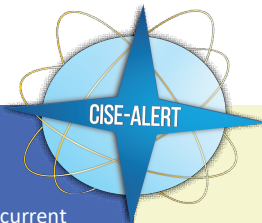
- 7 MRCC La Garde assumes coordination of the SAR case.
- 8 HMOD report to MRCC LA GARDE that he received the VOI "SUNRISE" and that a Greek patrol boat proceed not far from the distress and has just received a distress message from the pleasure ship in distress.
- 9 MRCC La Garde contacts the French Navy to send an aircraft patrol to relocate the missing person.
- 10 MRCC La Garde also request 2 navigation warnings (NW) to the French navy authority: 1 for "SAR operation & vessel adrift" and 1 for "a container adrift" through the CISE Risk profile service to warn the partners.
- 11 On scene, the French Navy patrol aircraft localize the missing person.
- 12 The Greek patrol boat catches the missing person and rescued every crewmember then reports every people are safe but SUNRISE still adrift as a danger for navigation.
- 13 A tug is tasked to catch the pleasure ship SUNRISE and make stop the danger.

BENEFITS USING CISE



The principal benefit of using CISE in this scenario is to alert partners to a current operation that may interest them and invite them to contribute. Being able to complete the relevant information and fill the gap in order to best address the situation and finally share the same tactical situation of interest for greater responsiveness. In this SAR Case, CISE facilitates the sharing of information and enhances coordination and cooperation between civilian and military authorities. By providing a common platform for information sharing, CISE enables different agencies to work together more effectively, improving overall mission success.

In essence, the practical applications focus on leveraging the capabilities of CISE to enhance communication, automate routine tasks, provide actionable insights, and foster a collaborative and dynamic work environment in the maritime domain nationally and regionally. The use of CISE can lead to positive changes in work habits within Maritime Operational Centres, fostering a more connected, informed, and efficient maritime operational environment.



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Poster designed by the Italian Space Agency as organizer of the VIP Days in Rome on 11-12 September 2024 in the frame of the CISE's operationalization launch through A Long Endurance and Real live Test project