

## **REPORT TRAINING ON SCENE COORDINATOR FUNCTION**



**19-21 February 2020**

**Rabat-Morocco**

## **I /Context:**

The maritime safety system was composed of ships' safety and the safety of distressed people only<sup>1</sup>, which was more confined within onboard safety issues. With technological innovations, more and more elements, including maritime search and rescue (SAR), were introduced into the maritime safety system to cope with the increasing risks at sea, due to the greater number; size and faster speed of the vessels engaged in trade thus the higher frequency and the worsening consequences of shipwrecks

No matter where an accident occurs, the rescue of persons in distress at sea will be co-ordinated by a SAR organization and assist ships in distress, not only because of international treaties such as the International Convention for the Safety of Life at Sea (SOLAS) and the SAR Convention of 1979, but also due to moral obligation.

The International Maritime Organization pays particular attention to the training of personnel responsible for carrying out the maritime search and rescue mission, where a maritime accident occurs, endangering human lives.

According to the chapter 2 of the revised Annex to the SAR Convention that was adopted in May 1998 and entered into force in January 2000, Parties are required to establish rescue co-ordination centers and to operate them on a 24-hour basis with trained staff that has a working knowledge of English.

The revised technical Annex of the SAR Convention clarifies the responsibilities of Governments and puts greater emphasis on the regional approach and co-ordination between maritime and aeronautical SAR operations.

The international character of the rescue mission and its scope to cases of distress of aircraft at sea, gave birth to the international manual of aeronautical and maritime search and rescue.

This Manual, made up of three volumes, constitutes the tool to assist in the establishment and development of the search and rescue mission. Each volume represents the essential guide for each of the three main functions of the rescue system, namely, mission management, coordination of the land side of operations and coordination of rescue operations at the accident site.

Jointly published by IMO and the International Civil Aviation Organization (ICAO), the three-volume IAMSAR Manual provides guidelines for a common aviation and maritime approach to organizing and providing search and rescue (SAR) services.

Volume I, Organization and Management, discusses the global SAR system concept, establishment and improvement of national and regional SAR systems and co-operation with neighboring States to provide effective and economical SAR services.

1-. Kopacz, W. Morgas and J. Urban Ski. The Maritime Safety System, its Main Components and Elements. WMU maritime PDF database

Volume II, Mission Co-ordination, assists personnel who plan and co- ordinate SAR operations and exercises

Volume III, Mobile Facilities, is intended to be carried aboard rescue units, aircraft and vessels to help with performance of a search, rescue or on-scene co-ordinator function, and with aspects of SAR that pertain to their own emergencies

ATLAFCO has since 2017, included in its strategic action plan an axis entitled "**Safety and Maritime Security** " and has then, 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. The program consists of a series of training sessions.

After having previously organized sessions on the management functions on the one hand, then coordination on the other hand, of the maritime rescue mission, ATLAFCO continues this training with a session devoted to the coordination of on-site operations especially the On-Scene Coordinator (OSC). It constitutes an important component in the maritime rescue chain because its effectiveness depends on the efforts deployed on land.

The session aims to provide knowledge to those who may be designated to perform the duties and responsibilities of a Search and Rescue On-Scene Coordinator (OSC) for a search and rescue incident, as defined in the International Aeronautical and Maritime Search and Rescue Manual (IAMSAR), Volume III.

By doing so, the purpose of this training session is to assist States in meeting their own SAR obligations they accepted under the International Convention on Maritime Search and Rescue, 1979 and the International Convention for the Safety of Life at Sea (SOLAS), 1974.

## **II / Training objective:**

The objective of the course is to provide the trainees with methods and skills to act as the OSC during SAR operations conducted in close co-operation with the MRCC on the basis of:

1. Allowing participants to better understand the SAR system and its functions;
2. Providing a better rescue service based on OMI methods;
3. Understanding and applying international search and rescue techniques.

The session is an opportunity allowing participants to understand and follow advises given by MRCC in conjunction with SAR missions properly, rendering assistance on board of any vessel or additionally requested to undertake the initial duties and responsibilities as OSC, as defined in IAMSAR, Vol. III.

### **III /: Consistency of the training session:**

To provide theoretical and practical training on the important, and potentially very difficult, OSC function in SAR operations.

This year's session was held on 19-21-25 February 2020 in Rabat. The representatives of the following member States of ATLAFCO (**Annex1**) participated in this session

## Conduct of work

1. The opening of the session started by the speech done by **Col. Jawad BENSOUDA**, representative of Morocco the host country in which he said that he is convinced that attendees to this event, as their commitment to the implementation of an efficient rescue coordination mechanism will join their efforts to the international maritime community expectations and ensure success to this training.
2. He took the opportunity to welcome the close and dynamic cooperation between Morocco, ATLAFCO and various countries present here on maritime search and rescue operations.
3. It was followed by the introductory speech done by **Mr. Abdelouahed BENABBOU**; the Executive Secretary of who expressed his sincere appreciation to the Government of Morocco and particularly to the Ministry of maritime fisheries, the IMO and the IMRF for their collaboration in the organization of this important course.
4. He pointed out that ATLAFCO is proud of conducting, since 2017, this program which consists of a series of training sessions that aim to strengthening African skills in maritime safety and the preservation of life at sea.
5. He finally highlighted the main goal of the current course is giving the participants the adequate training and knowledge to use the state-of-the-art methods, techniques, tools and equipment to conduct an efficient maritime search and rescue (SAR) services in their respective SAR regions with a special focus on the OSC and its different tasks.
6. In his turn **Mr. karim COULIBALY**, Director General of the Academy of Sea Sciences and Technologies. , President of REFMA expressed on behalf of the president of ATLAFCO his warm welcoming to this session participants.
7. He added that he us encouraging the strong involvement of ATLAFCO in this process of training and capacity building.
8. He mentioned that the academy is ready to host activities related to maritime safety and security.
9. The chairmanship of the session was unanimously entrusted to **Mr. Karim COULIBALY**
10. The program of session was conducted and animated by **Mr. Abdennaji LAAMRICH**, Head of Cooperation and Information Systems in the Secretariat of ATLAFCO and **Col. Jawad BESOUDA** Coordinator of SAR, Morocco according the scheduled agenda.

11. **Mr. LAAMRICH** went through the training agenda and made a general brief of its content.
12. Participants were then asked to introduce themselves, including a brief description of their role back in their home country.
13. General preparations were handled in time for the training to be delivered as planned and no major problems or disruptions were observed.
14. The program contained several presentations that were followed as planned (**AnnexIV**)
15. The program syllabus was as follows:
  1. Legal basis of the SAR system;
  2. Functions of the SAR system;
  3. Functions of On Scene Coordinator;
  4. Responsibilities of the On Scene Coordinator;
  5. Choice of the On Scene Coordinator;
  6. Research methods;
  7. Communications;
  8. Closure and end of operations;
  9. Simulation exercises.
16. In his presentation “*Introduction and Legal basis of Maritime Search and Rescue*”, **Mr. Abdennaji LAAMRICH**, explained that he duty to rescue persons in distress at sea is an obligation falls upon states regardless whether they are party or not to specific international treaties or conventions.



17. He added that this duty became a fundamental rule of international law and it has been incorporated in international treaties and forms the content of a norm of customary international law.
18. He pointed out 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.
19. 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 International Maritime Organization (IMO)
20. He highlighted 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.
21. He ended his presentation by giving an overview the Mobile Facilities contained in the Volume III of IAMSAR, which is intended to be carried aboard rescue units, aircraft and vessels to help with performance of a search, rescue or on-scene coordinator function, and with aspects of SAR that pertain to their own emergencies
22. **Col. Jawad BENSOUA from MRCC Rabat** in his presentation on *SAR System* has indicated that around the world saving lives operations are conducted by dedicated SAR professionals and volunteers every day across our nations. Men, women, and children become lost or injured in our national parks and wilderness areas, large and small aircraft crash on land and ditch at sea, people in distress on boats and ships in the marine environment, and major disasters that require the rescue of many survivors, all are conducted by the National and local Search and Rescue resources and SAR authorities.
23. He mentioned that if the SAR system is much known in the region and operations are well conducted everybody should be proud of the effort and the loss of lives at sea would be not critical.
24. He then listed the System Components with a special focus on communications, Rescue Co-ordination Centers, Rescue Sub-Centers SAR Facilities and On-scene Co-ordinator and Aircraft Co-ordinator.
25. He ended his presentation by giving an overview on training and exercises and their role in building professionalism by showing that the purpose of training is meet SAR system objectives by developing SAR specialists:

- A good training program produces true professionals, personnel who can do it right the first time!
  - Considerable experience and judgment are needed to handle typical (but unpredictable) SAR situations
  - Necessary skills require significant time to master
- 26.** The presentation on *OSC SAR Organization, Morocco Case* done by **Mr. Mohamed Drissi** covered the system organization and the national coordination with a focus on the national SAR Commission, technical SAR Committee and the Main Stakeholders ( Fisheries Department, Royal Navy; Royal Gendarmerie; Royal Air Forces; and the Civil Protection)
- 27.** He then pointed out that the SAR system has three general levels of coordination:
- SAR co-ordinators (SCs) (National level)
  - SAR mission co-ordinators (SMC) – (RCC)
  - On-scene-co-ordinators (OSCs)
- 28.** Regarding the OSC function in the Moroccan case, he mentioned that Rabat MRCC is in charge of designating the OSC while Navy unit involved in a SAR cases is automatically designated.
- 29.** He ended his presentation by saying that in the Moroccan case OSC is implemented in practice through SAR exercises and through real SAR cases.
- 30.** **Mr. ARFO** from Nigeria, in his presentation on *SAR functions (How Search and Rescue works)*, started by showing that the objective is for participants to understand various ways they may become aware of a SAR case and that this is the first component of the five SAR stages (Awareness).
- 31.** He then explained what Awareness is and its relevant foundation in IAMSAR VOL. II Section 3.2.1 (a) that defines “Awareness” as...“Knowledge by any person or agency in the SAR system that an emergency situation exists or may exist”. It’s the first stage of the five SAR stages.
- 32.** He gave a long explanation on the different methods of awareness, especially visual, aural (sound) and electronic.
- 33.** He ended his presentation by giving an illustration of RMRCC Lagos SAR chain of command.
- 34.** **Mr. Hyacinte**, Head, MRCC Abidjan-Côte has addressed an important issue, *the medical assistance at sea as a real challenge for SAR organization* by mentioning that Maritime professions are considered as dangerous.
- 35.** He pointed out that seafarers are exposed to injury and illness in a hostile environment such as the sea. However, doctors are only available on large



passenger ships and special ships (research and offshore vessels designed for divers). On other merchant ships, medical procedures are carried out by the person responsible for medical care on board. In case of doubt about the appropriate treatment, the ship is thus obliged to request an advice onshore. Normally the RCCs are in charge of those arrangements to provide this Telemedical Adviser Service, from a Telemedical Advice Centre (TMAC).

36. He then highlighted that Telemedical assistance today represents the most realistic prospect for providing seafarers with care.
37. After mentioning the relevant foundations of medical assistance in different international instruments, he ended his presentation by saying that Medical assistance is challenge most of the MRCCs are facing, SAR services include provisions of medical assistance and the MRCCs may put into place TMAS or establish contractual arrangements to provide the Telemedical Advice Service, from a Telemedical Advice Centre (TMAC).
38. For *the introduction to the On Scene Coordinator as crucial task in SAR operations, Joola case in Senegal*, **Mr. Malik Ndiaye**, introduced the vessel presentation, the history before incident, the voyage and incident, lesson learned and the key role of OSC.
39. He concluded his presentation by giving an overview of High Authority in charge of Maritime Security and Safety (HASSMAR) which is placed under Presidency general Secretary authority and aims to:
  - Establish MRCC and RSCs for maritime security and safety watch on SAR AOR;
  - Train personnel to meet IMO and IMRF recommendations;
  - Establish contingency plans to provide SAR services;
  - Test and review plans;
  - Coordinate maritime administration's responses to distress situation from the MRCC
40. Lt **TOBOSSOU** from Benin made a presentation *on coordination of the SAR communication system* by focusing on the importance of communication, facilities to be coordinated and how it works.
41. He said that the success of any maritime SAR operation means good communication that support distress alerting, co-ordination and locating functions by allowing those in distress to alert the SAR system.
42. The necessary communications for maritime SAR may include telephones, radio operating on international distress frequencies, long-range terrestrial and satellite systems and other equipment.

43. He pointed out that the quality, usefulness and overall timeliness of communications from their source to the final destination is of critical importance in maritime SAR.
44. Finally, he mentioned that communications must be able to take place reliably and quickly between units in distress and the SAR system.
45. **Mr. Ndiaye**, who has been the moderator of the session, related to the *On Scene Coordinator roles, responsibilities and designation*, explained all relevant issues by allowing the participants to react when it is necessary.
46. He highlighted responsibility and tasks OSC as following:
- Assume operational co-ordination of all SAR facilities on-scene
  - Receive the search action plan from the SMC (and carry out)
  - Modify the search action plan based on prevailing environmental conditions and keeping the SMC advised of any changes to the plan (do in consultation with the SMC when practicable)
  - Co-ordinate on-scene communications (Comm.-Plan)
  - Provide relevant information to the other SAR facilities
  - Monitor the performance of other units participating in the search
  - Ensure operations are conducting safely (safe operations among all facilities, both surface and air)
  - Make periodic reports (SITREPs) back to the SMC
47. Each presentation made by the animators and the participants was followed by a discussion which has effectively enriched the content of the meeting.
48. The participants showed some concerns over some overlapping Search and Rescue areas of responsibilities. However most of discursions stressed on the point of how important is the cooperation between the MRCCs which share the same sea.
49. The attention of the participants was drawn to the fact that cooperation in SAR will ultimately save lives, which in most of the cases has to happen in the shortest time possible.
50. During the closing ceremony the participants were given certificates of attendance.
51. At the end **Mr. ARFO** on behalf of the participants expressed their gratitude to ATLAFCO for allowing them to participate in this training program and thanked the secretariat of ATLAFCO for the good organization.
52. On 21 February, a visit to Kenitra port was organized for the participants who benefited of trip onboard the rescue boat Sebou which belongs to the Marine Fisheries Department.



**53.** It was an opportunity to discuss with officers from the Marine Fisheries Department that is the SAR authority for maritime incidents and responsible for the provision of maritime SAR service within the Moroccan Maritime Search and Rescue Region.

## Annex 1 : List of participants

N°	COUNTRY	NAME	TITLE	E-MAIL
1	<b>Guinée Equatoriale</b>	<b>EKIRI ESENG ANTONIO NGOMO</b>	Représentant de la Marine Marchande, du transport terresre et fluvia	ngomoekir@yahoo.com
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3	<b>Cameroun</b>	<b>HONLA NONGA NESTOR</b>	Cadre	nestor.honla@yahoo.fr
4	<b>Bénin</b>	<b>TOBOSSOU ROSTAN DOUTONDÉ</b>	Chef de Cabinet du Préfet maritime en Charge des Operations, Chargé des Opérations de la PREMAR	ancaem.cab@gmail.com
5	<b>Gabon</b>	<b>BOUPOYA ULRICH EVRARD</b>	Administrateur des Affaires Maritimes, Expert Dûment Habité en Sûreté Maritime, Chef de Service de l'équipement Naval.	evrardul@yahoo.fr
6	<b>Congo Brazaville</b>	<b>KABA DZON PRUDENCE SÉVERIN</b>	Représentant aux services SAR de la direction Générale de la marine marchande du Congo.	joel.kaba78@gmail.com
7	<b>Guinée</b>	<b>BOUBACAR SIDDY CAMARA</b>	Administrateur des Affaires Maritimes	babasiddysegnor@gmail.com
8	<b>Guinée-Bissau</b>	<b>SALVADOR WILSON</b>	Directeur de l'institut du port maritime	Waldemarforbs10@gmail.com
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11	<b>Côte d'Ivoire</b>	<b>COLONNEL KARIM COULIBALY</b>	Président REFMA	coulakar@yahoo.fr
12		<b>GNEPA DJRO HYACINTHE</b>	Responsable du centre de coordination de sauvetage marine	s16020@alumni.wmu.se
13	<b>Sénégal</b>	<b>NDÈYE SOPHIE SAKHO</b>	Chef de la Division Surveillance et Contrôle de la Pollution marine (Direction des Opérations maritimes à l'ANAM	ssafiyas@gmail.com
14		<b>CAPITAINE DE VAISSEAU MALICK NDIAYE</b>	Chef de la branche Opérations de la HASSMAR	malickn100@gmail.com
15	<b>Ghana</b>	<b>AKROFI DARLINGTON NEWTON</b>	Représentant des Autorités maritime du Ghana	ask230970@gmail.com
16	<b>Gambia</b>	<b>EBRIMA KEBBEH</b>	Assistant marine surveyor	ekebs75@gmail.com

17	<b>Sierra léone</b>	<b>CONTEH AMARA B'DEEN</b>	Officier de la sécurité et de la sûreté maritimes / Coordonnateur	deenconte@hotmail.com
18	<b>Libéria</b>	<b>LYNCH SAMUEL MOMOLU</b>	Représentant de la sécurité maritime / Recherche et sauvetage	elcapitan90@yahoo.com
19	<b>Nigéria</b>	<b>ARFO IBRAHIM SHETTIMA</b>	Chef de la recherche et du sauvetage / RMRCC	ibraheemarfo@gmail.com
20	<b>Sao Tome et principe</b>	<b>LIBERTO BATISTA NOBRE DE CARVALHO</b>	Inspecteur de la sécurité maritime	libcarvalho007@hotmail.com
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22		<b>MOHAMMED HADDAD</b>	Responsable financier	haddad.comhafat@gmail.com
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## Annex II AGENDA

### Day 1: Wednesday 19 February 2020

09:00-09:30	Opening session: Officials
09:30-10:00	Introduction, course objectives and agenda presentation: <b>Mr. Laamrich (ATLAFCO)</b>
10:00-10:30	The basis of SAR according to the international law and regulations: <b>Mr. Laamrich (ATLAFCO)</b>
10:30-11:00	SAR system: <b>Col. Bensouda (Morocco)</b>
11:00 -11:30	<b>Coffee break and group photo</b>
11:30-12:00	OSC SAR Organization, <i>Morocco Case</i> : <b>Mr. Drissi (Morocco)</b>
12:00-12:30	SAR functions (How Search and Rescue works): <b>Mr. Arfo (Nigeria)</b>
12:30-13:00	Medical assistance at sea as a real challenge for SAR organization: <b>Mr. Hyacinte (Côte d'Ivoire)</b>
13:00-14:30	<b>Lunch</b>
14:30-15:00	Introduction to the On Scene Coordinator as crucial task in SAR operations, <i>Joola case in Senegal</i> : <b>Mr. Ndiaye (Senegal)</b>
15:00-15:30	Co-ordination of the SAR Communication System <b>Mr. Ibrahim Arfo (Benin)</b>
15:30- 16:00	Philosophy and practice of using On Scene Coordinator ( <b>interactive session by participants</b> )
16:00-16.30	<b>Coffee break</b>
16:30-18:00	Summarizing of the first day
18:00	<b>End of the first day</b>

### Day 2: Thursday 20 February 2020

<b><u>Morning session: Mr. Ndiaye (Senegal)</u></b>	
09:00-11:00	On Scene Coordinator Roles and responsibilities
11:00-11:30	<b>Coffee Break</b>
11:30-13:00	Designation of OSC
13:00-14:30	<b>Lunch</b>
<b><u>Afternoon session: interactive session</u></b>	
14:30-16:00	Scenario Presentation <ul style="list-style-type: none"><li>• Search action or rescue plan</li><li>• Coordinating on-scene communications</li><li>• Conclusion of search</li><li>• Periodic situation reports</li></ul>

	<ul style="list-style-type: none"> <li>• Reporting Survivors and Casualties</li> </ul>
<b>16:30-17:00</b>	<b>Coffee break</b>
<b>17:00-18:00</b>	<b>Closing ceremony</b>

**Day 3: Friday 21 February 2020**

<b>09:00-13:00</b>	<b>Practical Exercises On board rescue vessel in Kenitra</b>
<b>13:30-15:00</b>	<b>Lunch</b>

**Annex IV : Presentations**

All presentations are available in the original language on the COMHAFAT website at the following address: <https://www.comhafat.org/en/actualites.php?id=80>