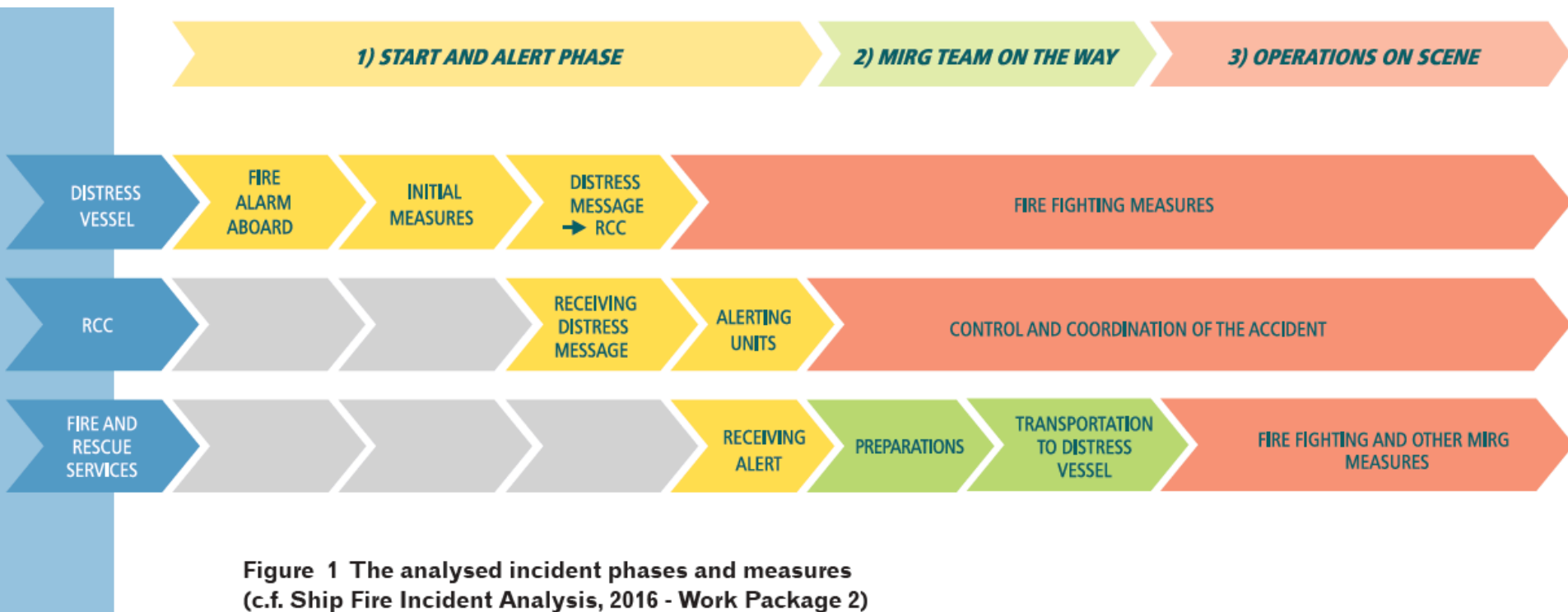




BALTIC SEA MARITIME INCIDENT RESPONSE GROUP PROJECT



Rajavartiolaitos
Gränsbevakningsväsendet
The Finnish Border Guard





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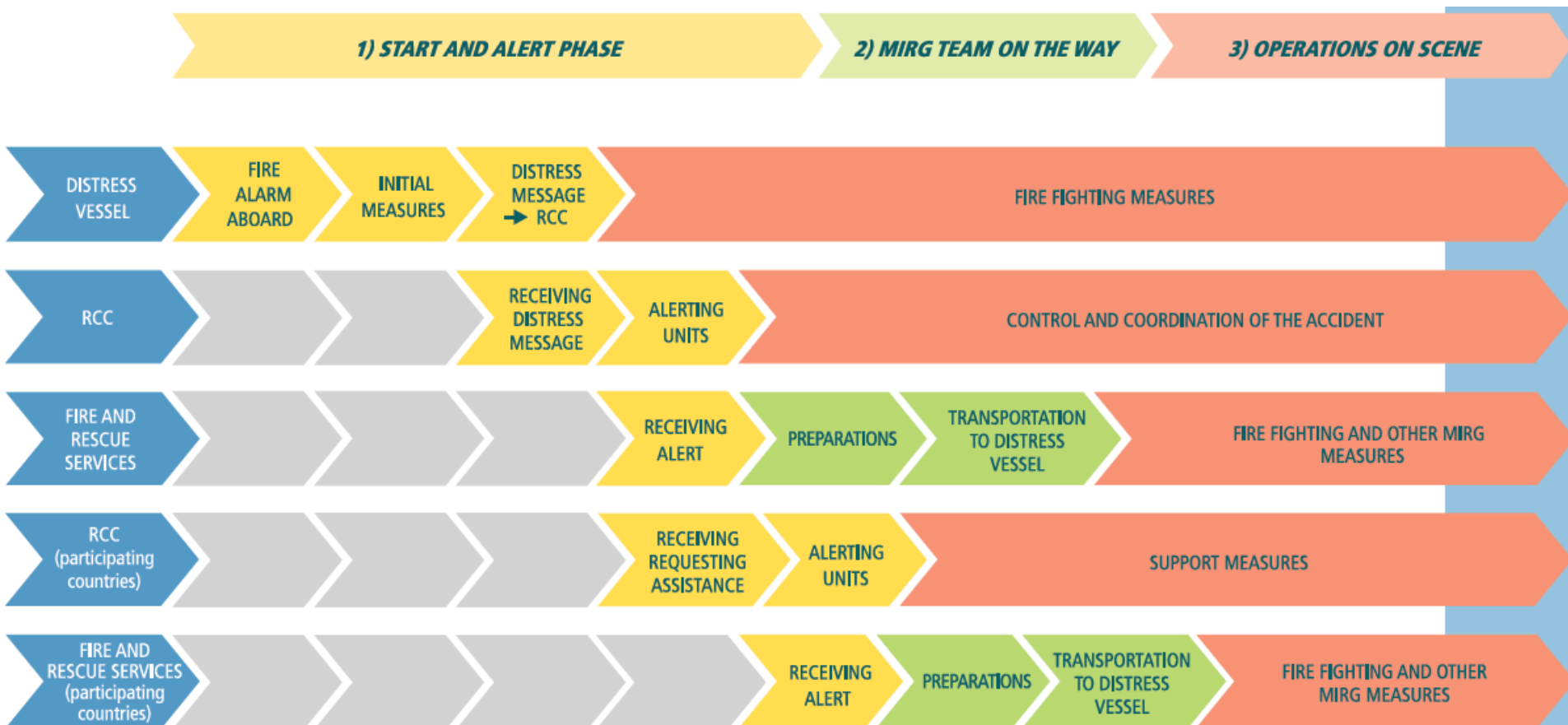


Figure 2 MIRG process in an international joint operation



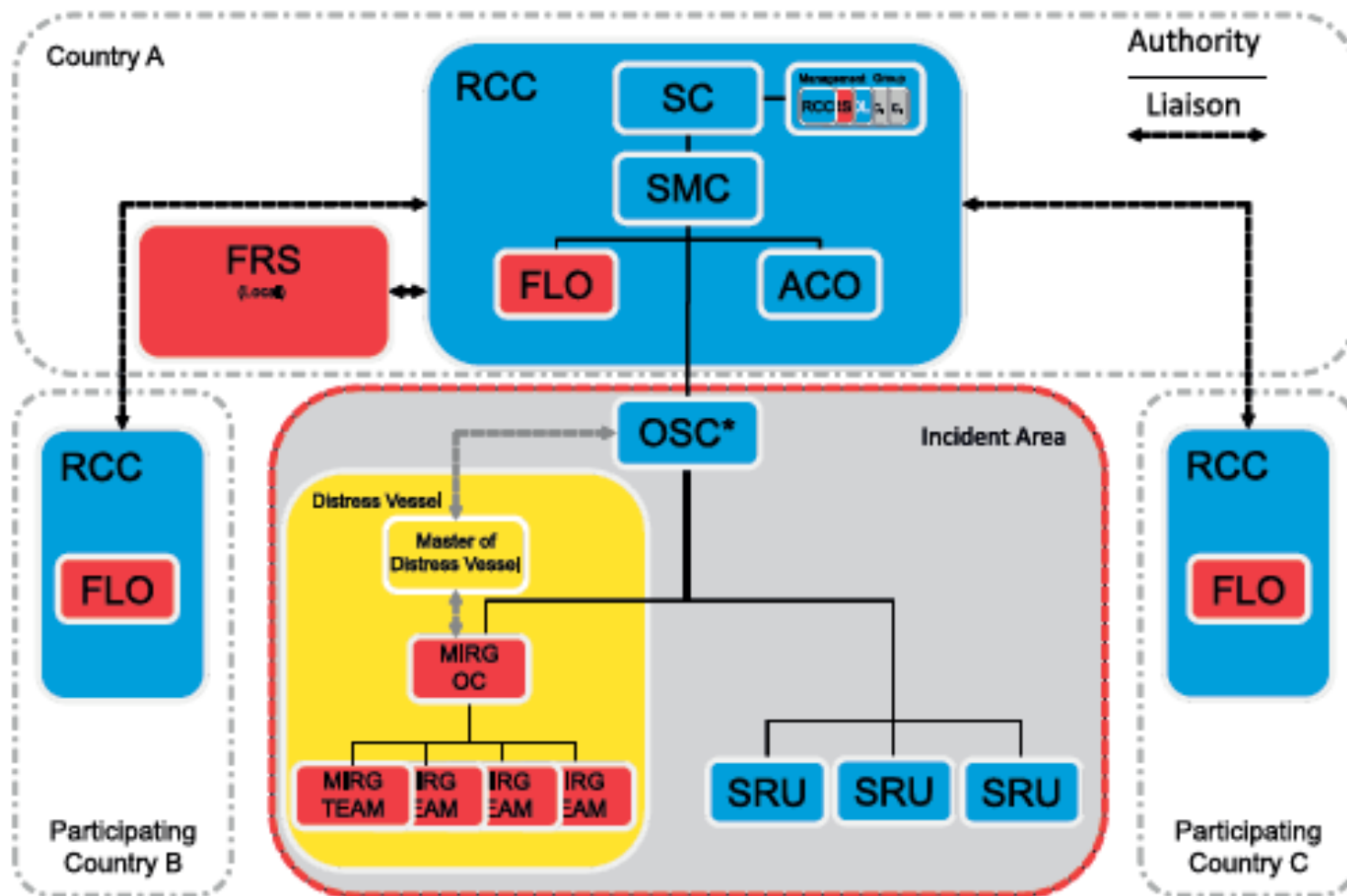
MIRG OPERATIONAL GUIDELINES

The project developed the following operational guidelines:

1. Assessing the Safety Status of a Vessel (Vessel TRIAGE)
2. Requesting Assistance
3. Communications
4. Fire Liaison Officer
5. MIRG Operation Commander
6. Occupational Safety During a MIRG Operation
7. Distress Vessel



MIRG COMMAND STRUCTURE



Vessel TRIAGE Concept





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Trafi

Finnish Transport Safety Agency

Liikennevirasto

A method for assessing and communicating the safety status of vessels in maritime distress situations



VIDEO

2:52

<https://www.youtube.com/watch?v=ckkv7o5G5L8>

Vessel TRIAGE catalyst

COSTA CONCORDIA

13.01.2013

Thyrreanean Sea



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The Finnish Border Guard



Vessel TRIAGE catalyst

LISCO GLOARIA 09.10.2010
Fehmarn Belt



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Vessel TRIAGE catalyst

AMORELLA

14.12.2013

Archipelago Sea



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With Vessel TRIAGE

Cooperation between SAR services and various actors would be significantly more effective

- **Nationally and internationally**
- **At sea and on land**

Medical triage principle...

TARJETA DE TRIAGE

The image shows two versions of a medical triage card (TARJETA DE TRIAGE). The left version is a standard triage card with fields for patient information, vital signs, and treatment. The right version is a simplified version with a body diagram and a few key fields.

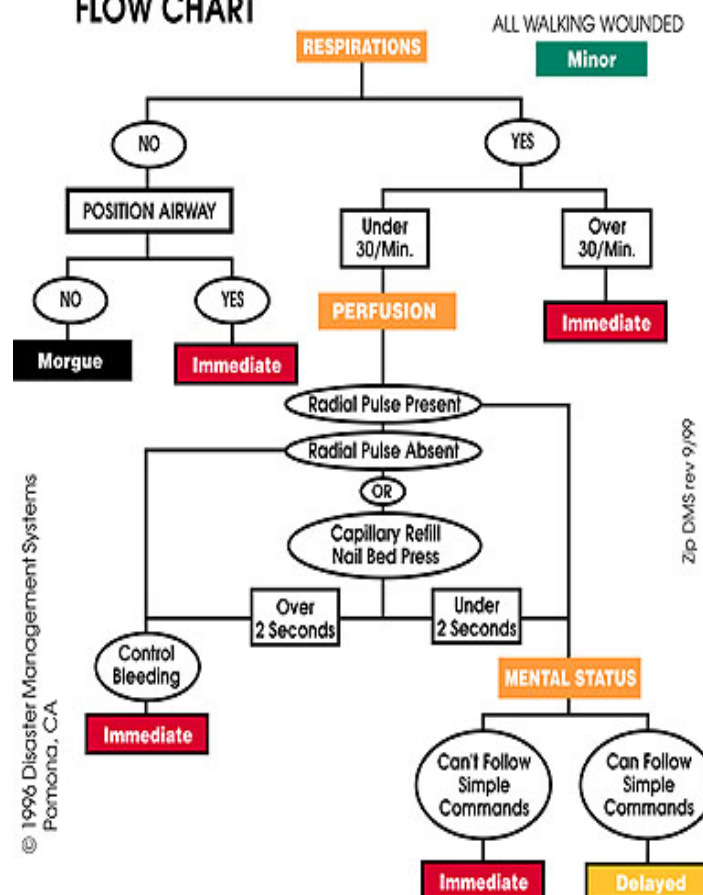
Left Card (Standard):

- A:** 0001000
- B:** 0001000
- C:** 0001000
- 1:** 0001000
- 2:** 0001000
- 3:** 0001000
- 4:** 0001000
- 5:** 0001000
- 6:** 0001000
- 7:** 0001000
- 8:** 0001000
- 9:** 0001000
- 0:** 0001000
- I:** 0001000
- II:** 0001000
- III:** 0001000

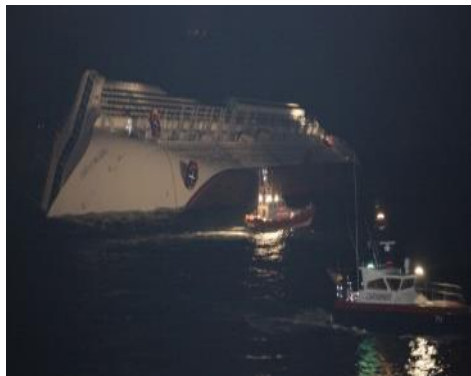
Right Card (Simplified):

- B:** 0001000
- A:** 0001000
- E:** 0001000
- F:** 0001000
- 7:** 0001000
- 8:** 0001000
- 9:** 0001000
- 0:** 0001000
- I:** 0001000
- II:** 0001000
- III:** 0001000

TRIAGE FLOW CHART



... Vessel TRIAGE application



| GREEN | YELLOW | RED | BLACK |
|--|--|---|---|
| Vessel is safe and can be assumed to remain so | Vessel is currently safe, but there is a risk that the situation will get worse | Level of safety has significantly worsened or will worsen and external actions are required to ensure the safety of the people aboard | Vessel is no longer safe and has been lost |
| GENERAL SITUATION <ul style="list-style-type: none"> - The situation aboard is stable. Although the vessel may have been damaged by the accident, this damage does not threaten its seaworthiness or the people aboard. - The damage to the vessel has been assessed. It is highly unlikely that the damage will spread or get worse. - The vessel still protects the people aboard against the prevailing conditions. | GENERAL SITUATION <ul style="list-style-type: none"> - Damage to the vessel might affect its seaworthiness or the full extent of the damage has not as yet been determined. - Internal damage control measures and rescue operations have not been completed. Damage control is possible with reasonable resources available to carry out the proper measures. - Damage to the vessel may pose a direct or indirect threat | GENERAL SITUATION <ul style="list-style-type: none"> - The vessel is significantly damaged, affecting its seaworthiness, and there is a threat to the people aboard. - A fire, leak or other damages to the vessel are not under control and escalation is highly likely. - The vessel no longer protects the people aboard against the prevailing conditions. - Major external resources are required. | GENERAL SITUATION <ul style="list-style-type: none"> - The vessel is capsized, broken, sunk, burnt or otherwise damaged so badly that it no longer provides protection to the people aboard against the prevailing conditions (that is, the vessel has totally lost its seaworthiness). - Even if the vessel is still completely or partly afloat, it is no longer safe to work aboard, even to save human lives. |
| OPERATIONAL FOCUS <ul style="list-style-type: none"> - Damage control or firefighting operations are not or are no longer required. - If there are injured people aboard, the operational focus is on emergency care. - Only patients in need of urgent care are evacuated from the vessel. - Active monitoring of the situation aboard is important. | OPERATIONAL FOCUS <ul style="list-style-type: none"> - Damage control or firefighting operations are not or are no longer required. - If there are injured people aboard, the operational focus is on emergency care. - Only patients in need of urgent care are evacuated from the vessel. - Active monitoring of the situation aboard is important (risk of the situation turning "red"). | OPERATIONAL FOCUS <ul style="list-style-type: none"> - The operational focus is on evacuation of the vessel. - All non-essential persons will be evacuated from the vessel. - Patient classification may not be able to be carried out aboard the vessel. - If enough resources are available, damage control/ firefighting will be carried out to provide extra time for evacuation. - Emergency towing to shallows could be an alternative to evacuation, or a means of gaining time for actual evacuation. - Continuous monitoring of the situation aboard becomes more important (damage usually spreads progressively = significant risk of the situation turning "black"). | OPERATIONAL FOCUS <ul style="list-style-type: none"> - The operational focus is on rescuing people on the hull as well as searching for and rescuing those in the water. - Patient classification cannot be carried out aboard the vessel. - Operations involving diving or rescue by means of hull penetration are special operations that are planned and decided on separately. - As a rule, additional personnel are not dispatched from land into the vessel. |

Other SAR classification systems

- **According to Emergency Phases**
International Maritime and Aeronautical
 - Uncertainty Phase
 - Alert Phase
 - Distress Phase
- **According to size of the Accident**
 - Daily mission (1-10 persons OR max 2 seri
 - Multi Patients mission (less than 20 person
 - Disaster (over 20 persons OR over 10 seri
 - Multi Actor case (humans, environmental ai



The “Olive”



Vessel TRIAGE categories

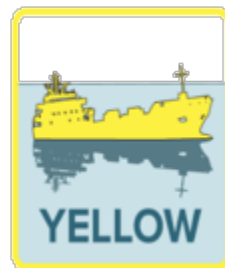
GREEN

THE VESSEL IS SAFE
AND CAN BE ASSUMED
TO REMAIN SO



YELLOW

THE VESSEL IS
CURRENTLY SAFE, BUT
THERE IS A RISK THAT
THE SITUATION WILL
GET WORSE



RED

THE LEVEL OF SAFETY
HAS SIGNIFICANTLY
WORSENERED AND
EXTERNAL ACTIONS
ARE REQUIRED TO
ENSURE THE SAFETY
OF THE PEOPLE
ABOARD



BLACK

THE VESSEL IS NO
LONGER SAFE AND HAS
BEEN LOST



Vessel TRIAGE categories: examples

GREEN

**THE VESSEL IS SAFE AND CAN BE
ASSUMED TO REMAIN SO**



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