

SIMULATION, CRITICALITIES AND RECOMMENDATIONS METHODOLOGICAL NOTE

1. Simulating the protection of the Adriatic Seaway

Within the research activities, Table Top Exercises were organised. «This type of activity involves a simulated response to a hypothetical natural or man-made disaster. These exercises are easier and faster to plan and execute than full scale exercises, which involve the mobilization of resources to a remote location or the use of actors as victims. Table top exercises are especially helpful in testing emergency response procedures and enabling communications and coordination between personnel who typically do not work together. The focus of a table top exercise should always be on identifying and eliminating emergency response deficiencies before an actual emergency occurs.

The focus of a table top exercise is not actually on solving the problem, but on working through the steps to respond to the problem. In some table top exercise, no solution is clearly attainable. In others, the components of the solution are provided to the participants as the table top exercise progresses. However, participants can: Test and validate organizational operational and policy level response plans in problem identification, interagency coordination, integration of resources and crisis resolution; Help representatives of various departments and organizations become more familiar with one another's personnel, capabilities and vulnerabilities; Develop and refine internal and external communications, cooperation, teamwork and confidence; Improve understanding and familiarity with the Incident Command System and the Unified Command System; Identify gaps in plans and resources; Train personnel and clarify roles and res-

possibilities in emergency situations»¹.

The table top exercises focused on two scenarios in the Adriatic Sea: an oil spill from a tanker cruising in international waters; and a terrorist attack to a ferry also cruising in international waters. A moderator facilitated the interactions among participants whilst ISIG staff graphically elaborated the development of the scenarios and took record of your contributions. Participants were asked to describe the actions their organisation/institution would undertake in the event of each type of disaster taking into consideration the interactions with other stakeholders. Moreover, participants were encouraged to bring to our attention potential CIs and actors which might had been left out when the exercise were planned. The next paragraphs gather the results of the simulations.

1.2. Simulation 2: Simulating an oil-spill in the Adriatic

1.2.1. t₀ - Hijacking alert

In this second part of the table top exercise, we have developed a scenario of terrorist attack, with weapons or explosive, to a ferry on route across two Adriatic States, (for example Zadar-Ancona).

As in the previous exercise, we decided however to leave open departure, destination and flag State of the ferry, for the reasons already mentioned.

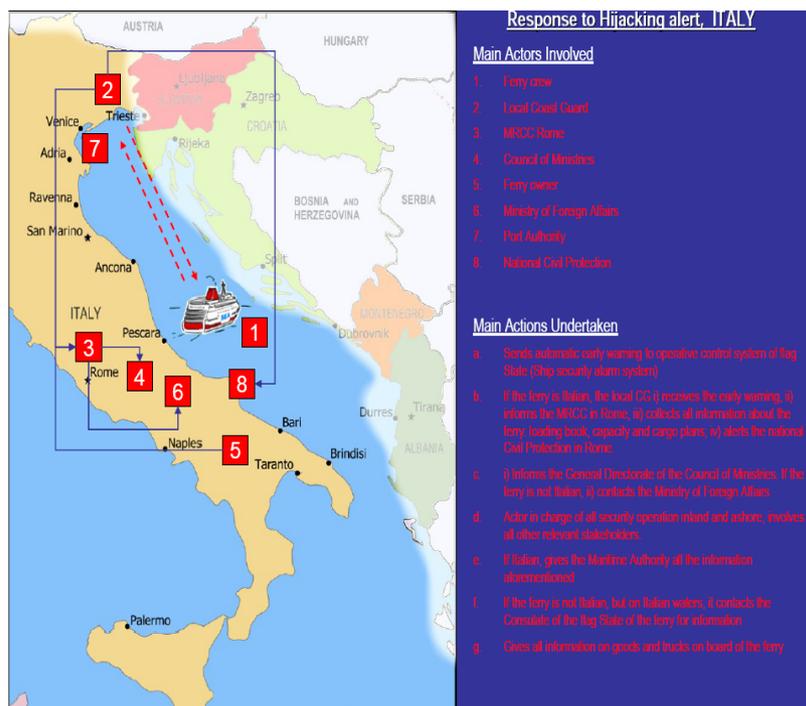
We have again a 2 level scenario. In this case the early warning to safety and security actors of the Adriatic basin is not given by a specific communication form the ferry, but on the contrary by the absence of communication.

Obviously the ferry cannot disappear from the radar of the local Coast Guard, but we figure out that such misbehavior of the ferry originates the reaction of the security and safety actors, and so the beginning of our exercise.

1. And for further info: <http://www.infragardmembers.org>.



During the final conference the following information were given by the Coast Guard of Trieste to amend the results of the table-top exercise as far as the Italian stakeholders are concerned. In such scenario, the alert can originate from two sources. If the crew of the ferry has the chance to send the alert, it will be sent via radio to the closest Coast Guard. But if the crew has only the chance to “press the button” and send the automatic early warning, then the recipient will be the operative control system of the flag State of the ferry. If the ferry is Italian, the recipient will be then the MRCC in Rome.



The MRCC will instantly inform the Italian Ministry of Interior. In this first phase, the Ministry of Interior will consider the opportunity to request a meeting of the Council of Ministry. Whether or not to issue such request will obviously depend on the information

gathered. For such purpose, the MRCC, after informing the Ministry, will alert the Coast Guard closest to the position of the ferry. The MRCC will also ask information to the shipping company owner of the ferry, and meanwhile the local Coast Guard will inform the local Prefect. These actions extinguish the t_0 . In the case the data collection depicts a really dramatic scenario, the Ministry of Interior will propose to the Council of Ministry to call for a meeting of the National Committee of Public Security, and will contact the Head of Police, intelligence, and other relevant bodies. The Ministry of Interior will be then, through the local Prefect, the actor in charge of the crisis. This applies for two cases: Italian ferry in Italian waters, and Italian ferry in international waters. In the third case (Italian ferry in – to say – Croatian waters), the MRCC will also contact the Italian Ministry of Foreign Affairs, that will inform the Croatian counterpart, and then together decide how to react). In this last occasion, the Italian MRCC may directly contact the Croatian MRCC right at t_0 . The important point is that in this scenario, unlike the previous one, also the flag matters. In the case of a risk of spillage, the flag of the tanker is not crucial, but only its position will mandate who is to act (Trieste, Venice, Rijeka, etc). But in the case of a terrorist attack scenario, we have to bear in mind that the automatic early warning on board of the ferry will send the alert to the flag State only. And this is indeed a problem, if the terrorist commando would attack not an Italian cruise line, but , to say, a cargo from Bermuda, or Grenada. For this reason, we have to consider two further scenarios: foreign ferry in international waters, and foreign ferry in Italian waters. In the case of a foreign ferry in the middle of the Adriatic sea, the MRCC of its flag State will receive the alert, will adopt the national plan, and then the Ministry of Foreign Affairs of that State may contact for example the Italian government to decide upon actions. The last point to underline is about the event of a foreign ferry in Italian waters. According to the international maritime law, if on board of the foreign ferry offences to law might occur, having an impact on Italian territory, then the Italian State is entitled to be the actor in charge of the operations.