IORIS

FROM INFORMATION TO ACTION

IORIS SUCCESS STORIES

OF COOPERATION, COMMUNICATION, AND COORDINATION

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All stories included in this booklet have been gathered and compiled by the Project Team. While we have made every effort to ensure accuracy, any errors or omissions in the details are the responsibility of the writing and compilation process. We apologise for any inaccuracies and welcome corrections or additional information from anyone with knowledge of the events. Please feel free to contact us to provide updates or clarifications.

FOREWORD

The **Indo-Pacific region** faces complex and evolving threats—from **piracy and armed robbery, illicit trafficking, illegal unreported and unregulated fishing, to environmental challenges, and search-and-rescue** demands. No single agency can address these challenges alone.

This compilation of **success stories** showcases progress made by EUCRIMARIO in terms of supporting the EU's partners enhance maritime security and safety by promoting **collaborative, information sharing, and coordinated actions** at sea through the IORIS platform. Each story reflects a different operational context and addresses distinct challenges across the maritime domain. Yet they all demonstrate one unifying truth: when institutions join forces and share critical information through IORIS, the impact is transformative.

The cases highlighted in this booklet illustrate how coordinated responses, built on trust and facilitated through a common platform, lead not only to successful operations but also to stronger, more resilient regional partnerships.

For agencies and donors alike, these success stories offer **concrete evidence of the added value of IORIS**. The platform has strengthened interagency cooperation, improved situational awareness, and supported timely, informed decision-making. Beyond technology, **EU CRIMARIO** has fostered a culture of collaboration—one which encourages the flow of information, where organisations are empowered to work together, and where regional maritime security and safety is no longer a collection of isolated efforts but a coordinated effort.

These successes were possible thanks to the **commitment** of the over 150 navies, authorities and agencies, and regional organisations across the Indo-Pacific, that embraced the platform and believed in the project's potential from the very beginning, and the dedication of the EU CRIMARIO team. Their engagement has shaped IORIS into an operational tool capable of supporting real-world missions and delivering tangible results.

We extend our sincere gratitude to the European Commission's Service for Foreign Policy Instruments (FPI), the European External Action Service as well as Common Security and Defence Policy operations for their invaluable trust and confidence in EF and EUCRIMARIO since 2015.

To all involved, thank you for your trust, your dedication, and your continued collaboration. We hope this booklet serves not only as a record of what has been accomplished thus far but also as an inspiration for what we can be achieved together in the years ahead.

Martin Cauchi Inglott
Project Director
EU CRIMARIO

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COORDINATED AT SEA: THE RÍO LOCUMBA MISSION AND THE RESCUE OF F/V FILOMENO, PERU

SEARCH AND RESCUE

BACKGROUND

On **07 May 2023**, the Peruvian fishing vessel **FILOMENO** activated its **radio beacon** after suffering a **capsizing incident** approximately **53 nautical miles off the coast**, near **Chala Port, Mollendo**. The seven crewmembers aboard were in immediate danger, requiring rapid and coordinated maritime response.

SEQUENCE OF EVENTS

- **Emergency signal activation**
  The radio beacon of F/V FILOMENO was triggered following the vessel's capsizing. The distress alert was detected through maritime surveillance systems integrated into the IORIS platform.
- **Real-time monitoring via IORIS**
  The IORIS system enabled rapid situational awareness by providing the Maritime Authority of Peru with the vessel's last known position and environmental conditions, ensuring timely decision-making.
- **Mobilization of the Offshore Patrol Vessel (OPV) Río Locumba**
  With accurate coordinates and continuous updates, the OPV Río Locumba was deployed to the emergency zone. Coordination between command centers and the patrol vessel was facilitated through the IORIS interface.
- **Search and Rescue Execution**
  Upon reaching the location, the crew of the Río Locumba conducted a meticulous search pattern and located the seven crewmembers of the FILOMENO.
- **Recovery and Evacuation**
  All survivors were safely brought aboard the Río Locumba. Initial medical evaluations were carried out, confirming the crew's stable condition.

OUTCOME

Thanks to the swift activation of maritime emergency protocols, the operational readiness of the **Peruvian Maritime Authority**, and the enhanced monitoring and coordination capabilities provided by **IORIS**, the **seven crewmembers of F/V FILOMENO were successfully rescued**.

RAPID COORDINATION THROUGH IORIS – THE CASE OF THE VESSEL LEGENDE, TANZANIA

SEARCH AND RESCUE

BACKGROUND

The vessel LEGENDE was scheduled to arrive at the port of **Dar es Salaam, Tanzania**, on **15 August 2023**. However, by **17 August,** no updates had been received on the vessel's status, raising concern among maritime authorities.
Operating within **Area 118 – Indian Ocean Hub**, and inside the **Tanzania Search and Rescue Region (SRR)**, authorities were alerted to the possible late arrival and potential risk at sea.

SEQUENCE OF EVENTS

When communication with the vessel was lost, maritime authorities initiated a **mutual support response** using the **IORIS** platform. A message was sent via IORIS to the **Tanzania Navy Maritime Operations Centre (MOC)**, requesting support to investigate the vessel's position and condition. The **Maritime Rescue Coordination Centre (MRCC) Madagascar** and the **Tanzania Port Authority** were also informed and engaged through the platform to ensure synchronized situational awareness.
IORIS enabled efficient communication between the involved authorities, reducing response time and supporting a coordinated approach to managing the developing situation.

The **Tanzania Navy MOC** and **MRCC Madagascar** collaborated to verify the vessel's latest position and confirm its status. The **Tanzania Port Authority** provided port-side updates and logistical coordination for potential SAR measures.
This seamless cooperation demonstrated the operational benefits of IORIS in supporting **joint inter-agency Search and Rescue (SAR)** responses, ensuring effective communication between all parties involved.

OUTCOME AND OBSERVATIONS

The situation was **quickly resolved**, with the vessel's arrival successfully confirmed after brief communication difficulties. The coordinated response avoided unnecessary escalation and highlighted the value of **IORIS** as a trusted operational coordination tool. This event reaffirmed that **timely information exchange and multi-agency collaboration** are essential to maritime safety.

CYCLONE TEJ – LOSS OF COMMUNICATION WITH TUGS BLUE WATER AND BLUE WATER 2, YEMEN

SEARCH AND RESCUE

BACKGROUND

As **Cyclone Tej** approached the region in October 2023, maritime authorities and operational centers, including the Yemen Regional Maritime Information Sharing Centre (ReMISC), monitored the likely impacts on navigation and vessel safety. Two tugs operating in the affected area—**BLUE WATER** and **BLUE WATER 2**—were conducting routine activities as weather conditions deteriorated. Ensuring continuous communication was essential for maintaining situational awareness during the cyclone.

Information relevant to the region was being shared and monitored through the **IORIS platform**, specifically within the **Geographical Community Area (GECA) ROHA** (Red Sea, Gulf of Oman, Horn of Africa, Gulf of Aden) region, which allowed all stakeholders to maintain a common operational picture.

SEQUENCE OF EVENTS

As Cyclone Tej intensified, sea state and weather conditions worsened significantly. During this period, **ReMISC** reported a **loss of communication** with the two tugs. Several attempts to re-establish contact were made, but no signals were received, raising immediate operational concern.

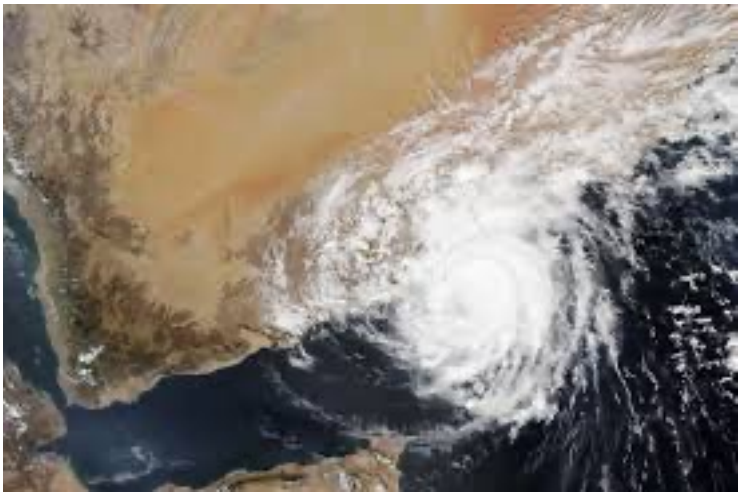
The communication loss and subsequent updates were shared on the **IORIS platform**. This enabled all participating centres to remain informed and coordinate efforts to gather additional information. Requests for updates were circulated, and nearby assets were asked to report any sightings or relevant observations.

Through this coordinated information-sharing process, reports were eventually received confirming that both tugs had run aground due to the severe conditions produced by Cyclone Tej.

OUTCOME AND OBSERVATIONS

Follow-up information, also shared through **IORIS**, confirmed that the **crews of both BLUE WATER vessels were safe**, and no injuries had been reported. Although both tugs had grounded as a result of the cyclone, all personnel were accounted for.

The incident highlighted the operational challenges posed by extreme weather, particularly concerning communication reliability. It also demonstrated the value of coordinated situational awareness through the **IORIS platform**, which ensured that all stakeholders within the ROHA GECA had timely, consistent information to support decision-making during the storm.



INCIDENT REPORT: RESCUE OF MIGRANTS OFF THE COAST OF MOCHA, YEMEN

SEARCH AND RESCUE

BACKGROUND

The Yemen **Regional Maritime Information Sharing Centre (ReMISC)** monitors maritime safety and security developments across the Red Sea region. As part of its mandate, ReMISC gathers and disseminates information to enhance situational awareness among regional partners. During routine information-sharing activities, during the month of October 2023 ReMISC received updates concerning an incident involving migrants travelling by sea along the western coast of Yemen.

Information regarding the incident was **shared through the IORIS platform within the Geographical Community Area (GECA) ROHA** (Red Sea, Gulf of Oman, Horn of Africa, Gulf of Aden), ensuring all relevant stakeholders in the region had access to timely updates.

SEQUENCE OF EVENTS

Information shared through ReMISC indicated that a migrant boat, reportedly carrying approximately **75 individuals of various African nationalities, encountered difficulties and sank near the coast of Moch**a, in western Yemen.

Following the incident, the **Yemeni Coast Guard forces operating in the Red Sea initiated search and rescue efforts** in response to reports of people in distress.

Updates about the situation were continuously **shared through IORIS** within the GECA ROHA, allowing maritime authorities and regional partners to maintain a common operational picture and coordinate monitoring.

Official reports subsequently confirmed that Yemeni Coast Guard units reached the scene and **successfully rescued 26 migrants**, whose nationalities were recorded as various African origins.

The fate of the remaining passengers remained unconfirmed, as the boat was believed to have **carried up to 75 migrants** at the time of the incident.

OUTCOME

The incident highlighted the importance of timely information-sharing through IORIS in the GECA ROHA, as well as the value of coordinated local response. These actions **contributed to situational awareness** in the region and **supported effective monitoring** of the event.

COAST GUARD SEARCH & RESCUE MISSION FOR "SIEMPRE NOELY", ECUADOR

SEARCH AND RESCUE

BACKGROUND

On November 27th, 2023, the Ecuadorian Coast Guard received a distress report from a fishing vessel operating within Ecuador's Exclusive Economic Zone (EEZ), approximately **45 nautical miles north-northwest of Bahia de Caraquez**. The report indicated that a group of four fishing vessels was operating together in the area when they came under attack by an unidentified vessel.

SEQUENCE OF EVENTS

According to the report, the four fishing vessels were engaged in regular fishing activities when they were approached and assaulted by unknown assailants. The attack appeared to be targeted and potentially aimed at robbery or intimidation of the fishermen.

Three of the vessels managed to evade the attackers and escape the area, returning safely to port. However, one vessel, the **FV "Siempre Noely",** was unable to flee and sustained direct aggression. Communications from nearby vessels indicated that the crew of Siempre Noely may have suffered injuries, with at least one person reportedly wounded during the incident.

Upon receiving the distress alert, the **Ecuadorian Coast Guard Command (COGUAR)** immediately activated the **Search and Rescue (SAR)** plan and deployed assets to locate and assist the attacked vessel. Through coordinated surface and aerial surveillance, Coast Guard units successfully identified the position of "Siempre Noely" adrift in the area.

A Coast Guard patrol vessel was dispatched to the scene and contacted "Siempre Noely". Upon inspection, it was confirmed that the vessel had sustained damage, and one crewmember appeared to be injured. First aid assistance was provided on-site, and the Coast Guard initiated towing operations to ensure the safe recovery of the vessel and its crew.

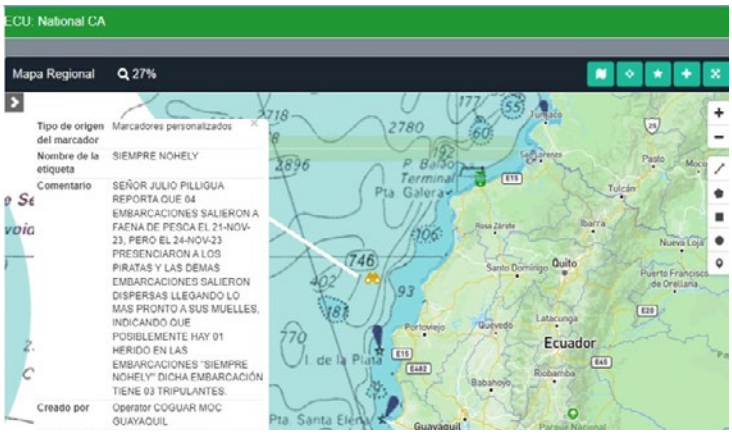
"Siempre Noely" was subsequently towed to **San Mateo Port**, where local authorities, medical teams, and maritime police were waiting to receive the crew. Further investigation was launched to determine the identity of the attackers and the motive behind the assault.

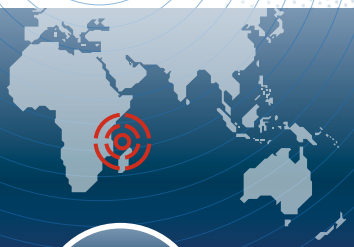
Throughout the incident, communication and operational coordination were maintained through the **IORIS platform**, allowing for the rapid exchange of information between the Ecuadorian Coast Guard Operational Command, the Navy Intelligence Division, and local maritime authorities. The use of IORIS ensured situational awareness, efficient asset deployment, and a timely rescue response.

OUTCOME

The prompt activation of the SAR plan and the efficient coordination between Ecuador's Navy and Coast Guard prevented further casualties and secured the safe return of "Siempre Noely" and its crew.

The event underscores the ongoing risks faced by small-scale fishermen operating in remote areas of Ecuador's EEZ and emphasizes the need for continued maritime surveillance, intelligence cooperation, and readiness to respond to maritime security incidents.





COORDINATED SEARCH AND RESCUE RESPONSE OF MV SIGYN ACROSS THE SOUTHWEST INDIAN OCEAN

SEARCH AND RESCUE

BACKGROUND

In the last week of December 2023, **CROSS Réunion** faced two major maritime incidents that required rapid Search and Rescue (SAR) intervention. These events involved coordination among several regional authorities, demonstrating the importance of strong cross-border cooperation and dependable communication systems. Key partners included the **Maritime Regional Coordination Centre (MRCC) Madagascar,** the **Comoros National Maritime Affairs Agency (ANAM Agence Nationale des Affaires Maritimes) Comoros,** the **Tanzania Port Authority,** and **MRCC Maputo**, all supported through real-time information-sharing via **IORIS**.

SEQUENCE OF EVENTS

The first incident involved the Motor Vessel (MV) **SIGYN**, which experienced a sudden technical breakdown west of Mayotte, within the **Madagascar Search and Rescue Region**. The vessel was left adrift and required immediate support. After assessment, authorities coordinated the towing of MV SIGYN to Anjouan for repairs.

Shortly afterward, a second emergency unfolded when the **APOLLO TRIUMPH** was struck by a fire onboard, forcing the crew to abandon ship. **MRCC Maputo** promptly assumed coordination of the rescue effort to ensure the crew's safety.

Throughout both incidents, **IORIS** played a central role by enabling real-time exchange of operational updates, vessel positions, and evolving risk assessments between SAR authorities from Madagascar, Comoros, Tanzania, Maputo, and CROSS Réunion. This seamless communication allowed for synchronized decision-making in rapidly changing conditions.

OUTCOME AND OBSERVATIONS

- The MV SIGYN was successfully towed to Anjouan, preventing further risk.
- The APOLLO TRIUMPH crew was safely rescued through **coordinated regional action**.
- All participating authorities shared a **common operational picture** on **IORIS** throughout the operations.
- Both incidents were resolved without major casualties, demonstrating strong regional SAR capacity.

The incidents demonstrated the essential role of **IORIS** in maintaining reliable, real-time communication among multiple national authorities. The platform enhanced coordination and reduced response times by ensuring a unified situational picture.

Furthermore, the operations highlighted the value of **regional collaboration** among **CROSS Réunion, MRCC Madagascar, ANAM Comoros,** the **Tanzania Port Authority,** and **MRCC Maputo**. Together, these partners demonstrated how coordinated SAR efforts and modern digital tools strengthen maritime safety and protect lives across the Southwest Indian Ocean.

FIRE ON BOARD MOTOR VESSEL MARLIN LUANDA, GULF OF ADEN

SEARCH AND RESCUE

BACKGROUND

On 26 of January 2024 while transiting through the **Gulf of Aden**, the **vessel Marlin Luanda** issued a **distress call on VHF Channel 16**, reporting that a fire had broken out on board and was spreading rapidly. The vessel had lost all manoeuvring capability and carried a crew of **27 sailors**, making the situation immediately critical.

The **United Kingdom Maritime Trade Operations (UKMTO)** centre was the first to receive the alert and swiftly circulated it through its established maritime security network. Right after, the **Djibouti Coast Guards** relayed the information via the **IORIS platform**, activating regional communication channels and alerting nearby authorities and naval units.

In the hours that followed, **ALINDIEN**, the French Naval Command for the Indian Ocean, assumed a central role in coordinating the response. It provided continuous updates through IORIS and requested assistance and coordination from **Maritime Rescue Coordination Centres (MRCCs)** across the region. The **Yemen Regional Maritime Information Sharing Centre (ReMISC)** contributed by relaying information, while the **Yemen MRCC** maintained operational updates throughout the incident.

SEQUENCE OF EVENTS

Following the alert, ALINDIEN directed naval assets in the area to provide immediate assistance. Three warships — the **French frigate FS Alsace**, the **Indian destroyer INS Visakhapatnam**, and the **U.S. destroyer USS Carney** — diverted course and proceeded at best speed toward Marlin Luanda's position. Throughout the evening, constant communication was maintained on **IORIS** between ALINDIEN, MRCCs, and responding ships.

As the night progressed, the combined presence of the three naval ships and the coordinated guidance from regional centres ensured that assistance was ready at hand. Continuous information sharing through IORIS allowed all involved entities to maintain situational awareness and adjust actions as the situation evolved. Gradually, the fire came under control after several hours of joint effort. By the early morning, the flames were fully extinguished. Once the vessel was declared stable, Marlin Luanda regained partial power and was able to continue its voyage toward a designated safe port for inspection and repairs.

OUTCOME

The coordinated international response prevented the loss of the vessel and safeguarded all 27 crew members. The rapid mobilisation of naval assets from France, India, and the United States, combined with efficient communication through IORIS, enabled a swift and structured reaction, demonstrating the effectiveness of timely regional coordination and multinational readiness in the Gulf of Aden.

This incident highlighted the crucial role of **IORIS** in managing maritime emergencies. The platform enabled rapid information sharing, synchronized decision-making, and clear situational updates among multiple actors operating under different jurisdictions. The event also reinforced the importance of **multinational cooperation** in maintaining maritime safety in high-risk regions such as the Gulf of Aden.

SWIFT AND SAFE: THE RESCUE OF HOUSSAM 2 AND ITS HAZARDOUS CARGO OFF DJIBOUTI COAST

SEARCH AND RESCUE

BACKGROUND

On 30 January 2024, the Sri Lankan-flagged dhow **Houssam 2**, en route from the port of Djibouti to Yemen, was **shipwrecked** off the coast of Ras Bir. The vessel was carrying a significant cargo of **agricultural chemicals** and had **five crew members onboard**. The hazardous nature of the cargo and the vessel's distress called for an urgent and coordinated search and rescue (SAR) response.

SEQUENCE OF EVENTS

Upon receiving the distress alert, the **Djibouti Coast Guard and Djibouti Navy** swiftly mobilised to the vessel's last known position near Ras Bir. Through coordinated efforts with the **Sri Lanka Coast Guard**, relevant details regarding the ship's cargo, crew, and voyage were shared to ensure a well-informed rescue operation.

Despite challenging conditions, the Djiboutian SAR teams reached the stranded dhow promptly. The teams managed the delicate situation, taking into account the potential risks posed by the agricultural chemicals onboard while ensuring the safety of all five crew members.

OUTCOME

- All **five crew members** of the Houssam 2 were **safely rescued** without injury.
- The **hazardous cargo was effectively managed**, preventing any environmental or safety incidents.
- The operation was successfully conducted through close collaboration between Djibouti's maritime forces and the Sri Lanka Coast Guard.
- The dhow was recovered without further escalation, showcasing excellent SAR coordination.

This incident demonstrated the critical importance of **regional maritime cooperation** in managing emergencies involving foreign-flagged vessels in sensitive maritime zones. The rapid response by the Djibouti Coast Guard and Navy, combined with the effective information sharing via the Sri Lanka Coast Guard, ensured that risks were mitigated and lives were saved.

Furthermore, the operation highlighted the necessity of preparedness for handling **hazardous cargo incidents at sea**, particularly in busy maritime corridors like the Gulf of Aden. Clear communication, timely coordination, and swift action were key factors in the operation's positive outcome.

RESCUE OF CREW MEMBER FROM SAILING VESSEL BOREAS OF RHODES, PERU

SEARCH AND RESCUE

BACKGROUND

On April 8, 2024, the **Peruvian Navy**, through its **Coast Guard Operations Command**, acting in its capacity as the **National Maritime Authority,** received an Emergency Position-Indicating Radio Beacon (EPIRB) activation. The signal originated from coordinates latitude 05°10.2'S, longitude 111°53.6'W, approximately 1,837 nautical miles from the Port of Talara, Peru. The EPIRB was registered to the **sailing vessel "Boreas of Rhodes", flag of the United Kingdom**.

SEQUENCE OF EVENTS

Upon receipt of the distress alert, **Search and Rescue (SAR)** procedures were immediately activated. The **Maritime Rescue Coordination Centre (MRCC) Peru** initiated coordination through the **IORIS** information-exchange platform, issuing alerts to vessels in the surrounding area.

The **Colombian Coast Guard** was promptly informed and provided contact details for the **fishing vessel AMERICAN EAGLE**, which was operating nearby. Acting upon this coordination, the **AMERICAN EAGLE** successfully located and rescued Mr. Eleftherios Cafetzis, the sole crew member of "Boreas of Rhodes". The rescued sailor was reported to be in good health and was safely disembarked at the Port of Balboa on April 18, 2024.

Coordination and information exchange

- **Alert origin:** EPIRB activation from BOREAS OF RHODES
- **Primary Coordination Tool:** IORIS – used for **information exchange, contact identification, and vessel tracking**
- **Actors Involved:**
  - **MRCC Peru** – Lead coordination and alert dissemination
  - **Colombian Coast Guard** – Support and inter-agency contact facilitation
  - Fishing Vessel AMERICAN EAGLE – Rescue operation and recovery of crew member

OUTCOME

The swift and coordinated actions facilitated through **IORIS** resulted in the **successful rescue** of the sole crew member of BOREAS OF RHODES demonstrating the platform's **effectiveness in maritime emergency response** and **cross-border coordination** between regional maritime authorities.

- IORIS significantly enhanced situational awareness by providing **real-time vessel positioning** and **contact information** of nearby assets.
- The case underscores IORIS's critical role in improving **maritime safety, search and rescue operations, and international information exchange in the Eastern Pacific region.**

CREW MEMBER OF SAILING VESSEL "BOREAS OF RHODES" RESCUED

1837 NAUTICAL MILES OFF PERU WITH THE SUPPORT OF THE "IORIS" PLATFORM

On April 8, 2024, at 17:00 hours, the Peruvian Navy, through the Coast Guard Operations Command, performing functions as the National Maritime Authority, received the activation of an EPIRB (HEX: 9D69D35C0CD28D1), signal coming from the geographical coordinates latitude 05°10.2'(S) longitude 111°53.6'(W), located at 1,837 nautical miles from the Port of Talara, Peru. The radio beacon was registered to the sailing vessel "BOREAS OF RHODES", with MMSI 235107904 and flag of the United Kingdom.

Search and Rescue alerts were immediately activated, notifying vessels in the vicinity of the emergency. As a result, the Peru – MRCC informed the Colombian Coast Guard of the incident through the IORIS information – exchange tool, who were able to then provide the contact of the Agency of the fishing vessel "AMERICAN EAGLE", also in the vicinity. The fishing boat rescued Mr. Eleftherios Cafetzis, the sole crew member "BOREAS OF RHODES" who was found to be in good health, and disembarked in the Port of Balboa on 18 April 2024, safe and sound.

It should be noted that IORIS provided the necessary information of the vessels closest to the position of the yacht in distress, the flag and necessary data of all the AIS contacts in the maritime area, evidencing great capabilities offered by the aforementioned platform. Additionally, it should be emphasized that the coordination with the Colombian authorities, was carried out almost immediately and effectively, thanks to the existing IORIS – based Network in Latin America, established through the CRIMARIO II project, funded by the European Union.

Rear-Admiral
Ludwig ZANABRIA Acosta
Coast Guard Operations Commander
PERU

COMMUNICATION LOSS OF VESSEL SEBAE XI, MADAGASCAR

SEARCH AND RESCUE

BACKGROUND

On **31 January 2024**, the vessel **SEBAE XI** experienced a sudden **loss of communication** shortly after switching on its systems. The interruption lasted for approximately two to three hours, during which the vessel became **adrift and unresponsive** to routine contact attempts. The situation quickly raised concern among maritime authorities, as the vessel's position and condition were unknown during this period. Recognizing the potential risk, regional coordination was promptly initiated to locate the vessel and prevent further escalation.

SEQUENCE OF EVENTS

Upon detecting the communication failure, the monitoring team immediately sought assistance through the **IORIS platform**, which enabled rapid coordination between regional maritime authorities. Contact was established with **CROSS La Réunion (CROSS RU)** to request the **emission of an Emergency Geolocation Coordinate (EGC)** signal and to initiate **drift calculations** to estimate the vessel's possible movement during the blackout period.

This cooperative effort allowed authorities to determine a probable drift trajectory and plan a timely response. Through continued information sharing and situational updates on **IORIS**, both the **Maritime Regional Coordination Centre (MRCC) Madagascar** and **MRCC La Réunion** maintained operational awareness, ensuring that all available resources were aligned. In parallel, an **AVURNAV** (Avertissement Urgent à la Navigation) dispatch was issued via IORIS to alert nearby vessels and enhance safety in the area. The measure ensured that all maritime actors in the vicinity were informed of the drifting vessel and could provide assistance or avoid potential hazards. Thanks to these coordinated actions, the situation was resolved swiftly once communications were restored and the vessel was confirmed safe.

OUTCOME

The incident ended positively, with SEBAE XI quickly regaining communication and control after a brief period adrift. The prompt use of IORIS and the swift reaction of regional centres prevented the situation from developing into a SAR emergency.

Strong coordination between CROSS La Réunion, MRCC La Réunion, and MRCC Madagascar enabled a rapid, well-organised response that minimized risks and maintained maritime safety. The incident demonstrated the value of IORIS as an effective real-time communication and decision-support tool, facilitating immediate sharing of geolocation data, drift analyses, and safety broadcasts.

COORDINATED RESPONSE LEADS TO SUCCESSFUL SEARCH AND RESCUE OPERATION, HORN OF AFRICA

SEARCH AND RESCUE

BACKGROUND

On 24 September 2025, the **Djibouti Coast Guard Centre** issued an alert to the **IORIS Indian Ocean (IO) Geographic Community Area (GECA)** after a **fishing vessel was reported missing**. Given the vessel's last known position and the potential seriousness of the situation, the operators immediately initiated a coordinated response using the IORIS platform.

SEQUENCE OF EVENTS

Through IORIS, real-time information was shared among maritime agencies, enabling them to assess the severity of the incident and determine the most appropriate response. The alert was acknowledged by all agencies operating in the area, including the **Puntland Maritime Police**, the **Sri Lanka Navy**, the **Kenya National Maritime Information Sharing Centre**, and the S**omaliland Coast Guard**.

On 27 September, two days after the alert was issued, the Somaliland Coast Guard posted an update on the IORIS platform confirming that the two missing fishermen had been successfully rescued. The dhow was located, secured, and escorted to a safe area for further monitoring.

OUTCOME

The incident underscored the critical importance **of timely information sharing and coordinated** action in maritime emergency situations. The use of IORIS ensured that:

- The alert was disseminated instantly to all relevant actors.
- Agencies collaborated efficiently, helping to reduce response time despite the large geographical area.
- A shared operational picture allowed responders to stay aligned throughout the search.
- The fishermen received timely assistance, resulting in a positive and safe outcome.

This case demonstrated the effectiveness of a unified communication platform in supporting Search and Rescue (SAR) operations. The coordinated and successful intervention not only protected lives but also strengthened interagency trust and reinforced the value of real-time cooperation across the Indian Ocean region.

RESCUE OF FISHERMEN FROM THE VESSEL AURORA

SEARCH AND RESCUE

BACKGROUND

The fishing vessel Aurora departed port late October 2025 with three fishermen on board. Shortly after setting sail, the crew experienced a **complete loss of propulsion and electrical power**, leaving the **vessel adrift at sea** for several days without any means of navigation or communication. The fishermen were left without effective propulsion, energy, or reliable communication systems.

SEQUENCE OF EVENTS

Ecuadorian Coast Guard reported Aurora fishing boat and its three crewmembers as missing at sea on October 29th. After receiving the alert in IORIS, Costa Rican maritime authorities shared a maritime safety alert and initiated coordination efforts through local and regional networks. The alert was shared with the national fishing fleet, and relevant information was disseminated through IORIS.

The platform played a crucial role in facilitating real-time communication and coordination between **Costa Rican and Ecuadorian authorities** and the local fishing community. Through this network, the fishing vessel Triple Suerte ("Triple Lucky") received information about the possible location of the missing fishermen, proceeded to the area of interest and successfully located the adrift Aurora. The three fishermen were rescued safely on November 4th after 28 days lost at sea and provided with immediate assistance on board.

OUTCOME

The successful recovery of the fishermen highlights the effectiveness of regional coordination and communication through the IORIS platform. The rapid exchange of information between national authorities and local fishing vessels proved decisive in ensuring a timely rescue. The case also underscores the value of cooperation between authorities and the local fishing fleet in maritime search and rescue operations.

LOCATING A MISSING FISHERMAN THROUGH IORIS, NAURU

SEARCH AND RESCUE

BACKGROUND

Maritime security is of critical importance to islands across the **Pacific region**, where vast Exclusive Economic Zones (EEZs) far exceed the size of their landmasses. Pacific Island nations rely heavily on the ocean for food security, transport, economic livelihoods, and cultural identity. Ensuring **safety at sea, protecting marine resources**, and maintaining effective **maritime surveillance** are therefore essential components of national security.

For the Republic of Nauru, safeguarding its maritime domain is particularly vital. With an expansive EEZ, **timely information-sharing and strong regional cooperation** are key in responding to emergencies and ensuring the safety of seafarers.

SEQUENCE OF EVENTS

On 15 August 2025, the **Nauru Police Maritime Unit** received a **distress report** concerning a **local fisherman who had been missing** for over **24 hours** within Nauru's Exclusive Economic Zone (EEZ). The situation was extremely serious — the fisherman had **no radio, mobile phone, or any form of communication equipment**, and carried **no food or water** on board. With minimal information and a vast expanse of ocean to cover, urgency was paramount.

In response, the Nauru Police Force immediately disseminated all available details on the **IORIS platform**, which allowed rapid engagement with regional partners, enabling all parties to view, and respond to the same information in real time.

Through the shared data on IORIS, the fisherman was located approximately 197 miles (366.60 km) from the main island, on a bearing of 317.44°, at coordinates 1.90186 / 164.70383. With support from regional partners, the search area was quickly refined, and Nauru Police Maritime assets were deployed to the location.

Thanks to effective coordination and enhanced maritime visibility provided by IORIS, a **successful Search and Rescue (SAR) operation** was carried out. The fisherman was safely recovered and returned to Nauru, underscoring the vital role of information-sharing in saving lives at sea.

OUTCOME

This operation highlighted not only the capability of the IORIS platform in responding to real-time maritime emergencies but also the strength of regional cooperation. The swift and coordinated effort led to the safe recovery of the fisherman. The platform has proven invaluable in improving operational effectiveness, enhancing situational awareness, and supporting coordinated responses.

This successful SAR mission stands as a testament to what is possible through **technology, teamwork, and strong regional collaboration** — protecting lives and ensuring a safer Pacific for all.

SAFE OIL TRANSFER FROM THE FSO SAFER, YEMEN

POLLUTION PREVENTION AND RESPONSE

BACKGROUND

For decades, the **Floating Storage and Offloading (FSO) Safer served as a floating storage** unit off the coast of Hudaydah. When the Yemen conflict erupted in 2015, **the vessel was abandoned** with more than **1.1 million barrels of crude oil still on board**. Years without maintenance left the hull critically weakened, turning the Safer into a ticking time bomb, one structural failure away from a spill that could have crippled the Red Sea, its marine life, shipping lanes, and coastal communities.

To avert this disaster, an **internationally coordinated salvage operation was launched** in 2023. Throughout the entire mission, the **Yemen Regional Maritime Information Sharing Centre (ReMISC) provided daily operational updates**, transfer percentages, safety notes, and situational information **via IORIS**, using a dedicated closed Community Area called **ROHA GECA** (Red Sea, Gulf of Oman, Horn of Africa, and Gulf of Aden Geographical Community Area). This ensured that all trusted partners had a clear and common picture, updated in near real-time.

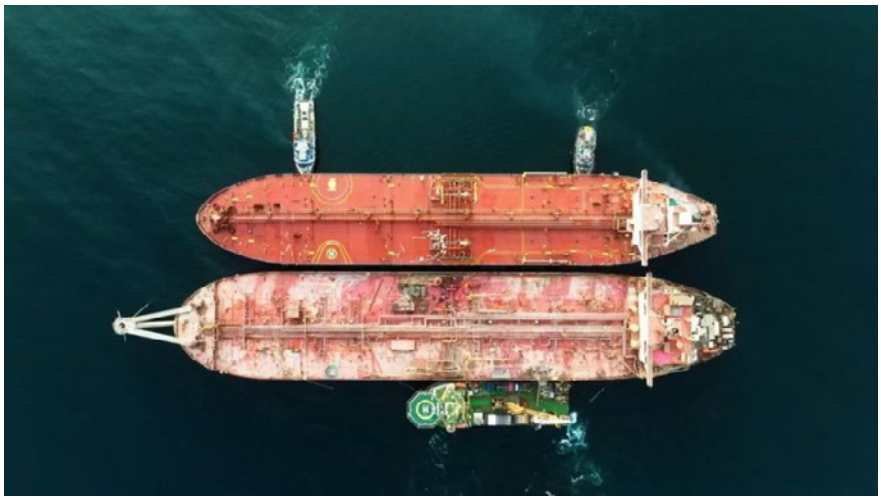
SEQUENCE OF EVENTS

In late May, the ship-to-ship (STS) transfer began. Salvage teams executed detailed inspections, structural assessments, and system tests before authorising pumping operations. Once cleared, the gradual transfer of crude oil from Safer to the replacement tanker Yemen (ex-Nautica) commenced. IORIS, through the ROHA GECA, became the daily reporting channel for progress, including: percentage of oil transferred, daily safety checks and technical constraints, weather and sea-state considerations, and confirmation of completed milestones.

On 11 August, all 1.1 million barrels were safely transferred. SMIT Salvage continued with gas-freeing, tank cleaning, and support to mooring arrangements. By 29 August, the Yemen departed the area, marking the successful completion of a complex, high-risk mission conducted with steady coordination and clear situational awareness.

OUTCOME

The mission eliminated one of the most serious environmental threats in the region. A spill that could have devastated ecosystems and impacted millions of people was fully prevented. The **FSO Safer** was stabilised, the oil secured, and the Red Sea spared from what experts had long warned could be a catastrophe.



PROTECTING MANILA'S WATERS: THE MT TERRA NOVA OIL SPILL RESPONSE, PHILIPPINE

POLLUTION PREVENTION AND RESPONSE

BACKGROUND

On August 15 2024, amid heavy monsoon rains, the **Motor Tanker Terra Nova capsized** 3.6 nautical miles off the coast of Limay, Bataan. The 65-meter vessel had been carrying nearly 1.5 million litres of industrial fuel when the incident occurred. This posed a serious threat to the local fishing industry and marine environment, raising urgent concern about potential pollution spreading to Manila's coastlines.

SEQUENCE OF EVENTS

The **Philippine Coast Guard (PCG)** quickly deployed floating barriers and launched oil-spill containment and clean-up operations to prevent the fuel from drifting toward populated shorelines. **Coordination was essential**, as multiple PCG units and partner agencies were involved across a wide geographical area.
To support this, the **PCG used IORIS**, alongside other communication tools, ensuring that operational updates, vessel positions, environmental data, and tasking orders were shared in real time and through a secure, encrypted channel.

By **12 September**, following a final underwater inspection of the wreck site, the emergency was officially declared resolved. Harbor Star, the contracted salvage company, confirmed the recovery of **1,415,954 litres of oil** and 1**7,725 kg of solid oily waste**—a 97.43% recovery rate.

OUTCOME

The use of real-time, encrypted communication through IORIS has enhanced the Philippine Coast Guard's response time and operational efficiency, in managing this MARPOL situation, significantly improving their ability to jointly protect both the environment and the fishing resources.

Thanks to improved communication and interoperability, the PCG managed to contain the threat before it could reach Manila's coastline or cause long-term ecological damage.

THE CASE OF THE TANKER MT SOUNION, RED SEA

POLLUTION PREVENTION AND RESPONSE

BACKGROUND

On 21 August 2024, the **Greek-owned tanker MT Sounion**, carrying **150,000 tonnes of crude oil**, was attacked in the **Red Sea**. The vessel sustained **severe damage** after being struck by multiple missiles and drones, which caused a significant **fire on board** and an immediate threat of a major **oil spill.**

Given the vessel's cargo and the potential environmental consequences, rapid coordination among **regional and international maritime authorities was critical** to mitigate both the **security and pollution risks**.

SEQUENCE OF EVENTS

The incident was first reported by the **Yemen Maritime Affairs Authority (MAA)**, which issued an alert through the IORIS platform to notify regional partners of the unfolding emergency.

As the situation developed, **EU Naval Forces Operation ASPIDES** and the **Yemeni Coast Guard** provided real-time operational updates through IORIS, allowing stakeholders to maintain situational awareness and align their actions. The IORIS platform served as the **central coordination hub**, ensuring that information — including damage assessments, vessel status reports, and safety alerts — was securely and efficiently shared among all actors involved.

Participating authorities included:

- **Yemen Maritime Affairs Authority (MAA)**
- **EU Naval Forces Operation ASPIDES**
- **Yemeni Coast Guard**
- **French Command in the Indian Ocean (ALINDIEN)**
- **European Union Naval Force (EUNAVFOR) Operation Atalanta**
- **Maritime Information Cooperation and Awareness (MICA) Center**
- **Sri Lanka Coast Guard**
- **Somaliland Coast Guard**
- **Ambrey – Global Maritime Risk Management**

By **29 August 2024, an Operational Community Area (OPCA) was established within IORIS**, bringing together more than a dozen maritime security and environmental protection agencies to coordinate the response, togther with Ambrey – Global Maritime Risk Management, the salvage company entrusted to deal with the situation. A **dedicated simulation layer** was created for the MT Sounion within the platform to support **operational planning, pollution tracking, and resource deployment**.

The **Yemen Regional Maritime Information Sharing Centre (ReMISC)** successfully onboarded all relevant authorities to IORIS, enabling synchronized efforts to monitor the vessel, assess pollution risks, and plan potential containment measures.

OUTCOME

The rapid activation of IORIS allowed for an **immediate and coordinated multinational response**, preventing the situation from escalating further and reducing the risk of widespread marine pollution.The collaboration among **regional coast guards, naval forces, and information centers** demonstrated the **value of IORIS** in managing complex maritime crises that combine security and environmental threats.

This case highlighted how **IORIS** enhances **collective readiness and response capability**, bridging operational, environmental, and security domains. The MT Sounion incident stands as a clear example of how **technology-driven cooperation** can protect both **human life and the marine environment** in the face of modern maritime challenges.

Of note, this was the first time that the IORISplatfrom was used in conjunction with a private company to deal with incidents at sea.

MONITORING OF SOLO HUMAN-POWERED CIRCUMNAVIGATION SUPPORTED BY IORIS, PERU

OVERSIGHT OPERATIONS

BACKGROUND

On 13 November 2024, the vessel Badadia – Solo Navig departed from Callao, Peru, as part of a **solo circumnavigation of the globe** using only human muscle power, undertaken by Louis Margot. Determined to complete the journey in less than three years, Louis had begun his expedition from Morges, Switzerland, on 3 September 2023, cycling to Portimão, Portugal, then rowing across the Atlantic to Santa Marta, Colombia. From there, he travelled overland to Lima, Peru, before embarking on the Pacific leg of his circumnavigation toward the Marquesas Islands.

Given the inherent risks of a solo, human-powered global voyage, the expedition required careful monitoring. Peruvian maritime authorities coordinated with the French Maritime Rescue Coordination Centre (MRCC) via the IORIS platform to ensure real-time oversight and support from Latin America to the Pacific Island.

SEQUENCE OF EVENTS

During the Pacific crossing, Louis's position and route were monitored through IORIS while within national waters. This allowed both Peruvian and French authorities to share information in real time and maintain a common operational picture.

The use of IORIS enabled:

- Continuous tracking of the vessel for situational awareness;
- Secure communication between agencies to coordinate potential assistance if required;
- Real-time updates on the expedition's progress, providing reassurance and operational support despite the vessel's isolation.

Louis reached the Marquesas Islands safely on 8 March 2025, completing this stage of his solo circumnavigation.

OUTCOME

Digital platforms like IORIS can support solo maritime endeavours when needed:

- **Enhanced safety through real-time monitoring** by national authorities;
- **Effective interagency cooperation**, allowing multiple centers to maintain situational awareness;
- **Support for solo navigators**, providing operational guidance and reassurance in remote regions;
- **Integration of technology and traditional preparation**, including satellite communication, AIS navigation to enhance decision-making and safety.

COORDINATED VESSELS PROTECTION DURING THE HOUTHI CRISIS, RED SEA

VESSELS ACCOMPANIED

BACKGROUND

Since the onset of the Houthi maritime crisis at the end of 2024, authorities across the Red Sea and Gulf of Aden have faced mounting challenges in ensuring the **safety of commercial and fishing vessels** navigating these strategically vital waters. The sharp rise in missile and drone attacks created unprecedented risks, prompting the need for **coordinated surveillance, close protection, and continuous monitoring of vulnerable maritime traffic**.

In response, the European Union launched **EUNAVFOR ASPIDES**, a dedicated defensive operation tasked with safeguarding freedom of navigation by escorting merchant ships, enhancing maritime situational awareness, and providing real-time threat detection.

To support these operations, several EU member states — including France (ALINDIEN), Italy, Germany, Greece, Belgium, the Netherlands, and Spain — have contributed naval vessels, air-surveillance assets, and specialised teams to reinforce these protective measures, working in parallel with international partners to stabilise key shipping corridors, while the **IORIS platform** enabled **real-time information sharing** and operational coordination among vessels and the forces.

OUTCOME

Throughout the crisis, over **250 vessels have registered on IORIS**, while passing through this high-risk waters, and were able to:

- Communicate, ensuring all participating units received timely alerts and operational updates;
- Share a common situational picture, including vessel positions, risk assessments, and maritime conditions;
- Coordinate protective measures and responses efficiently, avoiding delays or miscommunication.
- Demonstrated the value of multilateral collaboration in complex maritime operations;
- Highlighted the effectiveness of IORIS in facilitating real-time communication and operational coordination.

International cooperation, technological support, and shared situational awareness can enhance maritime security during crisis situations, providing tangible protection to vessels and crews while strengthening regional operational capabilities.

Photo © Operation ASPIDES

COORDINATED RESPONSE LEADS TO SAFE RELEASE OF HIJACKED DHOW ALMERAJ1, SOMALIA

COUNTERPIRACY AND ARMED ROBBERY

BACKGROUND

In the waters off the Somali coast, **piracy** remains an intermittent but persistent threat to maritime security. When a Somali Piracy Active Group (PAG) seized the fishing dhow **ALMERAJ1**, the incident posed not only a risk to the crew and vessel but also a test of Somalia's developing maritime security architecture and its partnerships with international naval forces.

SEQUENCE OF EVENTS

On **22 November 2023**, a **Pirate Action Group (PAG)** hijacked the fishing dhow **ALMERAJ1** while it was sailing approximately **90 nautical miles northeast of Eyl**, off the coast of Somalia. The incident was first reported to the **Somali Maritime Authority** through the **Somali Police Force Department of Coast Guard** in Mogadishu, which subsequently relayed the information to the **Puntland Maritime Police Force (PMPF)** via the **IORIS** maritime coordination platform.

Upon receiving the alert, the Puntland Maritime Police Force (PMPF) initiated a rapid response and formally requested support from **EUNAVFOR ATALANTA**, using the IORIS platform as the secure communication channel. With the approval of the Federal Government of Somalia (FGS), the request was coordinated through the Bossaso-based Maritime Operations Center (MOC).

As the EU's long-standing counter-piracy and maritime security mission in the Western Indian Ocean, EU NAVFOR ATALANTA brought significant operational capabilities to the incident. The mission deployed its aerial surveillance assets — including unmanned drones — to maintain continuous visual coverage of the hijacked dhow, tracking its movements, verifying changes in course or behaviour, and immediately relaying all observations to PMPF via IORIS. This constant flow of real-time data enhanced situational awareness and enabled a coordinated, non-escalatory approach. After sustained monitoring and subtle pressure from ATALANTA's presence, **ALMERAJ 1** eventually exited Somali waters without further confrontation, allowing the situation to conclude safely and under control.

OUTCOME

- The hijacked dhow was **secured and released without casualties**.
- Somali agencies demonstrated **increased operational readiness and effective information-sharing**.
- **EUNAVFOR Atalanta's** support played a pivotal role in maintaining persistent maritime awareness and ensuring a safe resolution.

IORIS proved critical as an information and coordination hub, enabling real-time communication among national and international partners. The operation strengthened trust and interoperability between **Somali** security institutions and **OP Atalanta EUNAVFOR**, reinforcing the value of joint maritime security efforts in the region.

EU NAVFOR OPERATION ATALANTA & EU CRIMARIO

EUNAVFOR Operation ATALANTA, originally launched in 2008 as the EU's first naval mission, was created to protect World Food Programme (WFP) shipments, safeguard vulnerable vessels transiting Somali waters, and deter, prevent, and repress piracy in the Western Indian Ocean. Over time, its mandate expanded to include monitoring fishing activities, countering illegal, unreported and unregulated (IUU) fishing, and supporting wider maritime governance efforts in the region. On **16 December 2024**, EU Member States renewed and strengthened ATALANTA's mandate through **February 2027**, reinforcing its role in protecting WFP and other humanitarian vessels, conducting counter-piracy and counter-armed robbery operations, monitoring regional fisheries, and contributing to efforts against drug trafficking, the arms embargo on Al-Shabaab, and the illicit charcoal trade.

As part of the EU's integrated approach to the Horn of Africa, ATALANTA also works closely with EUCAP Somalia, EUTM Somalia, EU delegations, and EU-funded programmes to help build a resilient regional maritime security architecture.

Since August 2023 ATALANTA and EU CRIMARIO signed a collaborative agreement concerning the use of the IORIS platform. The agreement establishes a collaborative framework between the two organisations with the aim of utilising IORIS to bolster the development of a Regional Maritime Security Architecture. It encompasses both technical and operational aspects. Both parties of the agreement have regard to the necessity to enhance Maritime Domain Awareness/Maritime Situational Awareness in the Western Indian Ocean and the Red Sea region through information and data-sharing. In the spirit of this partnership, EUNAVFOR has been an active participant in numerous exercises facilitated by the IORIS platform, emphasizing our commitment to regional maritime security, and in some operations. To read more https://crimario.eu/eunavfor-atalanta-and-crimario-ii-sign-a-collaborative-agreement-concerning

Photo © EU NAVFOR

SAFE RECOVERY OF THE OIL TANKER MV CENTRAL PARK, YEMEN

COUNTERPIRACY AND ARMED ROBBERY

BACKGROUND

On 27 November 2023, the oil tanker MV Central Park, a small **chemical tanker** transporting phosphoric acid, was operating approximately 50 nautical miles west of Hodeidah, Yemen, in the Gulf of Aden region. The tanker was crewed by 22 sailors of diverse nationalities.

SEQUENCE OF EVENTS

At approximately 0600 GMT, a **distress call** was received reporting that **five armed assailants had boarded the MV Central Park** from a skiff and seized control of the vessel. The incident was initially reported on **IORIS by the Yemeni Maritime Affairs Authority (YMAA)** through the Maritime Rescue Coordination Centre (MRCC).

In response, a U.S. Navy warship was rapidly deployed to the Gulf of Aden. Utilising real-time information sharing and notifications through IORIS the U.S. forces coordinated an effective intervention.

The five-armed individuals attempted to escape on a fast boat after seizing the tanker but were pursued by the U.S. warship. A landing operation was executed by the American force on the hijacked tanker.

OUTCOME

The armed assailants surrendered without further resistance, and the **MV Central Park was successfully secured without any casualtie**s. The safety of the entire crew was ensured throughout the operation. The pirates were arrested, and the tanker was restored to its rightful control.

This incident, occurring approximately 18 nautical miles outside Yemeni territorial waters, underscores the **transnational nature of maritime security challenges**. It highlights the critical importance of **international collaboration and timely information exchange** in responding swiftly and effectively to maritime threats.

Information shared through **IORIS** played a vital role in this operation by facilitating real-time communication and notifications among relevant maritime authorities on the IORIS Indian Ocean Hub, as well as within the Red Sea, Gulf of Oman, Horn of Africa, and Gulf of Aden Geographical Community area (ROHA GECA).

SAFE RECOVERY OF THE HIJACKED FISHING VESSEL LORENZO PUTHA, SRI LANKA

COUNTERPIRACY AND ARMED ROBBERY

BACKGROUND

On 27 January 2024, **Sri Lanka** faced a serious maritime security incident when a Sri Lankan-flagged **fishing vessel**, the Lorenzo Putha, **was reported hijacked** with its six Sri Lankan crew members onboard. The vessel was located far from home waters, in the Indian Ocean, approximately **840 nautical miles from the Somali coast**, positioned at 00°35'N – 061°19'E. Given the distance and potential risks, rapid coordination and clear communication were essential for ensuring the safety of the crew.

SEQUENCE OF EVENTS

The Sri Lanka Navy transmitted an urgent alert via **IORIS**, reporting that the Lorenzo Putha was being taken **eastwards**, away from the Somali region. The Sri Lanka Coast Guard (SLCG), acting swiftly, used IORIS to coordinate with relevant maritime security partners and maintain continuous situational awareness.

IORIS provided a reliable channel for sharing real-time information, enabling authorities to track the vessel's movement and assess the evolving threat. Coordinated communication between the Sri Lanka Navy, the Sri Lanka Coast Guard, and regional partners helped to maintain pressure on the hijackers while ensuring that safety remained the top priority.

OUTCOME

- The **six Sri Lankan crew members** were safely released.
- The Lorenzo Putha was successfully **recovered without escalation or harm**.
- Authorities maintained a consistent operational picture throughout the incident.
- The situation concluded with a **positive and peaceful resolution**, demonstrating the effectiveness of coordinated maritime response.

The incident highlighted the value of **IORIS as a real-time communication tool**, enabling Sri Lankan authorities to coordinate efficiently over long distances. The ability to track the vessel, share updates instantly, and collaborate with partners was instrumental in achieving a safe outcome.

This event also underscored Sri Lanka's capacity to respond effectively to maritime threats far beyond its immediate waters, demonstrating the importance of preparedness, inter-agency cooperation, and modern maritime information systems.

THE CASE OF THE DHOW AL-NAJMA NO. 481, SOMALIA

COUNTERPIRACY AND ARMED ROBBERY

BACKGROUND

On the night of 7 February 2025, the dhow Al-Najma No. 481 was attacked in an **armed robbery** off the coast of **Eyl, Somalia**. The vessel was carrying **13 Yemeni seafarers and one Somali guard** when it came under threat.

Armed attackers seized **three boats** from the dhow, each fitted with 60-horsepower engines, and fled the area. The incident posed a serious risk to the safety of the crew and the vessel's integrity, calling for an immediate coordinated response among regional and international maritime actors.

SEQUENCE OF EVENTS

At 17:32 UTC, the **Yemeni Coast Guard** promptly **alerted regional partners through IORIS**, reporting the incident and requesting assistance.

IORIS enabled instant communication among all relevant maritime authorities, creating a shared operational picture and ensuring that situational awareness was maintained in real time.

The **Puntland Maritime Police Force** began gathering additional information on the attack, while the **Yemeni Coast Guard** shared critical data — including a **photograph of the dhow and the crew list** — through the platform. This rapid exchange of verified information was essential for coordinating the next steps in the response effort.

Through IORIS, partners maintained continuous coordination as the **European Union Naval Force (EUNAVFOR) Operation Atalanta** deployed assets to assist in the operation. The collaboration between the **Yemeni Coast Guard, Puntland Maritime Police Force, and EUNAVFOR Atalanta** ensured a synchronized and timely response at sea. The combined actions of these entities led to the successful **intervention and recovery of the dhow** without further incident.

OUTCOME

The operation resulted in the **safe release of all 13 Yemeni seafarers**, with **no casualties** reported. The dhow Al-Najma No. 481 was secured, and the crew returned safely following the coordinated intervention.

IORIS proved to be a vital enabler for regional maritime cooperation, allowing **real-time communication, rapid decision-making, and effective coordination** across multiple jurisdictions.

The successful outcome highlights the strength of joint efforts between regional and international partners — notably the **Yemeni Coast Guard, Puntland Maritime Police Force, and EUNAVFOR Atalanta** — in maintaining maritime security and protecting human life at sea.

COCAINE SEIZURE ON BOARD MV COOL EAGLE AND MV ONE ORINOCO, PANAMA

DRUG TRAFFICKING

BACKGROUND

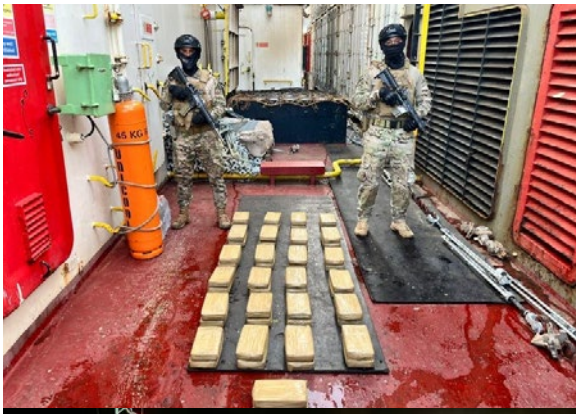
On 20 and 21 December 2024, the Panama Aeronaval Service (SENAN) carried out two major interdictions on the vessels **MV COOL EAGLE** and **MV ONE ORINOCO** in **Panama City Port** and **Balboa Anchorage**, respectively. Intelligence shared through regional cooperation networks had indicated the possible presence of illicit cargo on board. Both vessels had previously called at **Guayaquil, Ecuador**, where the narcotics were believed to have been loaded. The intended final destinations for the shipments were **Saint Petersburg** (COOL EAGLE) and **Italy** (ONE ORINOCO).

SEQUENCE OF EVENT

In the case of **MV COOL EAGLE**, the initial alert was issued by the **Colombian Anti-Narcotics National Police**, and later supplemented with more detailed information from **Ecuadorian Navy Intelligence**. For **MV ONE ORINOCO,** the alert originated from **Ecuadorian Navy Intelligence**.

Once the information was shared through the **IORIS platform**, monitoring and coordination activities were conducted via the same system. **IORIS** served as the primary **Information Exchange and Monitoring Tool**, enabling continuous tracking of the vessels throughout their voyage.

Based on the shared intelligence, **SENAN** conducted inspections on board **MV COOL EAGLE** (while at Panama City Port) and **MV ONE ORINOCO** (while at Balboa Anchorage). The searches resulted in the discovery of **2 tons of cocaine** on board **MV COOL EAGLE** and **900 kilograms** on board **M/V ONE ORINOCO.**



OUTCOME

The operation successfully prevented a significant quantity of narcotics from reaching **Europe and Russia**. In total, **2.9 tons of cocaine** were seized. The case remains under investigation by the relevant **Panamanian authorities**.

This interdiction underscores the value of **regional information sharing** and demonstrates the operational effectiveness of **coordinated maritime surveillance through IORIS**.

The success of this operation was made possible through close collaboration between **Ecuador Navy Intelligence, Panama Aeronaval Service (SENAN)** and **Colombian Anti-narcotic National Police**.

The use of the **IORIS platform** was instrumental for real-time communication, situational awareness, and coordination among the agencies.

COORDINATED INTERCEPTION OF MV ISTANBUL EXPRESS LEADS TO COCAINE SEIZURE, PANAMA

DRUG TRAFFICKING

BACKGROUND

Maritime security in the Eastern Pacific remains a **critical challenge** due to the ongoing threat of **transnational organized crime**, including drug trafficking. In this context, regional cooperation and real-time information exchange are essential to effectively counter illicit activities at sea.

The **Ecuador Navy and the Panama Aeronaval Service (SENAN) have developed a strong partnership** focused on protecting maritime routes and enhancing security through shared intelligence and coordinated operations.

The use of the **IORIS platform** has significantly strengthened this collaboration by providing a secure and efficient tool for monitoring vessels and exchanging timely alerts.

SEQUENCE OF EVENT

On **28 January 2025**, an alert was issued by the **Ecuador Navy Intelligence** regarding suspicious activity involving the cargo vessel **MV ISTANBUL EXPRESS**. This information was promptly shared with **Panamanian authorities via the IORIS platform**, facilitating seamless coordination between **Ecuador and Panama**. Both countries actively tracked the vessel's movements in real time, sharing data and maintaining a comprehensive operational picture to assess potential threats.

As the **MV ISTANBUL EXPRESS** approached **Balboa Port, Panama**, the **Panama Aeronaval Service (SENAN)** launched a targeted interdiction operation. Leveraging the intelligence received and the situational awareness enabled by IORIS, SENAN officers conducted a thorough inspection of the vessel. Their efforts culminated in the seizure of **53 kilograms of cocaine**, preventing the illicit shipment from continuing to its final destination in **Antwerp**.

OUTCOME

This successful interdiction exemplifies the power of **international maritime cooperation, real-time information sharing, and the strategic use of technology like IORIS** to combat transnational criminal networks.

The collaboration between the **Ecuador Navy Intelligence** and the **Panama Aeronaval Service** not only disrupted a significant drug trafficking operation but also underscored the vital role that coordinated surveillance and communication play in enhancing maritime security.

By preventing narcotics from reaching European markets, this operation contributes to global efforts against drug trafficking and reinforces the importance of continued regional partnership and capacity building.

PANAMA AUTHORITIES INTERCEPT MAJOR COCAINE SHIPMENT AT THE PORT OF COLÓN, PANAMA

DRUG TRAFFICKING

BACKGROUND

The Port of Colón, one of the busiest maritime logistics hubs in the Americas, is a frequent target for transnational criminal networks seeking to conceal narcotics within international cargo flows. To counter these threats, Panamanian authorities have strengthened interagency coordination and invested in enhanced information-sharing capabilities.

The use of the IORIS platform has become an essential tool for maintaining situational awareness within the port environment, enabling rapid communication between intelligence units, operational forces, and regional partners.

SEQUENCE OF EVENT

On **10 March 2025, Panama's intelligence services** issued an alert through the **IORIS platform** concerning a suspicious container believed to contain narcotics at the **Port of Colón**. Thanks to the timely dissemination of this information, relevant authorities were able to align their understanding of the threat and prepare an immediate, coordinated response. IORIS served as the central hub for sharing updates, confirming container details, and maintaining an accurate operational picture throughout the inspection process.

Acting on this intelligence, the **Panama Aeronaval Service (SENAN)** conducted a targeted search of the identified container. Their inspection uncovered **150 packages containing approximately 803 kilograms of cocaine**, though final weights and classifications remain under verification.

The discovery prevented the illicit cargo from entering global distribution routes and highlighted the effectiveness of swift, intelligence-driven action.

OUTCOME

This significant seizure demonstrates the critical role of information-sharing, technology, and interagency coordination in safeguarding major maritime trade gateways. The collaboration between **Panama's intelligence services** and **SENAN**, supported by the operational utility of IORIS, showcases how proactive alerts and a shared situational picture can disrupt high-risk activities before they escalate. The successful interception at the Port of Colón not only removed a substantial quantity of narcotics from circulation but also reinforced Panama's leadership in regional maritime security and its commitment to combating transnational organized crime.

TOBACCO SEIZURE SUPPORTED BY IORIS IN NEW CALEDONIA

SMUGGLING OF MERCHANDISE

BACKGROUND

On 5 February 2025, **French Customs** officers in Nouméa, New Caledonia, conducted a major **interdiction operation** targeting the Tanzanian-flagged bulk carrier Kokoo, which had arrived in port from Taiwan. Intelligence suggested the vessel was carrying a large quantity of **contraband cigarettes**, prompting a coordinated response involving multiple national and regional agencies.

The operation was designed to ensure timely action while maintaining operational safety and coordination across all participating authorities. The **IORIS platform** was activated early in the process to facilitate **real-time information sharing** and to provide a common operational picture for all stakeholders.

SEQUENCE OF EVENTS

Upon the vessel's arrival, officers from the Nouméa Customs Brigade boarded and inspected Kokoo. The search revealed **75.8 tonnes of illicit cigarettes**, hidden across five containers, with an estimated market value of 20 milion euro.

The operation involved close cooperation between several entities, including the Customs Intelligence Unit, the Maritime Information Fusion Centre (CFIM) of the Maritime Zone Commander (CZM), and the Armed Forces in New Caledonia (FANC). Throughout the operation, the IORIS platform played a central role by:

- Monitoring the vessel's movements in real time;
- Facilitating secure communication and data exchange between agencies;

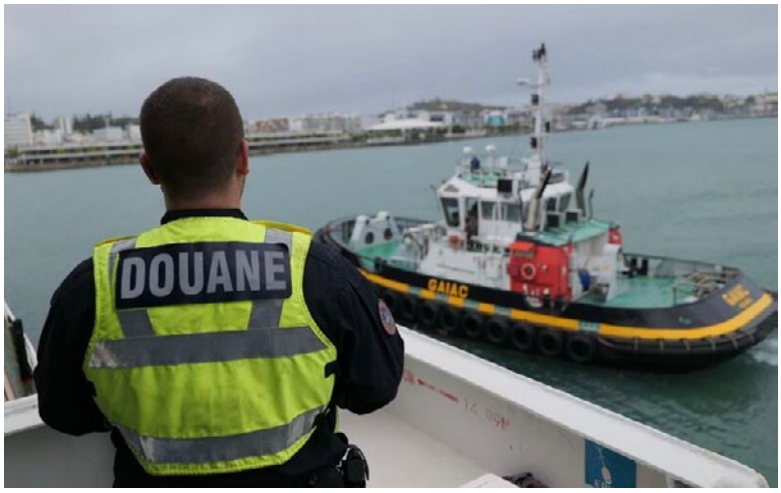
This allowed customs, military, port authorities, and intelligence services to align their actions at each stage of the boarding, inspection, and seizure processes.

OUTCOME

The operation resulted in the successful seizure of all contraband cargo and the completion of inspections without incident.

Key observations include:

- Early intelligence sharing and real-time monitoring facilitated rapid decision-making;
- Multi-agency coordination ensured operational efficiency and alignment among participating authorities;
- The use of a unified platform like IORIS strengthened situational awareness and reduced the risk of operational delays;
- Post-seizure reporting and evidence management were carried out systematically, supporting follow-up enforcement actions.



The operation demonstrates the effectiveness of **interagency cooperation**, supported by modern **digital platforms**, in addressing illicit maritime trade. It highlights how coordinated intelligence, real-time communication, and operational planning can enhance maritime security and disrupt organized smuggling networks.

2025 OVERVIEW OF COORDINATED COUNTER-SMUGGLING OPERATIONS IN GUAYAQUIL PORT, ECUADOR

SMUGGLING OF MERCHANDISE

BACKGROUND

Throughout 2025, several coordinated operations were conducted against international smuggling activities across various port terminals in **Guayaquil, Ecuador**. These operations were facilitated through the IORIS platform, serving as the primary tool for **communication, coordination, and collaboration**.

Between February and November 2025, multiple alerts were issued by the **Ecuadorian Navy Intelligence Service** through IORIS, leading to a series of successful interdictions conducted by the **Ecuador Coast Guard Operational Command (COGUAR)**.

The incidents are summarized as follows:

22 FEBRUARY 2025 SEIZURE OF CONTRABAND GOODS € 221,000

Ecuador Navy Intelligence issued an alert through the IORIS platform regarding a **shipment of illegal clothing** loaded in Panama and destined for Guayaquil. Using IORIS to track the vessel and maintain real-time information exchange, authorities were able to identify and intercept the cargo upon arrival. The **Ecuador Coast Guard** executed the seizure, uncovering **522 packages** of illicit clothing, each weighing **46 kg**, with an estimated total value of **€221,000**.

This operation highlights the effectiveness of coordinated maritime monitoring and the vital role of IORIS in supporting rapid, intelligence-led enforcement actions.

20 MARCH 2025 SEIZURE OF HIGH-VALUE ITEMS € 2,300,000

On 20 March 2025, personnel from the IDG Command, the UCCC, and the Ecuadorian Navy conducted a coordinated inspection of cargo unit TGBU505085-9 at the CONTECON Port. The search revealed a shipment containing bales of **second-hand clothing**, **cigarettes, and cartons of perfumery and bazaar items** — all classified as prohibited imports under national regulations.

Following the inspection, the cargo unit was formally secured, ensuring full chain-of-custody compliance. This operation demonstrates the effectiveness of joint enforcement actions in protecting national markets and preventing the entry of illicit goods.

26 SEPTEMBER 2025 SEIZURE OF DIFFERENT ITEMS € 344,000

The Ecuador Coast Guard Operational Command (COGUAR) successfully conducted the operation, which led to the seizure of **electronic equipment, luxury vehicle wheels and rims**, as well as **high-value clothing**. The total value of the confiscated goods is estimated at €344,000. This interdiction was made possible through coordinated efforts and information sharing with partner agencies in Peru, Costa Rica, the Dominican Republic, Panama, and Colombia, highlighting the importance of regional cooperation in combating transnational smuggling networks.

06 NOVEMBER 2025 SEIZURE OF DIFFERENT ITEMS € 346,000

As a result of the coordinated efforts conducted through the IORIS platform, the Ecuadorian Navy (Armada del Ecuador) successfully intercepted and seized a significant shipment of contraband. The confiscated goods included **cigarettes, clothing, footwear, perfumes, and various other high-value items** commonly trafficked through regional smuggling networks. According to preliminary assessments, the total estimated value of the seized merchandise reaches **€346,000**. This operation highlights the effectiveness of international coordination and real-time information exchange in enhancing maritime security and disrupting illicit trade across the region.

COORDINATION AND INFORMATION EXCHANGE

- **Alert origin:** Ecuadorian Navy Intelligence Service
- **Platform used:** IORIS – for real-time information exchange, coordination, and vessel tracking
- **Operational execution:** Ecuador Coast Guard Operational Command
- **Process:**
  - Intelligence alerts were disseminated through IORIS.
  - COGUAR coordinated deployment of naval and port security units.
  - Joint operations were executed to intercept and inspect suspect containers and vessels within Guayaquil's port terminals.

OUTCOME

The coordinated use of IORIS led to the successful **interception of multiple smuggling attempts**, resulting in the confiscation of contraband including **cigarettes, clothing, footwear, perfumes, and other high-value merchandise**.

- IORIS proved to be an **effective coordination and information-sharing tool**, enabling timely alerts and rapid operational response.
- The collaboration between the **Ecuadorian Navy Intelligence Service and COGUAR** significantly enhanced situational awareness and operational efficiency.
- The seizures highlight the **continued threat of organized smuggling networks** operating through the Port of Guayaquil, reinforcing the need for sustained intelligence-driven operations and regional information-sharing.

SUCCESSFUL INTERDICTION OFF THE COAST OF MANTA, ECUADOR

SMUGGLING OF MERCHANDISE

BACKGROUND

On 23 March 2025, the **Ecuadorian Navy**, through the Regional Directorate of the Aquatic Space, detected **suspicious activity** involving seven Ecuadorian-flagged vessels operating off the coast of Manta. Initial indicators suggested potential involvement in illicit maritime operations. To ensure a coordinated and rapid response, authorities activated information sharing through the **IORIS** platform, allowing all relevant units and command centers to establish a common operational picture.

SEQUENCE OF EVENTS

As vessel movements were monitored, updates were continuously posted and exchanged on IORIS. This real-time communication enabled naval command centers, patrol units at sea, and supporting agencies ashore to synchronise their understanding of the situation.

Using the shared information, the **Ecuadorian Navy deployed assets to intercept the vessels**. The patrol units coordinated their approach through IORIS, ensuring that each of the seven suspect vessels was tracked and assigned to a responding unit.

Upon boarding, inspectors found that the seven Ecuadorian-flagged vessels were carrying a combined total of **3256 gallons of fuel without the necessary documentation to prove its origin**. The crews were detained, and the vessels were escorted to port for further investigation, with all status updates and operational decisions communicated through the IORIS platform.

OUTCOME

The coordinated interdiction operation was completed successfully, demonstrating the effectiveness of IORIS as a real-time operational tool. Key observations include:

- **Instant information sharing:** IORIS allowed all involved units to receive alerts, position updates, and tasking instructions without delay.
- **Enhanced cooperation:** different authorities were able to align their actions efficiently, improving the speed and accuracy of the response.
- **Improved situational awareness:** the shared operational picture on IORIS ensured that all units understood vessel positions, risk levels, and planned actions.
- **Effective interdiction:** the seizure of the vessels and their 3256 gallons of fuel represents a significant disruption of illegal maritime activity in the area.

This operation showcases the importance of unified digital platforms in strengthening maritime security. By enabling seamless communication and coordinated decision-making, IORIS played a central role in the success of the mission and reinforced the value of collaborative operations in safeguarding coastal waters.

SMUGGLING SEIZURE AT CONTECON PORT, GUAYAQUIL, ECUADOR

SMUGGLING OF MERCHANDISE

BACKGROUND

On November 6, 2025, the **Ecuadorian Navy Intelligence Division** reported through **IORIS** the detection of **suspicious cargo** in two containers located at **Contecon Port**, Guayaquil. The containers, originating from **Miami, USA**, were declared to contain clothing and assorted goods; however, intelligence analysis indicated that the shipments were being used for **high-value contraband smuggling** operations.

SEQUENCE OF EVENTS

Following the alert issued by the **Ecuadorian Navy Intelligence, the Ecuador Coast Guard Operational Command (COGUAR)** initiated an immediate inspection operation in coordination with **port authorities**. Using the information and coordination shared through **IORIS**, COGUAR teams conducted a controlled inspection of the identified containers.

The operation resulted in the seizure of multiple high-value items, including: **432 packages of contraband clothing, 1 television measuring 98 inches, 4 metallic steel chairs, 197 used tires of various sizes with rims, and 1 concave mirror**. The total value of the confiscated goods was estimated at **USD 400,000**.

COORDINATION AND INFORMATION EXCHANGE

The operation was successfully coordinated through **IORIS**, which served as the central communication and information-sharing tool. The Ecuadorian Navy Intelligence used the platform to disseminate the initial alert, share operational details, and coordinate the response with the Ecuador Coast Guard and other relevant national and regional agencies. This rapid and secure exchange of intelligence enabled a timely intervention, preventing the distribution of high-value smuggled goods in the Ecuadorian market.

OUTCOME

The operation demonstrated the strong inter-agency cooperation and effective use of the IORIS platform in combating **maritime and port-related smuggling activities**. It also underscored the **efficiency of Ecuador's intelligence and operational coordination** under the SEACOP framework. The seized goods were transferred to the competent authorities for legal processing, and further investigations are ongoing to identify the criminal network behind the smuggling attempt.

PATROL INTERCEPTS ILLEGAL FISHING VESSEL USING IORIS, FEDERATED STATES OF MICRONESIA

BACKGROUND

The Federated States of Micronesia (FSM) maintains vast maritime zones that require constant surveillance to prevent illegal, unreported, and unregulated (IUU) fishing. As part of its maritime security efforts, the **FSM Department of Justice, FSM Maritime Security Agency, and FSM National Police** rely on digital tools such as **IORIS** to enhance situational awareness and operational coordination. The case below demonstrates how technology and rapid response capabilities combined to halt illegal fishing within a protected marine exclusion zone.

SEQUENCE OF EVENTS

A Chinese fishing vessel was detected on **IORIS** operating inside a **marine fisheries exclusion zone**, marked as "Not underway." Upon identification of the violation, an **FSM patrol boat** was immediately tasked to conduct a boarding operation.

As the patrol vessel approached, the fishing vessel attempted to flee the area. Using real-time updates from IORIS, the FSM patrol boat initiated pursuit and **intercepted the vessel within the FSM Exclusive Economic Zone (EEZ)**.

IORIS played a key role throughout the incident by allowing authorities to continuously track the **foreign-flagged, manned vessel.** The platform's **set-target** and **interception** functions enabled the patrol crew to plot a direct course to the vessel's location. Once intercepted, authorities confirmed that the vessel had been conducting **illegal fishing** within a closed zone in violation of regional fisheries management regulations.

OUTCOME

- The illegal fishing vessel was **successfully intercepted** inside the FSM EEZ.
- Authorities confirmed and documented **illegal fishing activities** within a restricted zone.
- Coordination between the FSM Maritime Security Agency, National Police, and Department of Justice was executed smoothly.
- The incident concluded without escalation or harm to personnel.

The incident demonstrated how **IORIS significantly improved detection, tracking, and interception efforts**, allowing authorities to respond quickly and effectively. Strong **interagency cooperation** ensured a coordinated approach, reinforcing FSM's capacity to manage and protect its maritime domain. Overall, the operation showed how **advanced monitoring tools enable small island states to safeguard their maritime rights and defend vital marine resources**.

STRENGTHENING REGIONAL MARITIME COORDINATION THROUGH IORIS – OPERATION MJUMBI, MADAGASCAR

BACKGROUND

In 2023, the **Malagasy Navy** launched **Operation MJUMBI** to counter **illegal maritime activities**, including **illegal, unreported, and unregulated fishing** and **drug trafficking**) carried out by a suspected vessel operating in regional waters.

The operation took place within the **Indian Ocean Region**, under the coordination of multiple national and regional maritime centers. Naval assets were deployed to monitor and secure affected areas, reinforcing efforts to protect marine resources and ensure maritime security.

SEQUENCE OF EVENTS

Operation MJUMBI was initiated after reports indicated possible illegal fishing activities involving a **Sri Lankan dhow**. Soon after receiving the information, **the RCOC, Malagasy Navy, and Durand de la Penne** began communicating via IORIS. The Italian vessel provided substantial support by relaying information to the Malagasy ships through the platform and, occasionally, via VHF radio using its onboard systems. The Malagasy Navy Headquarters promptly **mobilised naval units and engaged regional partners** to coordinate surveillance and enforcement activities, which were carried out successfully.

Participating entities included:

- Regional Centre for Operational Coordination (RCOC)
- Regional Maritime Information Fusion Centre (RMIFC) and National Maritime Information Fusion Centre Madagascar
- National Maritime Information Fusion Centre Comoros, operating in support of Operation MJUMBI
- Malagasy Navy Headquarters and naval assets
- Italian Navy Ship ITS Durand de la Penne, operating under Exercise RIAKA 23
- Comoros Coast Guard and its naval assets

OUTCOME

Operation MJUMBI successfully reinforced maritime domain awareness and cooperation between Madagascar, Comoros, and other regional partners. The coordinated patrols effectively deterred illegal activities and enhanced the protection of local fisheries.
IORIS proved to be a **critical enabler**, ensuring transparent, timely, and secure information exchange. The platform's ability to link multiple command centers and assets in real time significantly increased the operational effectiveness of the mission.

The case demonstrates the growing **regional commitment to maritime security cooperation** within the **Indian Ocean**, highlighting how technology, coordination, and trust between partners can transform complex multi-agency operations into tangible success stories.

SOMALIA SEA (SOMSEA) IORIS COMMUNITY AREA

BACKGROUND

Somalia's maritime sector has deep historical roots, including early participation in international maritime governance through UNCLOS (1982) and the 1989 Somali Law of the Sea. After state collapse in 1991, maritime functions fragmented across federal, regional, and de facto authorities—including Somaliland—creating long-standing political sensitivities and competition over jurisdiction. In this complex environment, EU CRIMARIO became a key enabler of technical cooperation by focusing on practical, non-political maritime safety, security, and information-sharing needs. This approach gradually reconnected Somali maritime institutions with regional partners, including EUNAVFOR Atalanta, and helped reduce political friction, especially between Somaliland, Federal Government of Somalia (FGS) institutions, and Puntland.

SEQUENCE OF EVENTS

EU CRIMARIO 2023 Inter-Agency Breakthrough: CRIMARIO convened the first practical cooperation platform that brought together SPF_DCG, Somaliland Coast Guard, Puntland Maritime Police Force, Somali Maritime Administration, and regional partners (Djibouti, Yemen). IORIS provided a politically neutral, capability-driven environment, allowing these bodies to collaborate operationally despite unresolved political disputes.

Creation of SOMSEA (Oct 2023, Nairobi): During the IORIS Steering Committee, Somali agencies and Djibouti agreed to establish SOMSEA, a cooperative mechanism focused solely on maritime safety and security. The deliberate "Somali Sea / Somali-speaking" framing allowed Somaliland and federal agencies to participate without recognition implication. EUNAVFOR ATALANTA simultaneously committed to direct information-sharing via IORIS, enabled and facilitated by EU CRIMARIO's technical and capacity-building work.

Operational Proof (2024): The response to piracy incidents involving MV Ruen and Al Marej 1 demonstrated full interoperability between Somali authorities and ATALANTA, with IORIS enabling shared situational awareness, coordinated decision-making, and rapid political approval.

OUTCOME

EUCRIMARIO successfully created a neutral, technical space—SOMSEA—where Somali federal institutions, Somaliland, and Puntland can cooperate operationally without triggering political disputes. Through systematic training, exercises (NATEX/REGEX), mentoring, and legal/doctrinal support, IORIS became the shared platform that now underpins:

- inter-agency Somali coordination across politically sensitive boundaries,
- full interoperability between EUNAVFOR ATALANTA and Somali authorities,
- improved responses to piracy, trafficking, and SAR requirements.

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