Atlantic Stakeholder Platform Conference - 20 January 2015, Porto

Real time evacuation systems on passenger vessels and safety at sea. 20 minutes.

Ghenova Engineering speech was centered on Emerbuque: Real time evacuation Management System. A novel concept of IT technologies application to safety at sea.

Organisers: GHENOVA ENGINEERING, The Spanish Centre Jovellanos and Societé de Sauvetage en Mer (SNSM)

1. Rafael García Méndez
2. Jose Manuel Díaz Pérez
3. Jacques de Solms
4. Julián Fontela
5. José Julio Caparrós

1. Key messages

3 relevant messages were transmitted in our workshop:

1.- The new technologies allow for the use of serious games as tools for training passengers in the evacuation process aboard cruise ships.

2.- The relevance of the efforts of the French organization SNSM, in keeping the coast and beaches of France safe through volunteers action.

3.- The need of evacuation management systems to be installed on ships, in order to avoid human losses in accidents.

2. Summary

Mr. Rafael García, made a little presentation of the Centro Jovellanos, placed in Gijón, north of Spain, dedicated to formation of seafarers, test and homologation of equipment to be installed aboard ships. Being related to SASEMAR (the Spanish maritime safety and savage institution).

Mr. Jose Manuel Díaz, talked about the MONALISA 2.0 project, a FP7 project, MONALISA 2.0, is a European project including 39 partners from 10 countries. The partnership has a good balance between private, public and academia. It is co-financed by the European Union, and its aim is to increase the operational safety, the improvement of sea traffic management, and to introduce inherently safer ships. Inside MONALISA 2.0, the Centro Jovellanos develop a new kind of software tool, based on serious games, to improve the knowledge of the evacuation routes in a passenger ship, by the passengers, before they even embarked on the ship.

Mr. Jacques de Solms speech, was about the Societé de Sauvetage en Mer (SNSM),) is a French voluntary organisation founded in 1967 by merging the Société Centrale de Sauvetage des Naufragés (founded in 1865) and the Hospitaliers Sauveteurs Bretons (1873). Its task is saving lives at sea around the French coast, including the overseas départments and territories.

Their efforts in technological projects, are centred on optimizing the efficiency of rescue at sea and allow better ensure the safety of rescuers engaged in complex operations and sea conditions which may prove particularly difficult. As an example, infrared detection and shipwrecked signaling by DIL (individual tracking device) should be available to everyone in the coming years to improve the detection of a person who has fallen into the sea. To date, all the conditions are not met in order to implement these technologies will have a major impact for the Safety of life at sea (agreement on the transceiver frequencies for DIL, prohibitive cost of detection equipment).

Mr. Julián Fontela made a little introduction of Ghenova Engineering, a multi-field Spanish engineering enterprise, with a deep interest in safety at sea.

Mr. José Julio Caparrós, Manager of Emerbuque Project, a Spanish CDTI financed project, in his speech, made a brief presentation of the main characteristics of a Real Time Evacuation Management System, a safe to sea oriented project, based on real time localization of people on board, and predictive evacuation routes generation through dynamic signalling. Project is being developed by a consortium of three enterprises, Ghenova Ingeniería, Itelsis, SCIOit, and has the support of the Spanish head office of ClassNK classification society. The final result will be a real time evacuation system tool to be used during an emergency onboard passenger ships.

3. Questions and answers

Only one question was placed:

Mr. Jesús Carbajosa, R+D manager, CINME, asked Mr. José Julio Caparrós, about the technology used in emerbuque for individual location aboard ships.

Mr. Caparrós, answered that Emerbuque uses Bluetooth and RFID as a mean to locate people in the different spaces along the ship.

4. Follow up

Ghenova and Centro Jovellanos, will have a meeting in the next months, because, thanks to the Atlantic Stakeholder Conference, we have found some possibilities to cooperation between MONALISA 2.0 and Emerbuque, along the test facilities in Centro Jovellanos, and Ghenova Engineering future projects.

5. Next Atlantic Stakeholder Platform Conference

[Would you be interested in reporting back on the progress made since Porto at the next Atlantic Stakeholder Conference, which is to take place towards the end of 2015 (date and place TBC)?]

Yes