

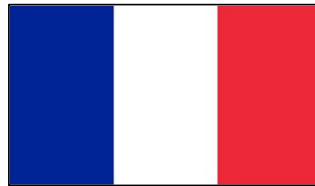
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## **COUNTRY BRIEF: FRENCH POLYNESIA AND NEW CALEDONIA (FRANCE) - GOVERNANCE**



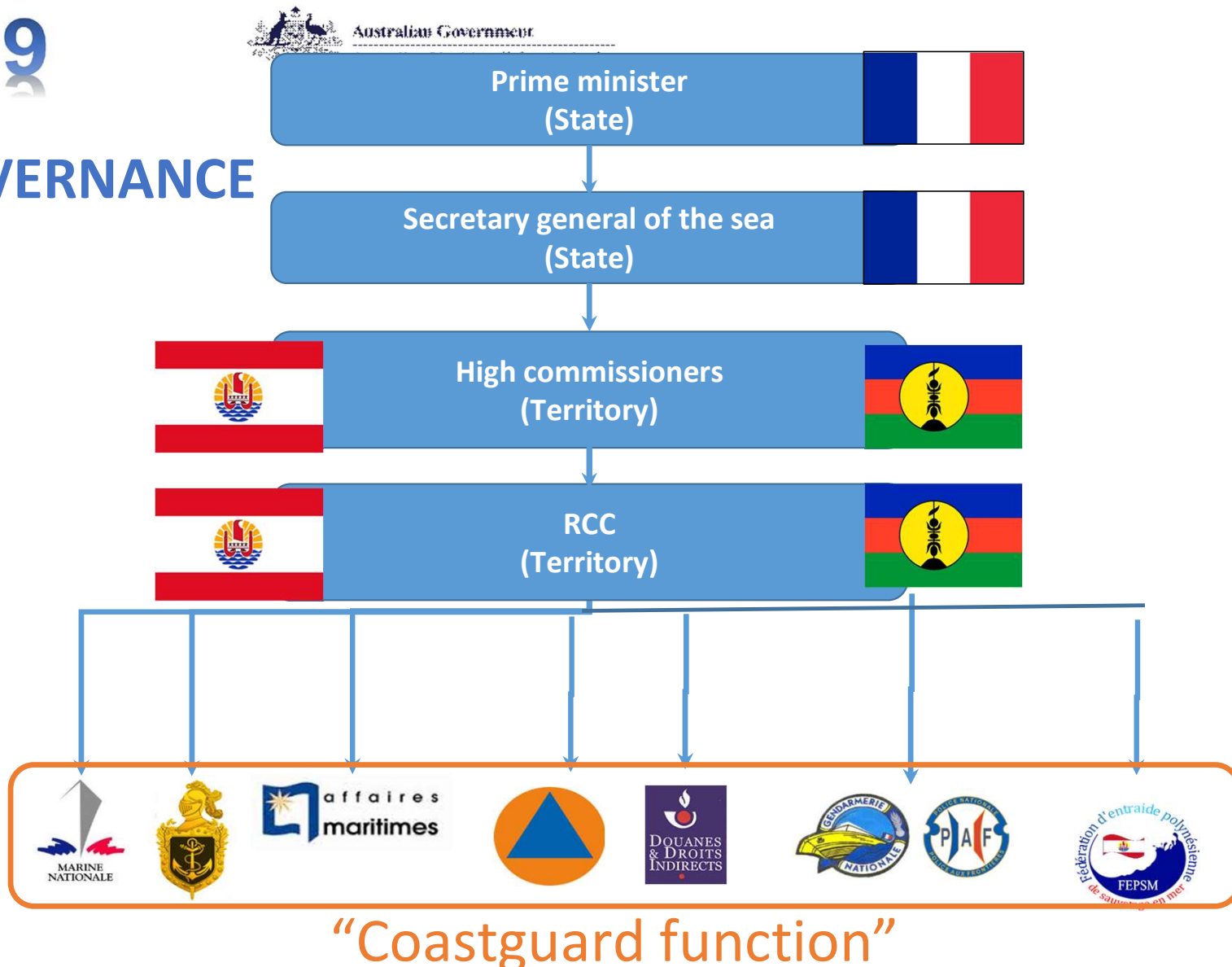
**LT Héloïse BENOIT**

**Deputy officier “Law enforcement division”**

**JRCC Tahiti**

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## SAR GOVERNANCE

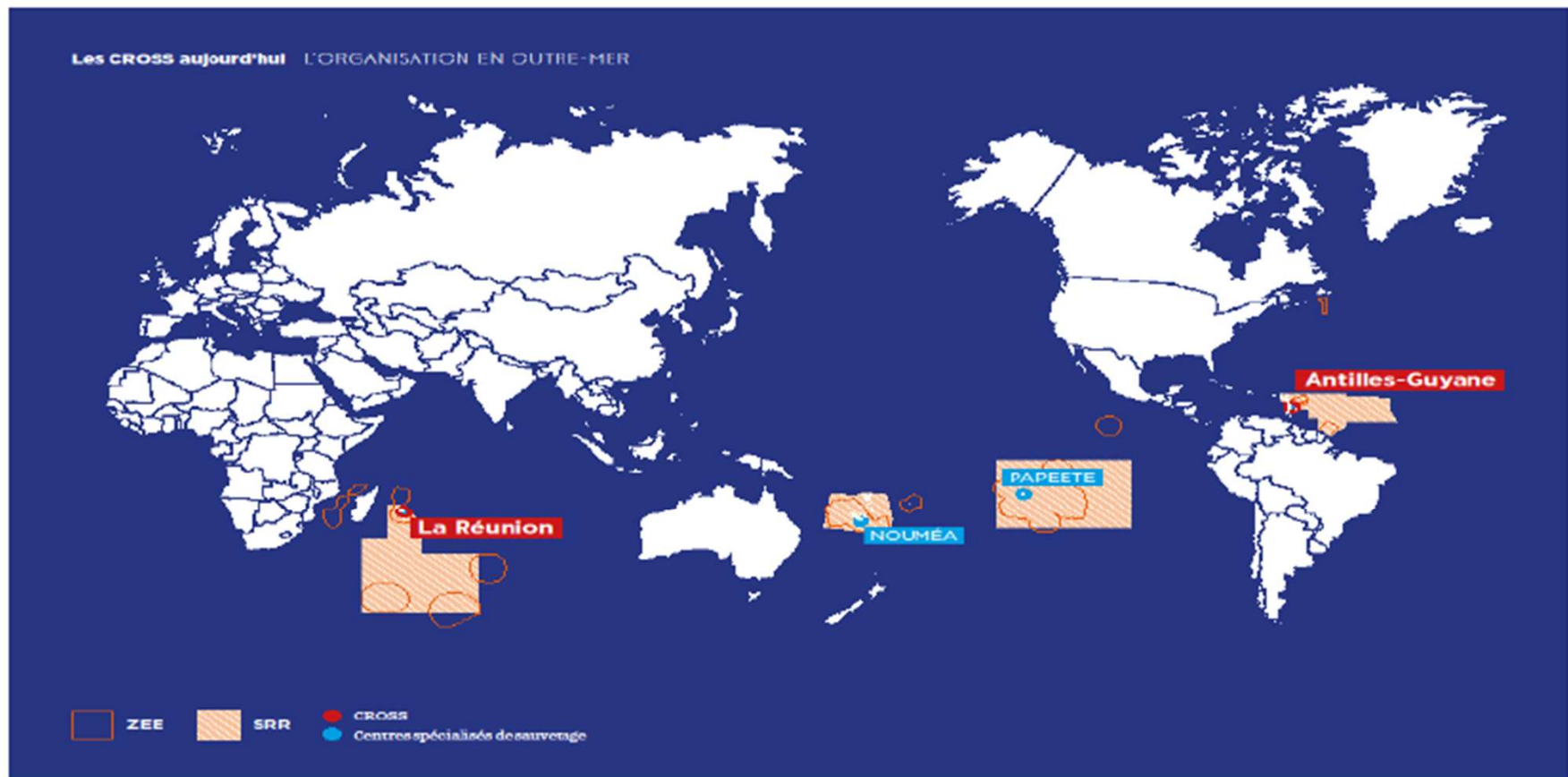


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## SAR GOVERNANCE

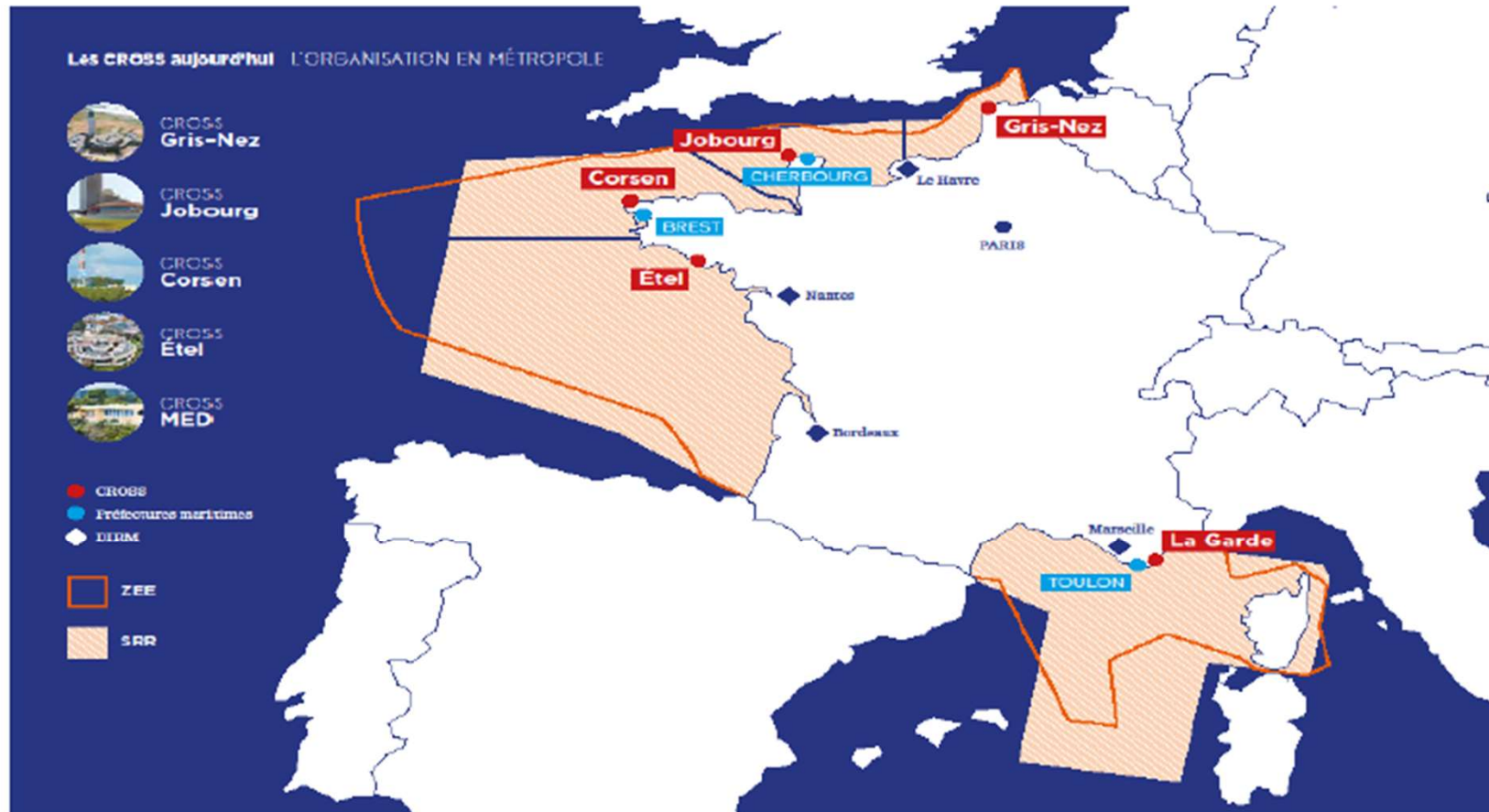


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## SAR GOVERNANCE



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## SAR GOVERNANCE

SAR Legislation in place	National SAR Committee established	National SAR Plan in place	Signatory to SAR TAfC
Yes	Yes	Yes	Yes (NC)/ ICED since 2018 (FP)

### Ratification of various safety conventions of UN, IMO, and ICAO

International Civil Aviation 1944	Maritime Search and Rescue 1979	Safety of Life at Sea 1974	Convention on the High Seas 1958
Yes	Yes	Yes	Signatory

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## **COUNTRY BRIEF: FRANCE / French Polynesia**

**LCDR Thomas DOMENICHINI**  
**Deputy director and SMC**  
**JRCC Tahiti – French Maritim Affairs**

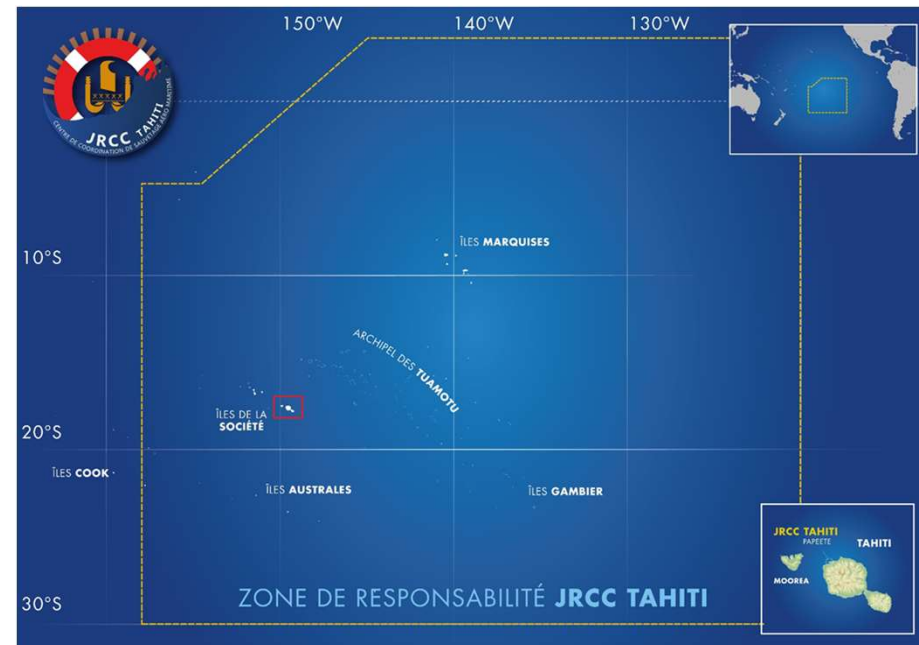
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## SAR COORDINATION

- **Search and Rescue Region**
  - 12m km<sup>2</sup> (maritime SRR + FIR), 118 isl including 74 populated, Pitcairn and 4 Kiribati isl.
  - Neighbours: JRCs Hawaii and New Zeland, MRCCs Chile and Peru
- **Rescue Coordination Centre**
  - Tahiti Isl, 24/7, staff and SMC: Maritime Affairs officers (branch of French navy), operator: French navy petty officers
- **Key capabilities**
  - State assets (M+A+T) + local assets (firemens, police etc) + opportunity assets
  - Agreements with US, NZ and Chile (to be restart)
- **Key issue**
  - Leading a MRO (maritime or aeronautical) operation in distant part of SRR, especially northern (cruising between North or South America and Oceania)





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## SAR COORDINATION

<b>Maritime or Joint Coordinating Authorities established</b>	<b>Coordinating Authorities have appropriate systems, processes, and procedures</b>	<b>Coordinating Authorities have appropriate communication systems and response planning tools</b>
<b>Yes</b> (1 JRCC in Pacific ocean)	<b>Yes</b> (national and local procedures)	<b>Yes</b> (SeaMIS, VHF, HF, C/S SPOC, INM)
<b>List of deployable assets is developed and maintained</b>	<b>Coordinating Authorities have effective system for monitoring and documenting responses</b>	<b>Lessons management process is in place to support continuous improvement</b>
<b>Yes</b> (continuous for state & local assets)	<b>Yes</b> (specific access to databases, live maps)	<b>Yes</b> (every drill or complicated case)



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## SAR RESPONSE

### Resources available

- State assets: 3+2 semi-dedicated FNY planes + HLO, 2 non dedicated FAF aircrafts, 6 FNY ships,
- Delay: Between 1/2h to 4h
- Light assets spread in islands (terrestrial, maritime), opportunity ships/aircrafts

### Key challenges

- Complicated night searches due to aircrafts capabilities (no FLIR, spotlight + NVG only, improvement in 2024)
- Distances from Tahiti (state assets base) and 1 archipelago fully covered by radio (70% of population)
- Quantity of assets regarding their other missions

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2 DAUPHIN N3+



Patrol vessel ARAGO



Frigate PRAIRIAL



3 GARDIAN



Coastal tug MAROA / MANINI



Multi Missions Vessel BOUGAINVILLE



2 CASA



Patrol vessel JASMIN



1 DAUPHIN



Gendarmerie



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## SAR RESPONSE

SAR Standard Operating Procedures that align with the National SAR Plan are developed and in use	Training Needs Analysis is undertaken; Training Plans are developed and in use	Exercises that focus on preparedness for key risks are undertaken	Effective communication systems are established to support SAR coordination and response
Yes	Yes	Yes	Partially (VHF network to be extended in the 5 archipelagos)

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## SAR PREVENTION

### Initiatives

- Safety equipment promotion (C/S, TELSAT, VHF, flares etc)
- Inter-atolls declarations (Tuamotu – 76 atolls on 118 isl. in whole French Polynesia)
- Make people call JRCC instead of family, neighbour, social networks etc

### Opportunities

- Extend inter-island declarations to Marquisas archipelago (in progress)
- Extend VHF network in other archipelagos (in progress for Tuamotu, Marquisas)
- Extend international network by agreements with neighbours

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## SAR PREVENTION

Maritime safety education programmes are implemented	Maritime safety regulations (and compliance regimes) are in place	Mariners have access to appropriate safety equipment	Increased use of technology-based safety equipment (e.g. distress beacons, mobile/emerging technologies)
Yes	Yes	Yes	Yes



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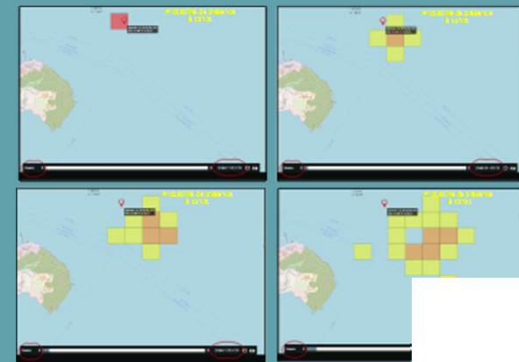
## WHAT IS THE ONE THING....

### •We do really well:

- Every SAR case in range of assets usually employed
- Use of international and national SAR procedures

### •We could do more effectively?

- International cooperation
  - with JRCC Honolulu for aeronautical cases in French FIR above US maritime SRR
  - SAR TAfC to be signed, arrangement with NZ and US then



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## QUESTIONS



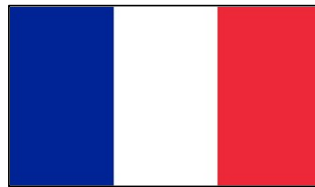
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## **COUNTRY BRIEF: NEW CALEDONIA (FRANCE)**



**LCDR Hugo BROBAN**

**Deputy director of MRCC Nouméa**

**French Maritimes Affairs**

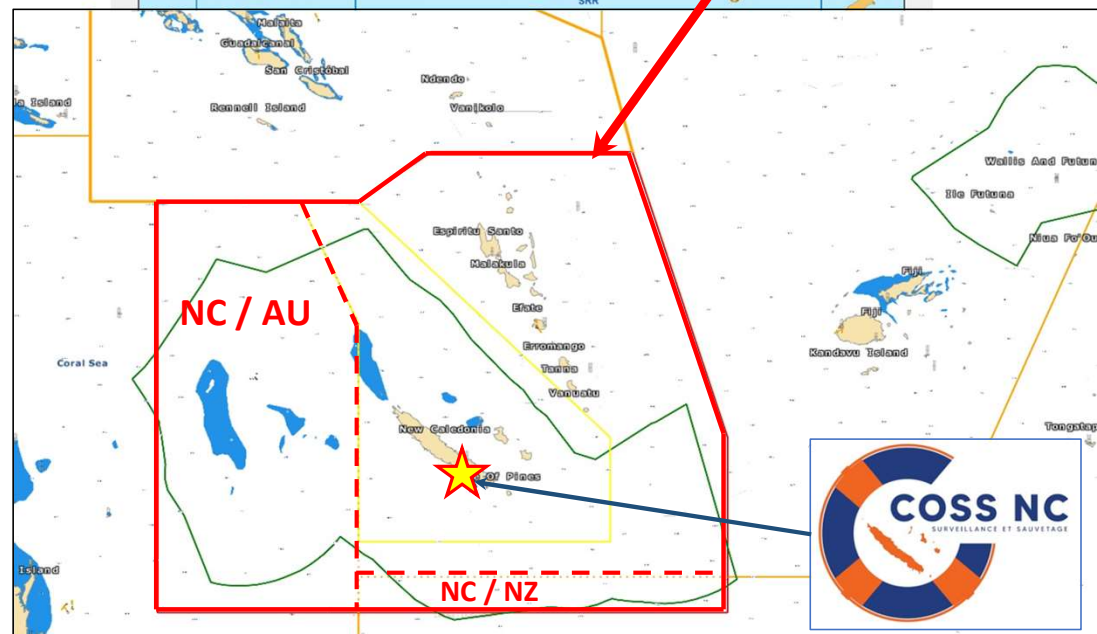
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## SAR COORDINATION

- **Search and Rescue Region**
  - Coordination zones : AU, NZ
  - Neighbours : AU, NZ, FJ, SB
  - 2,4 millions km<sup>2</sup> (1740 x 1500 km)
  - Including VU waters (SAR agreement)
- **Rescue Coordination Centre**
  - Nouméa
  - 12 personnels, 24/7 (day : 4 – night : 2 + 1 on call)
  - SAR coordination + navigational, fisheries, pollution monitoring
- **Key capabilities**
  - No own SAR assets
  - Main search assets :
    - SNSM (maritime rescue association) : 6 nautical means spread around NC
    - French armed forces based in NC + gendarmerie : aéro and naval units
    - NC gov means : civil protection (1 light helicopter)
- **Key issue**
  - Coordination with Vanuatu SAR authorities (VSMA) is fundamental for an efficient SAR response in VU waters.



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## SAR COORDINATION

<b>Maritime or Joint Coordinating Authorities established</b>	<b>Coordinating Authorities have appropriate systems, processes, and procedures</b>	<b>Coordinating Authorities have appropriate communication systems and response planning tools</b>
<b>Yes (1 MRCC)</b>	<b>Yes</b>	<b>Yes</b>
<b>List of deployable assets is developed and maintained</b>	<b>Coordinating Authorities have effective system for monitoring and documenting responses</b>	<b>Lessons management process is in place to support continuous improvement</b>
<b>Yes</b>	<b>SAR dedicated software to come</b>	<b>Yes</b>

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## SAR RESPONSE

### Resources available

- **Assets**
  - SNSM : 5 stations – 6 nautical units
  - Armed forces : 2 maritime patrol aircrafts + 2 transport aircrafts + 3 transport helicopters + naval units
  - Gendarmerie : 2 light helicopters + nautical units
  - NC civil protection : 1 light helicopter + UAVs
  - Other : police, firemen, natural guards, private boaters, customs...
- 30 min to 3 hours on-call alert, 7/24

### Key challenges

- Availability of SNSM nautical means and some non SAR dedicated aircrafts
- No possibility of winching on dark nights
- No MF/HF radio system (in project)
- Lots of private local boaters not equipped with marine VHF radio sets



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## SAR RESPONSE

SAR Standard Operating Procedures that align with the National SAR Plan are developed and in use	Training Needs Analysis is undertaken; Training Plans are developed and in use	Exercises that focus on preparedness for key risks are undertaken	Effective communication systems are established to support SAR coordination and response
Yes	Yes	Yes	No MF/HF (project)

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## SAR PREVENTION

### Initiatives

- **Improve knowledge of local private traffic (system of optional report while leaving/entering ports for private boaters)**
- **Annual communication campaign led by local Maritimes Affairs administration. Coastal navigation targeted. Main message : "VHF saves lives".**
- **Evolution of local regulations (last example : mandatory AIS equipment for little taxi-boat)**

### Opportunities

- **Constant navigational monitoring (AIS) in order to detect any potential harmful situation**
- **Communications in local medias**
- **MRCC FaceBook page (after significant operations, before bad weather, etc.)**

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## SAR PREVENTION

Maritime safety education programmes are implemented	Maritime safety regulations (and compliance regimes) are in place	Mariners have access to appropriate safety equipment	Increased use of technology-based safety equipment (e.g. distress beacons, mobile/emerging technologies)
Yes	Yes	Partially	Partially



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## ONE

### THING....



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#### •We do really well:

- C2 : responsibility levels well defined, organizational procedures in place and regularly tested (at least 1 major SAREX/year),
- Readiness : developed mission workshop, regular training exercises, alert procedures in place

#### •We could do more effectively :

- Resilience : human & technical
  - Human : only 4 NCO for 7/24 watch, no permanent on-site SMC
  - Technical : no SAR dedicated Software and need of more back-up
- SRU availability : especially in the Eastern NC



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## QUESTIONS ?

