Executive Secretariat

TRAINING SESSION IN MASS RESCUE
IN THE ATLAFCO AREA

22-25 April 2019
Tangier - Morocco
Context:

1. As other parts of the world, the African Atlantic coastline is experiencing recurring maritime safety accidents. But in this region, more than elsewhere, the economic and social consequences are disastrous, especially as many countries in the area have only relatively limited means for search and rescue.

2. In addition, international Conventions (UNCLOS, SOLAS, SAR, etc.) dealing with rescue and assistance at sea, stipulate the obligation for States to have a system for the search and rescue of persons in distress at sea and qualified staff to accomplish this task.

3. Thus, the establishment and development of a maritime search and rescue system is likely not only to enable States to comply with international provisions in this area, but also to have an effective tool for preservation lives at sea, reducing losses in the event of accidents, preserving assets, and limiting adverse economic and social consequences, as well as protecting the marine environment.

4. For all these reasons, ATLAFCO has since 2017, included in its strategic action plan an axis entitled "Safety and Maritime Security" and has since, developed in collaboration with the International Maritime Organization (IMO) and the International Maritime Rescue Federation (IMRF), a program aimed at strengthening African skills in maritime safety and the preservation of life at sea. This program consists of training sessions.

5. This year’s session was held on 22-25 April 2019 in Tangier on the sidelines of the International Conference on Maritime Rescue, participants had the opportunity to take part in the debates and mass rescue exercise "Sarex 2019".


7. Mr. Andre NAOUSSI, the coordinator of Media Observatory for Sustainable fisheries in Africa (MOSFA) attended this meeting.
Conduct of work

8. The opening of the session started by the speech (Annex II) done by Col. Jawad BENSOUDA, representative of Moroccan authorities the host country in which he welcomed the attendees from ATLAFCO Member States to this event.

9. He then, highlighted their commitment to the implementation of an efficient rescue coordination mechanism and their efforts to the international maritime community expectations and ensure success to this training.

10. He stressed that it is also a chance for the participants to attend both the International Conference on Maritime Rescue SAREX and the National Search and rescue Exercise “Strait 2019”.

11. It was followed by the introductory speech done by Mr. Abdelouahed BENABBOU, the Executive Secretary of ATLAFCO pointed out that the realization of this training session which aims to reinforce the capacities of the maritime rescue structures of the countries of the ATLAFCO. It finds its justification in the frequency of sea events in this part of the world and the number of victims and social tragedies that result. (AnnexII)

12. The session was conducted and animated by Col. Jawad BESOUDA Coordinator of SAR -Morocco, and Mr. Naji LAAMRICH, Program manager in the Secretariat of ATLAFCO according the scheduled agenda (AnnexIII)

13. The program contained several relevant presentations (AnnexIV).

14. In his presentation “Introduction and Legal basis of Maritime Search and Rescue Mr. Naji LAAMRICH from ATLAFCO, explained that the duty to rescue persons in distress at sea is a fundamental rule of international law, it has been incorporated in international treaties and forms the content of a norm of customary international law.

15. He added that there is no doubt that the duty to rescue is one of the best-established principles of the international law of the sea (UNCLOS), maritime law and international humanitarian law. The International maritime law and the law of the sea impose clear duties on flag States, coastal States, and shipmasters with regard to assisting persons in distress at sea.
16. These duties, which reflect a longstanding maritime tradition, are set out in a number of key international treaties (SOLAS, SAR...), complemented by guidelines developed by the IMO.

17. He pointed out that Search and rescue is variously defined across organizations and authorities but in essence it is an activity, normally co-ordinated by a rescue co-ordination authority, where available personnel and facilities are used to locate persons in distress, potential distress or missing and recover them to a place of safety providing for their initial medical care or other needs as necessary.

18. He added that taken together, these IMO instruments, practical instructions and additional sources of information provide the legal and operational framework within which large scale rescues at sea can be conducted.

19. Col. Jawad BENSEoudA from MRCC Rabat in his presentation “Mass Rescue Operations” explained that MRO which is characterized by the need for immediate response to large numbers of persons in distress such that the capabilities normally available to the SAR authorities are inadequate. The MRO has a special nature of complexity and rarity, and then it is necessary to recognise the risks, and to plan and train to deal with them and respond.

20. Then he highlighted that in order to ensure adequate support during rescues and also the prompt and predictable disembarkation of rescued persons at a place of safety, ongoing communication with the RCC responsible for the SAR region is essential.

21. He added that regarding the rescue planning, the practicalities of conducting rescue at sea are addressed in IAMSAR Volume III and should be included in the SMS with specific details being covered in the ship specific plan for the recovery of persons from the water. The plans should be flexible enough to allow the particular circumstances and conditions of each rescue operation to be addressed.

22. Prior to conducting rescue operations, a risk assessment process should be commenced with regard to the safety of those in distress and of the crew of the assisting vessel, this is particularly important when generic plans are adapted to meet particular circumstances and conditions.

23. To illustrate the MRO operations Mr. Naji LAAMRICH presented “Caribbean Fantasy case”.

24. The aim of this presentation is to give an overview on all steps of a MRO including the role of the media.
25. The Fire aboard Roll-on/Roll-off Passenger Vessel Caribbean Fantasy in Atlantic Ocean, 2 Miles Northwest of San Juan, Puerto Rico, on August 17, 2016. The fire could not be contained, so the master ordered the ship to be abandoned.

26. The evacuation was coordinated by the U.S. Coast Guard and other first responder vessels and aircraft, along with Good Samaritan vessels, that helped transport passengers and crew to the port of San Juan, Puerto Rico. Several injuries, none life-threatening, occurred during firefighting and abandonment efforts.

27. The burning vessel drifted in the wind and grounded on the sandy bottom just outside the port. Three days later, the vessel was towed into the harbor, where shore-based firefighters extinguished the last of the fire.

28. The accident resulted in an estimated $20 million in damage to the Caribbean Fantasy, which was eventually scrapped in lieu of repairs.

29. Capt. Oweridu ASUACO, SAR deputy Director -Ghana-, in his presentation on “Mass rescue aspects” started by defining the SAR and the emergencies.

30. He pointed out that among the characteristics of Maritime Emergencies is the complexity, because numerous parties are concerned and priorities are not self-evident, but dependent on evaluation.

31. He added that the whole emergency consists of numerous problems which cannot be separated into individual modules and the only way to solve them is trying a probable solution that lead to irreversible negative consequences and the decisions should be taken rapidly because time is running.

32. Regarding the benefits of SAR Services, he highlighted that well performed SAR operations can provide positive publicity; poor or ineffective response to a major accident or disaster can adversely affect sensitive industries such as tourism and transportation.

33. In this effect, preventive SAR can help in saving of costs and increased maritime safety contributes directly in the promotion sustainable socio-economic development.

34. The presentation on SAR cooperation plans: Case of Inland waters passenger ships by Col. Djoro Gnepa, Head MRCC Abidjan, focuses on the enumeration of the inland waters accidents happened in Africa and the aims and objectives of the SAR cooperation plans that can provide early establishment of contact between the ship, the company's and the SAR services, provide the SAR services with easily accessible and up-to-date information about the ship.
35. He added that it contributes also in the enhancing the mutual understanding between a ship, a company and SAR services and finally provide the ship and the company with easily accessible information about SAR and other emergency services available in the ship’s area of operation.

36. He pointed out that the key points of the SAR cooperation Plan contain the basic information to enable the response to any emergency to commence without delay. This information will include direct contact details for the three parties: ship, company, and SAR services or SAR data provider and each of the parties to the cooperation plan should have access to an up-to-date controlled copy of it.

37. He ended that the SAR service personnel should receive periodic training on accessing plans for cooperation and on the importance of the plans' content for coordinating an effective SAR response and exercises must be formally recorded by the ship, company and SAR service and a record kept aboard the ship for inspection.

38. Eng. Ibrahim ARFO, Head MRCC, Lagos in his presentation Mass rescue: A recent experience in Nigeria highlighted that Search and rescue operations are everyone’s business. Hence, there is need to have efficient coordination of SAR resources to achieve this goal, and this is done through the Lagos RMRCC.

39. The Nigerian Maritime and Safety Agency (NIMASA) is constantly working with stakeholders to ensure that SAR emergency is properly and timely attended to within the SRR when they occur.

40. The Regional Maritime Rescue Coordination Centre (RMRCC) is entrusted with the responsibility of rendering Search and Rescue services to vessels and mariners in distress within Nigerian territorial waters. This responsibility is also extended beyond Nigeria by virtue of Nigeria’s designation as the head of the West and Central African Search and Rescue Region.

41. The Effective Communication, During Mass Rescue Operations presented by Mr. Zinnah BLAMA KAI, Liberia, mentioned that MRO is one that involves a need for immediate assistance to large numbers of persons in distress. It is therefore necessary to plan to enhance SAR capability in MROs. The means of doing so are to agree to share SAR facilities regionally and/or internationally; identify additional SAR facilities locally, including shipping in the area and extend survival time by providing support to persons in distress until they can be rescued.

42. MROs will bring together organizations at sea and on land, who does not usually work together, it is vital that these organizations communicate effectively at all stages before and after an MRO as well as during the operations.
43. Effective communication begins long before any MRO at the planning stage, and also post incident analysis to improve arrangements based on the experience gained.

44. Communication underpins the whole response at the planning stage, during the incident itself, and afterwards, when lessons can be learned. Without effective communication there is no effective planning, coordination, command or control. And, without effective communication, we will not be able to improve our response (individually, organizationally, nationally, regionally or globally) so that more lives are saved next time for there will always be a 'next time'.

45. Mr. Malick Ndiaye, Senegal, in his presentation on “SMC role during Mass Rescue Operations: The Joala case” started by giving some example of accidents and the intervention of the SAR Coordinator.

46. The SAR Coordinator has a distinct and leading role in preparing for MRO. It is essential that the SAR Coordinator is recognized by all parties within the relevant State or region as having overall coordinating responsibility for MRO planning.

47. A nominated 'MRO lead' should be established, to coordinate MRO planning and to ensure that the plans remain up to date and understood by all relevant parties. The SAR Coordinator can provide this lead or can delegate it – but retains responsibility for planning overall.

48. The SAR Coordinator should lead the identification of 'capability gaps', and ensure that they are planned to be filled. The SAR Coordinator is responsible for ensuring that the necessary legal and funding frameworks are in place, to facilitate MRO preparation and the operations themselves.

49. Regarding Meteorological Aspects in SAR Operations, Colonel Ouidi JUSTIN, Head MRCC Congo, considered that marine meteorology is a subfield of meteorology, which deals with the weather and climate as well as the associated oceanographic conditions in marine, island, and coastal environments. The physical and dynamical foundations of marine meteorology are no different from other areas of meteorology, but the fundamental processes, which distinguish marine meteorology from other subfields of meteorology, are the interactions between the ocean and the atmosphere.

50. Therefore, the part of the physical oceanography dealing with the upper and coastal oceans, which are directly affected and influenced by weather, is also considered an integral component of marine meteorology.

51. Under GMDSS, Joint Rescue Coordination Centers (JRCCs) are responsible for coordinating search and rescue of ships in distress in each NAVAREA. The success of a search and rescue operation depends to a large extent on the meteorological information available to the JRCC.
52. Survivors may be aboard a small open boat that will drift with the wind, waves, tides and currents, and search areas may be extensive if the position of the survival craft is not known with any degree of accuracy. It may be extremely difficult to see a small craft in conditions of poor visibility or choppy waves. Water temperatures provide guidance to JRCCs on potential survival times of persons in the water.

53. The use made of meteorological information by a JRCC is described in the International Civil Aviation Organization/IMO International Aeronautical and Maritime Search and Rescue Manual.

54. Mr. Naji LAAMRICH in his presentation on “International Guidance of Mass Rescue Operations” pointed out that since the nature of such operations may be poorly understood due to limited chances to gain experience with major incidents involving MROs, moral and legal obligations, as well as public and political expectations, drive the need to be prepared to carry out MROs safely and effectively should they become.

55. The Guidance is intended to help shipping companies identify and address particular issues that their ships may face when required to conduct a large-scale rescue. In particular, matters of primary importance are identified that might be considered when developing ship specific plans and procedures, including the needs of those being rescued and the safety of the ship’s own crew.

56. The presentation made a special focus of the following guidelines:
   - COMSAR/Circ.31: Guidance for MROs
   - MSC.1/Circ.1186: Guidelines on the training of SAR service personnel working in major incidents
   - MSC.1/Circ.1183: Guidelines on the provision of external support as an aid to incident containment
   - MSC.1/Circ.1184: Enhanced contingency planning guidance for passenger ships operating in areas remote from SAR facilities
   - MSC.1/Circ.1182/Rev.1: Guide to recovery techniques
   - MSC.1/Circ.1447: Guidelines for the development of plans and procedures for recovery of persons from the water
   - MSC.1/Circ.1079: Guidelines for preparing plans for cooperation between SAR services and passenger ships.

57. The provisions of these document are intended to provide general guidance to authorities and organizations responsible for ensuring that MROs, should they be necessary, are successful.

58. Each presentation made by the animators and the participants was followed by a discussion which has effectively enriched the content of the meeting.
59. As a conclusion all participants agreed that Maritime activity in turbulent environments represents a challenge to the emergency preparedness system.

60. The consequences of accidents may be severe due to long distances, cold climate and limited local resources especially large scale emergencies causing mass rescue from ships.

61. In this effect, the coordination should be elaborated of the broad range of search and rescue actors included in such an incident both in the air, at sea and ashore with several institutions and management levels included and the incorporation of host nation support from neighboring countries.
### Annex 1 : List of participants

<table>
<thead>
<tr>
<th>N°</th>
<th>COUNTRY</th>
<th>NAMES</th>
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Chairman, ladies and gentleman first of all On behalf of the kingdom of Morocco and the ministry of Agriculture and fisheries thank you for your coming and welcome to Tangier.

In 2011 the countries of the North and West Africa region have agreed to lunch the activities of maritime search and rescue mission in their regions under a multilateral agreement.

Today this agreement gives effect to the 1979 International Convention on Maritime Search and Rescue and to the Florence Conference of 2000 entrusting Morocco with the Coordination Mission for Saving Life at Sea in the Region.

Also we still remember that under this agreement, together the 5th Regional Center on the African continent was created.

Under the directives of his Majesty Mohamed the sixth may God glorify him the actions undertaken by Morocco for saving life at sea and keeping the preservation of fisheries resources, strategy which converge with the concerns of the International Maritime Organization (IMO), in terms of upgrading human resources in accordance with international standards, Morocco follow the development of the maritime fishing sector; and accomplished the mission with success.

We welcomed also the IMO's efforts to set up the Regional Centers for the Coordination of Search and Rescue throughout the African continent and its support for the promotion of professional seafarers and maritime trades. Also we welcomed COMHAFAT for the gorges team work doing in the region and today also in TANGIER.

During this week we will share all the background and knowledge in maritime sector in order to get closes cooperation between all the countries of Africa for making our seas safe and with benefit.

And thank you again.
Bonjour,

C’est pour moi un réel plaisir d’être parmi vous à l’occasion de l’ouverture de cette session de formation en matière de sauvetage en masse au profit des services de sauvetage africains, que la COMHAFAT a l’honneur d’organiser en collaboration avec l’Organisation Maritime Internationale, la Fédération Internationale de Sauvetage Maritime et le Département des Pêches Maritimes du Royaume du Maroc.

Je voudrais tout d’abord vous souhaiter à mon tour, la bienvenue au Maroc et un agréable séjour à Tanger.

C’est la troisième année consécutive que la COMHAFAT coorganise une telle activité, qui participe au renforcement des capacités et de développement continu des compétences africaines en matière de sécurité maritime et de préservation des vies humaines en mer.

Elle s’inscrit parfaitement dans le cadre de son plan d’action dont la sécurité maritime est devenue depuis la dernière Conférence des Ministres tenue à Abidjan, un axe d’intervention majeur. C’est dire l’importance de cette problématique pour le secteur de la pêche, en raison de son rôle socio-économique central dans notre Région.

L’organisation de cette formation est également un exemple parfait de la coopération Sud-Sud, dans le domaine de la recherche et du sauvetage des vies humaines en mer.

A cette occasion, je remercie à travers Monsieur Aziz AKHANNOUCH, Ministre de l’Agriculture et de la Pêche Maritime du Royaume du Maroc, les Autorités marocaines pour toutes les dispositions et facilités qu’elles
ont prises afin d’assurer les meilleures conditions pour la réalisation de cette formation.

Je tiens également, à saluer les efforts déployés par l’OMI et la FISM pour la mise en place d’un système de sauvetage maritime complet et efficace à travers les mers et les océans du globe et dont bénéficie également notre Région.

Messieurs,

La réalisation de cette session de formation qui vise le renforcement des capacités des structures de sauvetage maritime des pays de la COMHAFAT. Elle trouve sa justification dans la fréquence des événements de mer que connait cette partie du monde et le nombre de victimes et de drames sociaux qui en découlent.

En effet, tout en constituant une zone de trafic intense pour le commerce maritime, les mers et océans qui bordent notre Continent, sont fréquentés par une flotte de pêche considérable, composée de navires industriels mais surtout d’une foule de petites embarcations de pêche artisanale, non motorisées et en mauvais état de navigabilité.

Le rôle et la mission du personnel en charge de la recherche et sauvetage dans nos pays sont de ce fait, plus importants et plus complexes dans une zone très accidentogène, comme la nôtre.

C’est dans ce contexte de vigilance accrue et de veille continue que la mise en place et le développement d’un dispositif de recherche et de sauvetage des vies humaines en mer efficace s’avère essentiel. C’est d’abord une exigence pour les Etats de la région de se conformer aux dispositions internationales en la matière, mais c’est aussi pour disposer d’un outil indispensable pour la préservation des vies humaines, la protection des biens des personnes et la protection de l’environnement.

Messieurs,

Cette session est la 3ème d’une série organisée depuis Avril 2017, elle intervient dans le cadre du programme de développement des compétences africaines en matière de sauvetage maritime, et constitue un maillon fort dans la chaine mondiale de renforcement des capacités que l’OMI encourage avec diligence et marque un pas en avant dans la consolidation d’une approche régionale du dispositif SAR.

Votre participation est le témoignage de la capacité de l’OMI, de la FISM, de la COMHAFAT et de ses Etats membres à collaborer et à mutualiser les
efforts pour une sécurité accrue dans les eaux de notre Continent, indispensable au développement de l’économie maritime de nos pays.

Je vous souhaite pleins succès à vos travaux.
Annex III: AGENDA

ANIMATORS:
Col. Jawad BENSOUDA
Mr. Abdennaji LAAMRICH

Monday, April 22, 2019:
- 09:30: Opening
- 10:00-12:30: Introduction and legal basis of the SAR mission
  Discussion
- 12:30 - 14:00: Lunch
- 14:00-16:30: Mass rescue Operations
  Discussion
  Mass rescue case study

Tuesday, April 23, 2019:
- 09:30 - 12:30: Presentations by the participants
  Discussions
- 12:30 - 14:00: Lunch
- 14:00-16:30: International guidance of Mass Rescue Operations
  Discussions

Wednesday, April 24, 2019:
Participation in the International Conference on Maritime Rescue

Thursday, April 25, 2019:
Participation at sea onboard the HSC in the "Detroit 2019" mass rescue exercise
Annex IV: Presentations