2024 Annual Report

MRCC - COLOMBO

MARITIME RESCUE CO-ORDINATION CENTRE - COLOMBO

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MRCC Colombo in Brief

1. The Sri Lankan Government is responsible for a vast maritime Search and Rescue Region (SRR) covering an area of 1,778,062.24 km^2, which is approximately 27 times the size of its landmass. This region shares boundaries with neighbouring countries such as India, Indonesia, Australia, and the Maldives. The primary purpose of this responsibility is to ensure the safety and well-being of vessels in distress within the area of responsibility.

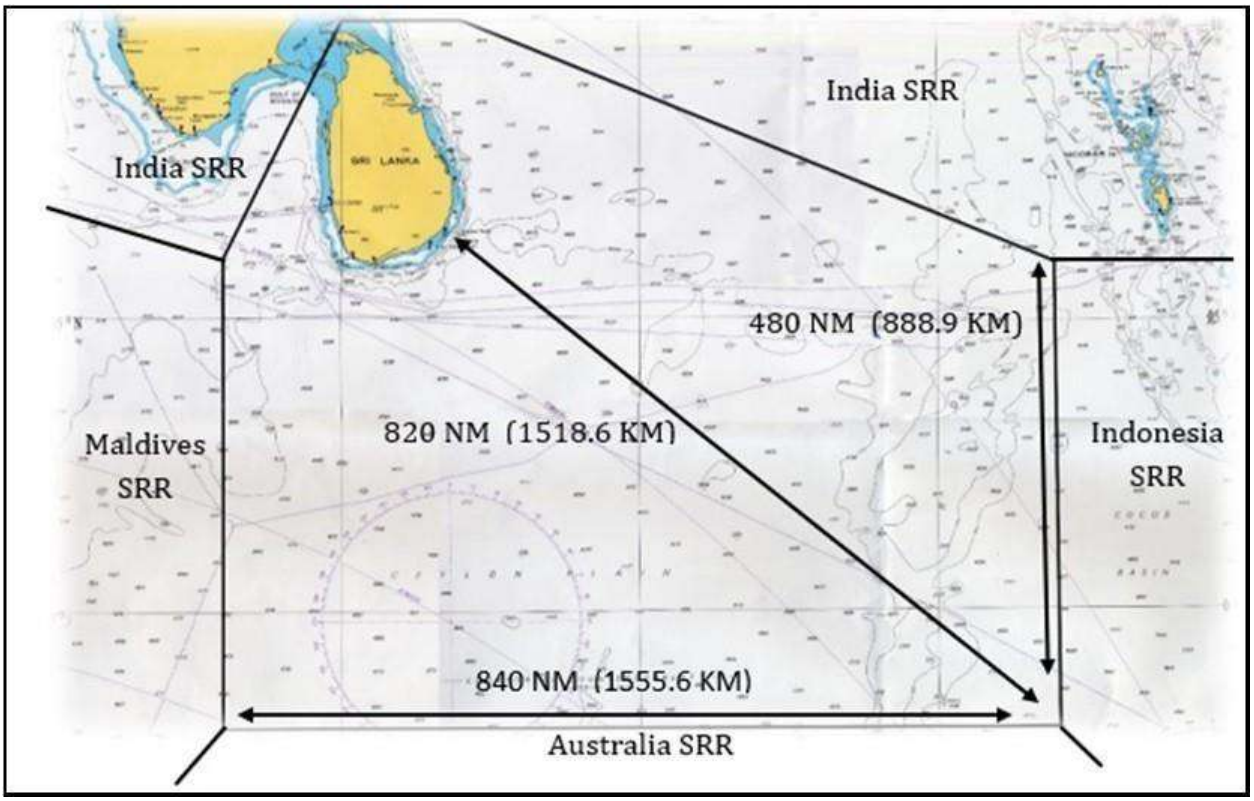


Figure 1: Sri Lanka Search and Rescue Region (SRR)

2. The Sri Lanka Navy (SLN) has been designated as the national responsible authority for conducting maritime Search and Rescue (SAR) operations in the Sri Lanka SRR. To execute this responsibility effectively, the Maritime Rescue Coordination Centre (MRCC) Colombo, established at the Navy Headquarters, serves as the central hub for coordinating assistance to vessels in distress using all available means. In compliance with its commitment as a signatory to the 1974 Safety of Life at Sea (SOLAS) convention, Sri Lanka is obligated to implement and maintain numerous safety measures within its Search and Rescue Region (SRR). Recognizing these responsibilities, an upgradation project, supported by the government of India was commenced on end of 2023.

3. In July 2024, MRCC Colombo was officially commissioned, marking a significant enhancement in Sri Lanka's maritime safety infrastructure. Established with a $6 million grant from India and developed by Bharat Electronics Limited (BEL), the centre comprises a main facility in Colombo and a sub-centre in Hambantota. Additionally, seven unmanned installations have been set up at strategic locations along Sri Lanka's coastline, including Galle, Arugambay, Batticaloa, Trincomalee, Kallarawa, Point Pedro, and Mollikulam. These

installations are linked to the main centre, creating a comprehensive network for maritime surveillance and rescue operations.

3. The MRCC Colombo operates 24/7 and is staffed with qualified naval personnel. The center functions under the supervision of the Director General Operations (DGO) and Director Naval Maritime Surveillance (DNMS). This ensures a continuous and efficient response to any maritime distress incident reported within the Sri Lanka SRR.

4. Given that MRCC Colombo operates under one of the most resourceful maritime arms in the country, the Sri Lanka Navy, it benefits from various facilities. These include access to Maritime Domain Awareness tools and the ability to deploy Search and Rescue units promptly.

5. In coordinating maritime distress incidents, other entities, such as the Aeronautical Rescue Coordination Centre (ARCC), Department of Fisheries and Aquatic Resources (DFAR), Colombo Radio, and other regional Rescue Coordination Centers, act as alerting posts.

6. Various organizations contribute to the Search and Rescue Units (SRU) deployed in response to distress incidents. These organizations include the Sri Lanka Navy (SLN), the Sri Lanka Air Force (SLAF), and the Sri Lanka Coast Guard (SLCG). The collaboration of these entities ensures a comprehensive and coordinated approach to maritime SAR operations in the Sri Lanka SRR, emphasizing the nation's commitment to marine safety and security.

<u>Operational Procedure of MRCC Colombo</u>

7. On receiving a distress alert at the MRCC Colombo, a well-defined procedure is set in motion to ensure a prompt and precise response to distress incidents. Collaborative operations with adjacent MRCCs have been established, enhancing the collective efforts of MRCC Colombo. This collaborative approach enables a more effective and coordinated response to maritime distress situations within the broader region.

8. The first step in the response process involves recording each incident reported at MRCC Colombo in a comprehensive log sheet. This log sheet serves as a checklist for MRCC operations, ensuring that all necessary details related to the maritime distress are documented. The MRCC team collects information meticulously, considering all possible means to coordinate Search and Rescue (SAR) operations. Once the information is verified, the MRCC determines the best course of action, prioritizing the safety of lives at sea.

9. While continually monitoring the situation, MRCC Colombo issues broadcasts via Inmarsat C terminal, HF/MF and VHF broadcasts to alert maritime traffic in the affected area. Simultaneously, the MRCC Colombo feeds SRUs with necessary operational instructions, keeping them informed and prepared for the response. Additionally, developments in the ongoing distress situation are shared with adjacent Rescue Coordination Centers (RCCs) as needed, ensuring a seamless and collaborative approach to managing the incident.

10. In an effort to enhance future Search and Rescue (SAR) operations, MRCC Colombo diligently records all incidents coordinated by the center. A detailed sequence of events and survivor feedback are documented to provide valuable insights. Regular reports, generated on a weekly, and annual basis, capture the key information and lessons learned from each incident. These reports are disseminated among stakeholder agencies, contributing to a continuous improvement cycle and ensuring that all involved entities stay informed and prepared for

future SAR operations. This systematic approach reflects a commitment to learning from past experiences and optimizing the effectiveness of maritime Search and Rescue efforts.

11. Operation procedure of the MRCC Colombo is scrutinized at figure 2.

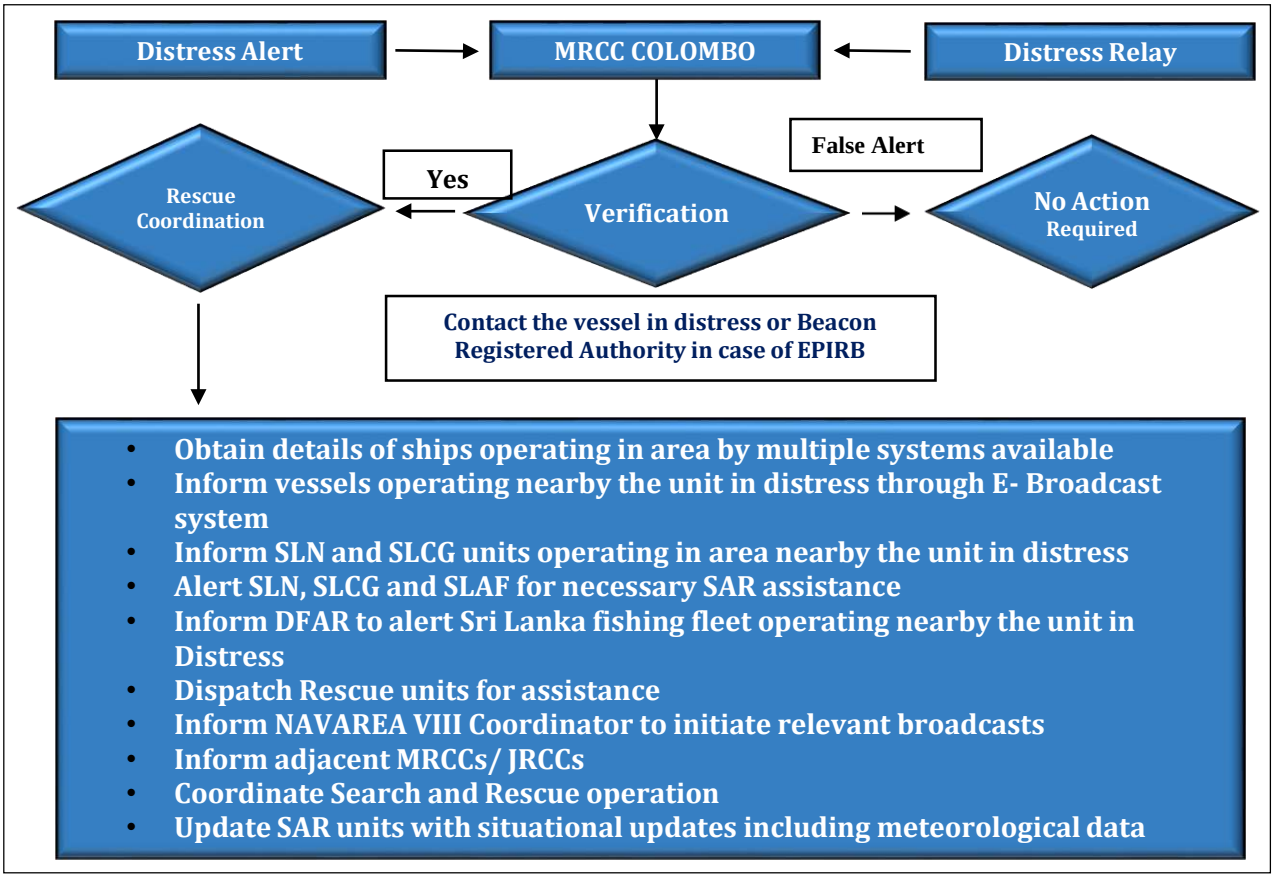


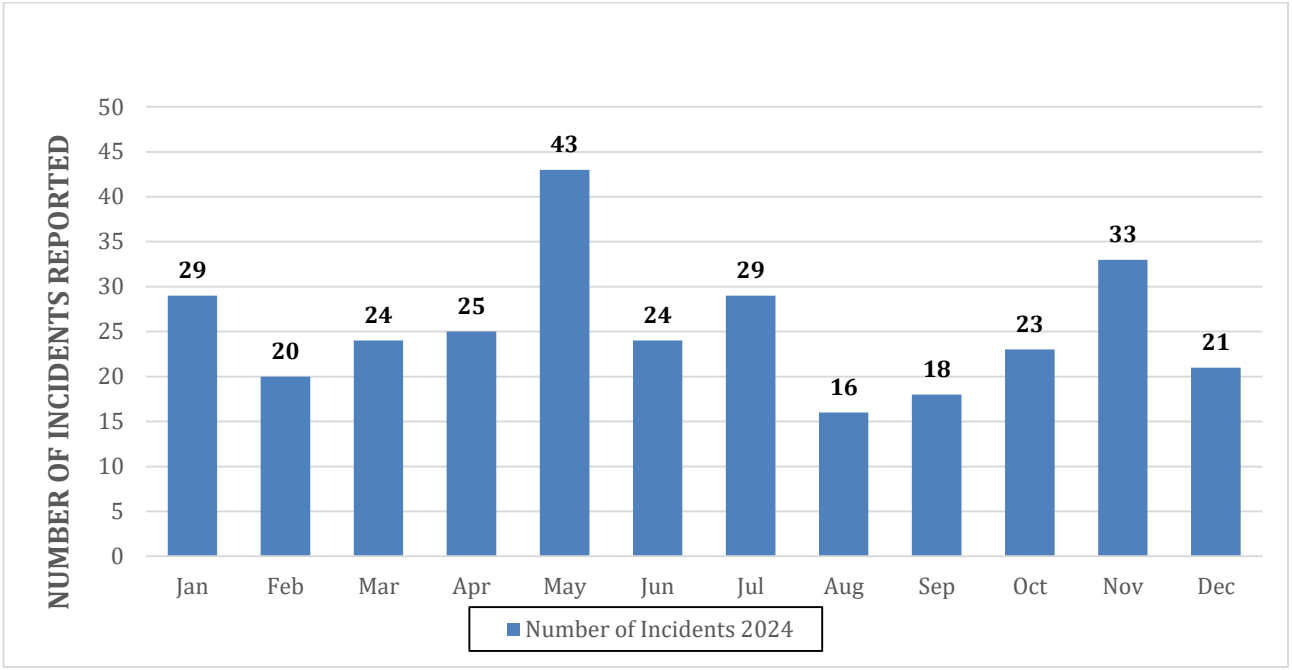
Figure 2: Operation Procedure of MRCC Colombo

Overview of Year 2024

12. **Number of Distress Incidents.** In 2024, MRCC Colombo responded to a total of 305 incidents, averaging 25 incidents per month. Graph I provides a visual representation of the incidents reported throughout the year. The geographical distribution of these incidents are detailed in Figure 3.

13. Of the 305 incidents with location information, 130 (42.6%) occurred within the Sri Lanka SRR , while 175 incidents (57.4%) occurred outside the Sri Lanka SRR boundary.

14. These statistics underscore the diverse nature and distribution of incidents faced by MRCC Colombo, providing crucial insights into the spatial challenges and operational demands within its jurisdiction. The data contributes to a comprehensive understanding of maritime incidents and aids in optimizing the coordination and response efforts of the MRCC.



Graph - I: Number of Distress Incidents Reported per Month

15. **Types of Platforms Reported Distress.** The predominant source of incidents reported to MRCC Colombo in 2024 stems from Sri Lankan fishing vessels, constituting 63% of the total reported cases. This significant figure underscores the prominence of maritime challenges faced by Sri Lankan fishing vessels, reflecting the importance of focused attention and resources in addressing issues within this sector.

16. Chart I complements this observation by presenting a comprehensive categorization of total incidents. The chart outlines incidents into seven distinct categories, offering a visual representation that aids in understanding the diverse nature of challenges and emergencies encountered within the maritime domain. This categorization provides a valuable tool for stakeholders and authorities to analyze trends, allocate resources effectively, and implement targeted measures to enhance maritime safety and security.

a.	Sri Lankan Fishing Vessels-	191
b.	Merchant Vessels-	76
c.	Foreign Fishing Vessels-	11
d.	Aircraft-	14 (Emergency Locator Beacon alerts)
e.	Foreign Pleasure Craft-	01
f.	Sri Lanka Tug-	01
g.	Unidentified Vessel classes-	11

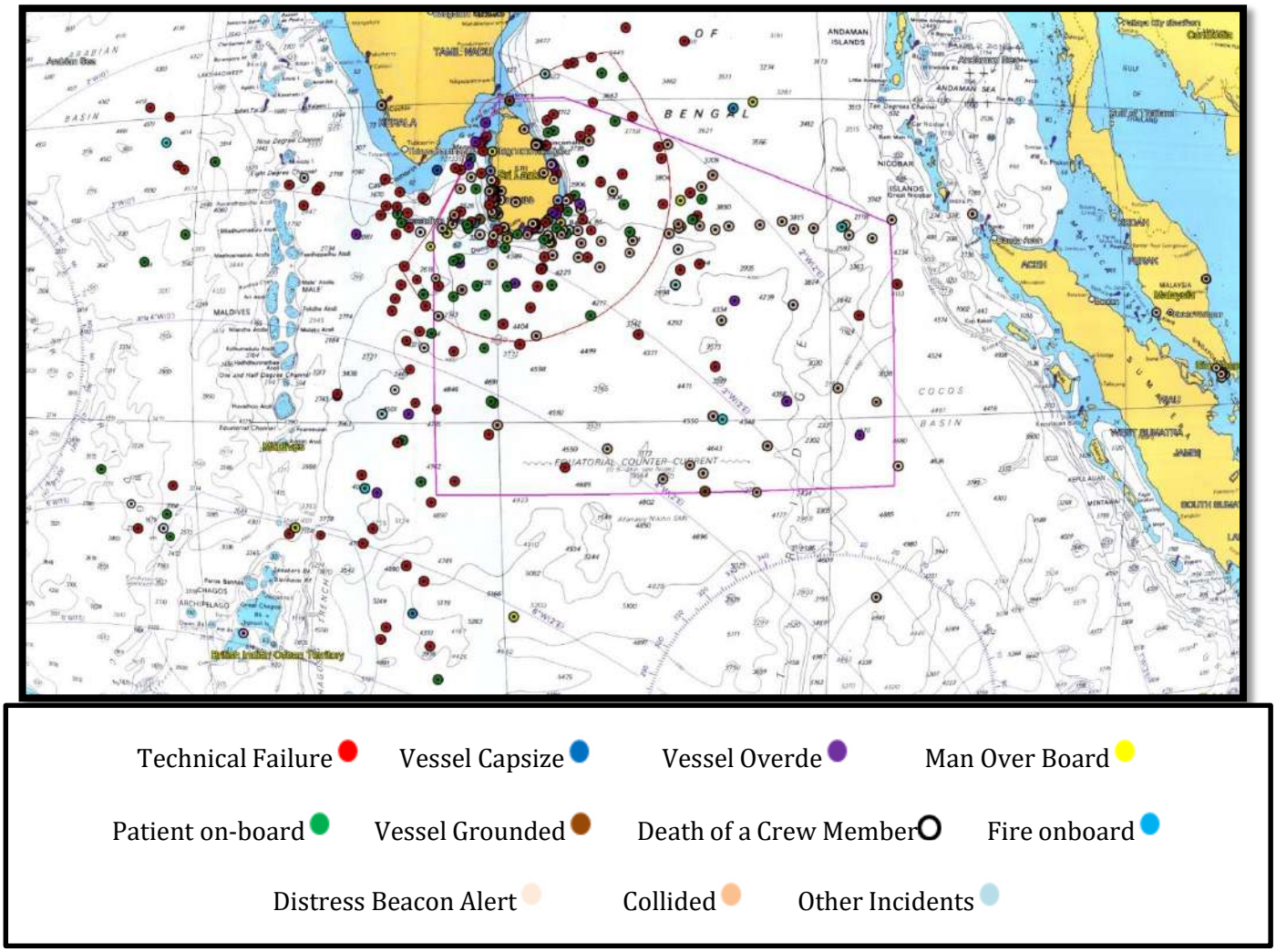


Figure 3: Geographical Distribution of Incidents

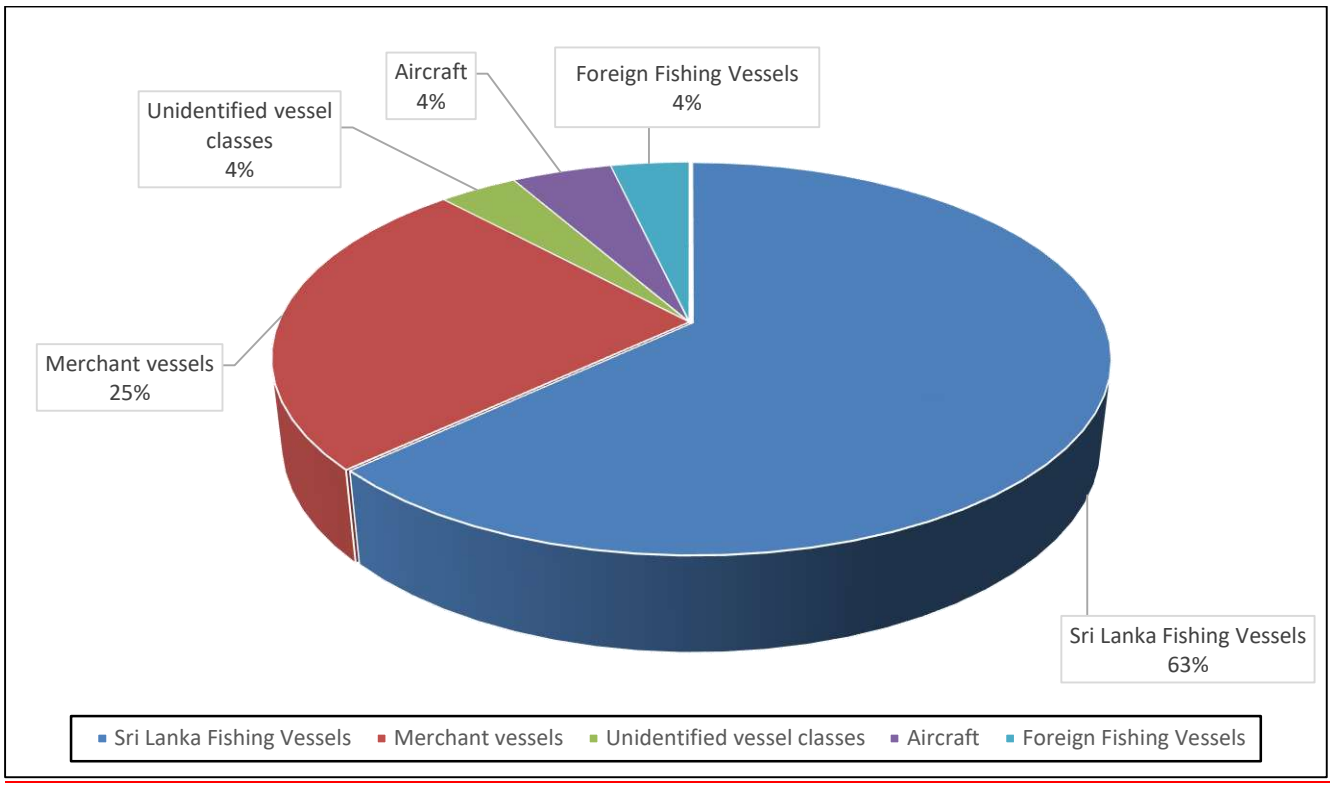


Chart - I: Types of Platforms Reported in Distress in 2024

17. **Types of Incidents Reported.** In the year 2024, the distress incidents reported at the MRCC Colombo can be classified into various categories. Notably, there has been a moderate 10.81% decrease in technical breakdowns of Sri Lankan fishing vessels compared to the data from 2023. The graphical representation of this data is depicted in Chart II, providing a visual overview of the observed trends in distress incidents, particularly highlighting the significant uptick in technical breakdowns.

a.	Technical breakdowns-	99
b.	Patients onboard-	39
c.	Ceased communication-	11
d.	Overdue-	24
e.	Alerts generated by Distress Beacons-	90
f.	Man Over Board-	15
g.	Capsized-	05
h.	Vessels run aground-	01
j.	Collision-	04
k.	Death-	11
l.	Hijacked-	01
m.	DSC Safety call-	03
n.	Other incidents-	02

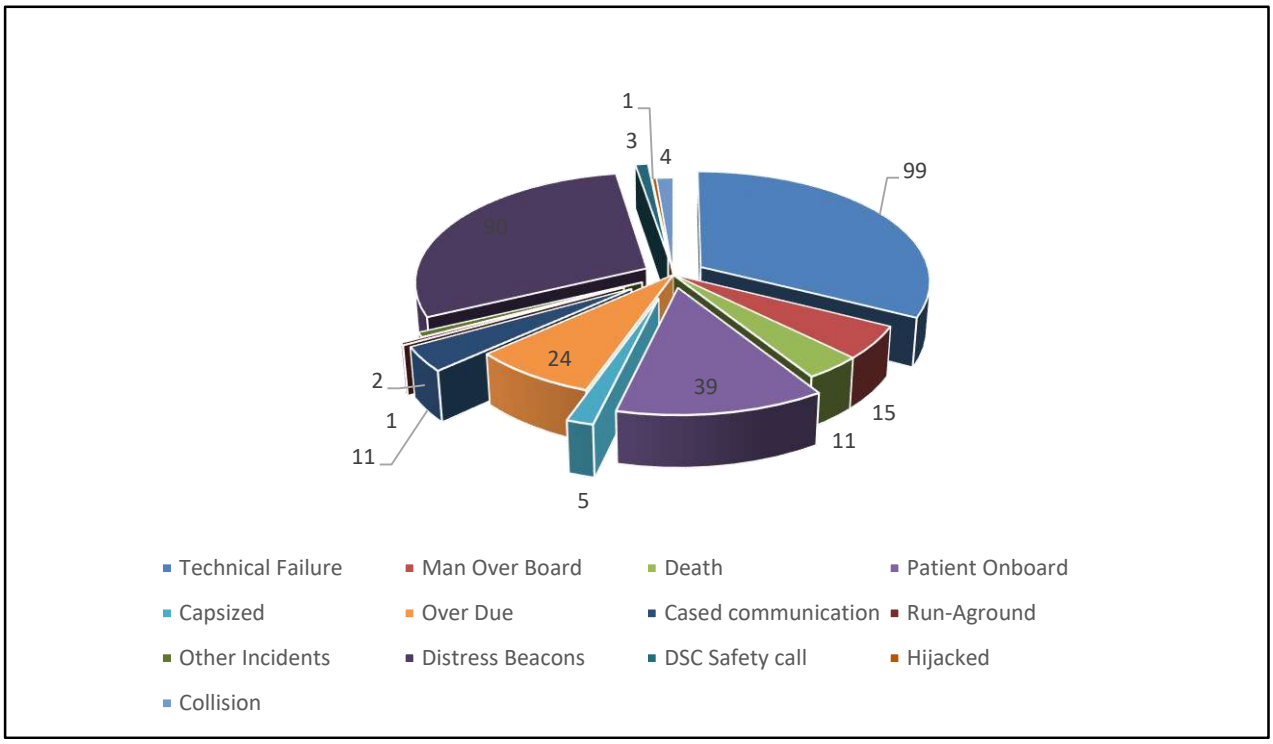


Chart - II: Types of Incidents Reported in 2024

18. **Geographical Distribution of Incidents.** According to the geographical distribution, 40% of incidents were reported in the Southern Sea area, 10% in Southeastern Sea area, 20% in North Sea area, 20% each in Eastern Sea areas and 10% in Northwestern Sea area.

19. **Actions initiated by MRCC Colombo.** Upon receipt of a distress alert, MRCC Colombo evaluates and categorizes it under the emergency phases of Uncertainty, Alert and Distress. Thereafter, MRCC actions are decided based on the severity and associated developments such as weather in the area. Such actions initiated in 2024 are presented in Table I and graphically presented through Charts III and IV.

Sr.	Month	Incidents Reported	MRCC Action			No. of Lives Saved
			Secured Assistance	Coordinated	Monitored	
1.	January	29	02	21	06	00
2.	February	20	02	08	10	01
3.	March	24	03	08	13	01
4.	April	25	02	16	07	02
5.	May	43	03	33	07	07
6.	June	24	02	17	05	08
7.	July	29	04	21	04	02
8.	August	16	01	13	02	00
9.	September	18	04	14	00	04
10.	October	23	02	19	02	02
11.	November	33	01	27	05	01
12.	December	21	02	17	02	07
Total		**305**	**28**	**214**	**63**	**35**

Table- I: Actions Initiated by MRCC Colombo in 2024

20. On completion of the evaluation, MRCC Colombo revealed that no immediate intervention is required for 63 incidents, constituting 20.7% of the total incidents. Therefore, owners of such vessels were educated to arrange relief, whilst MRCC continually monitored the developments taking place and updated the vessels operating nearby to extend assistance. Due to the distress position, incomplete distress message, less clarity of information and involvement of several other stakeholders; MRCC Colombo coordinated 214 incidents with relevant domestic/ foreign agencies. The number accounted for 70.2% of total incidents. Considering the involvement of life-threatening risk, MRCC Colombo secured assistance for 28 incidents leading to saving 35 lives in the year 2024. The number accounted for 9.1% of total incidents.

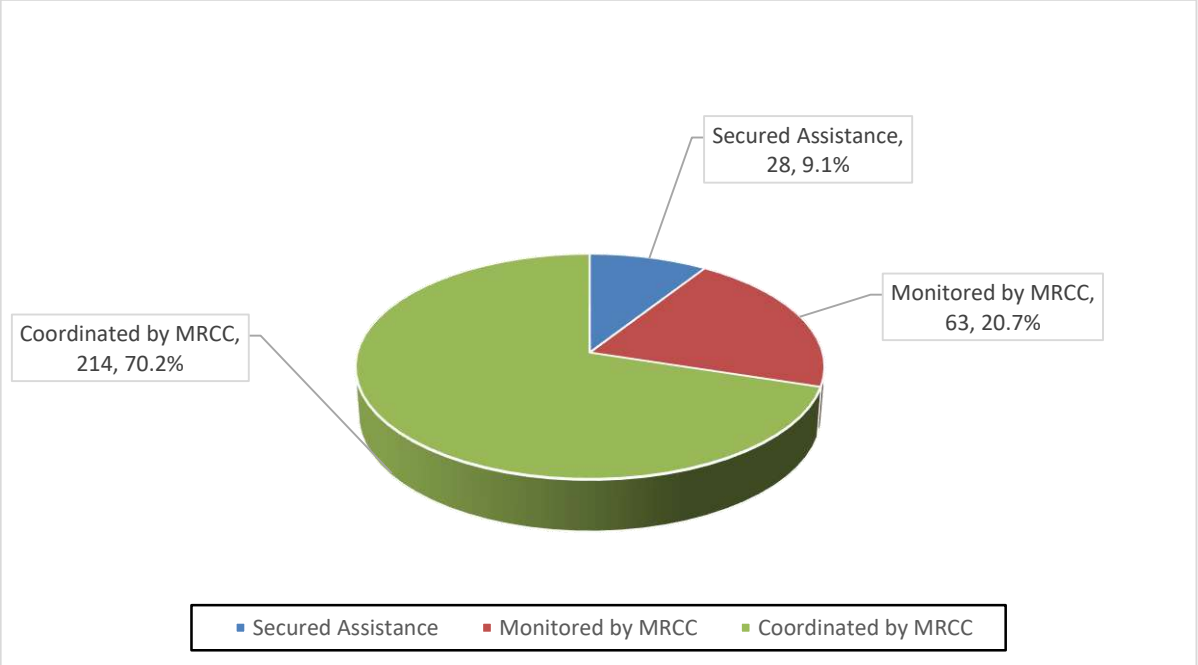


Chart III: Action Initiated by MRCC Colombo in 2024

21. **Assistance Provided by the Sri Lanka Navy.** Sri Lanka Navy is the designated Search and Rescue Unit (SRU) provider of the country. On the request of MRCC Colombo, SriLanka Navy deployed SRUs to assist 28 distress incidents in 2024 with a total expenditure of Rs. 210,858,765.00 (Rs. 210.86 millions). Charts IV and V illustrate the types of incident assistance provided by the SLN in 2024 and the platforms SLN assisted.

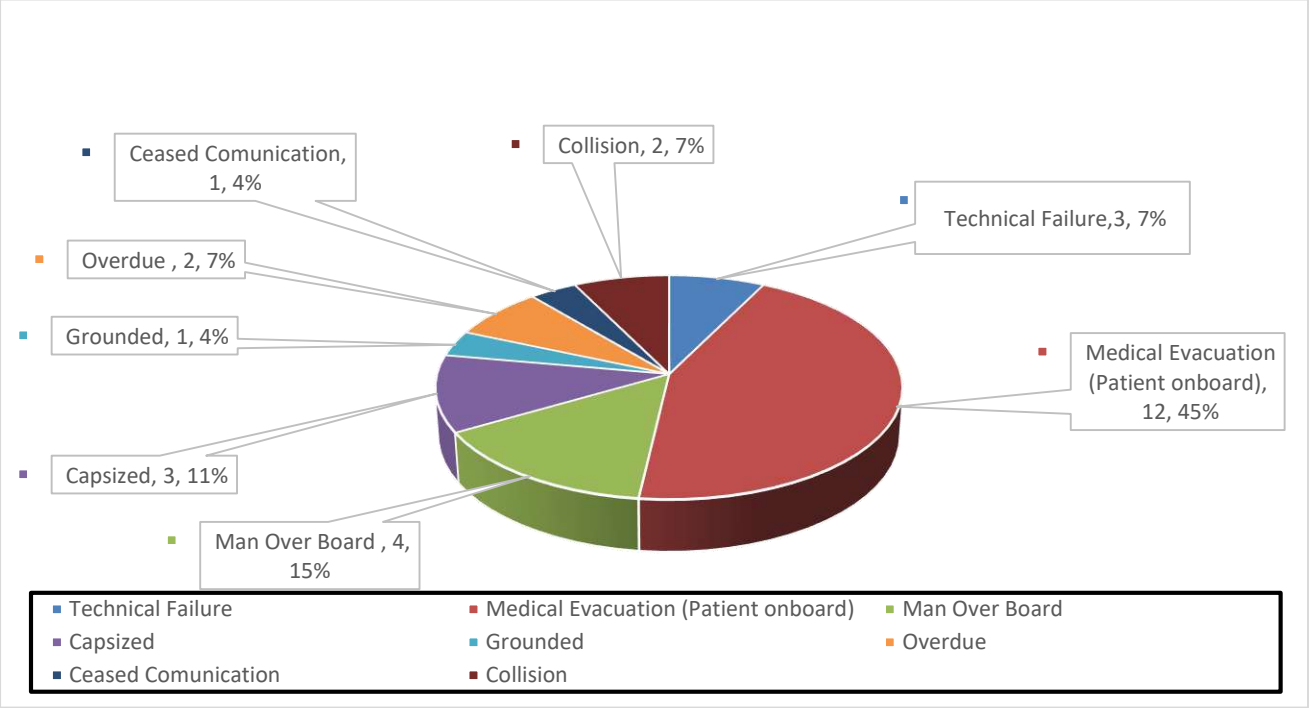


Chart- IV: Types of Incidents Assisted by SLN in 2024

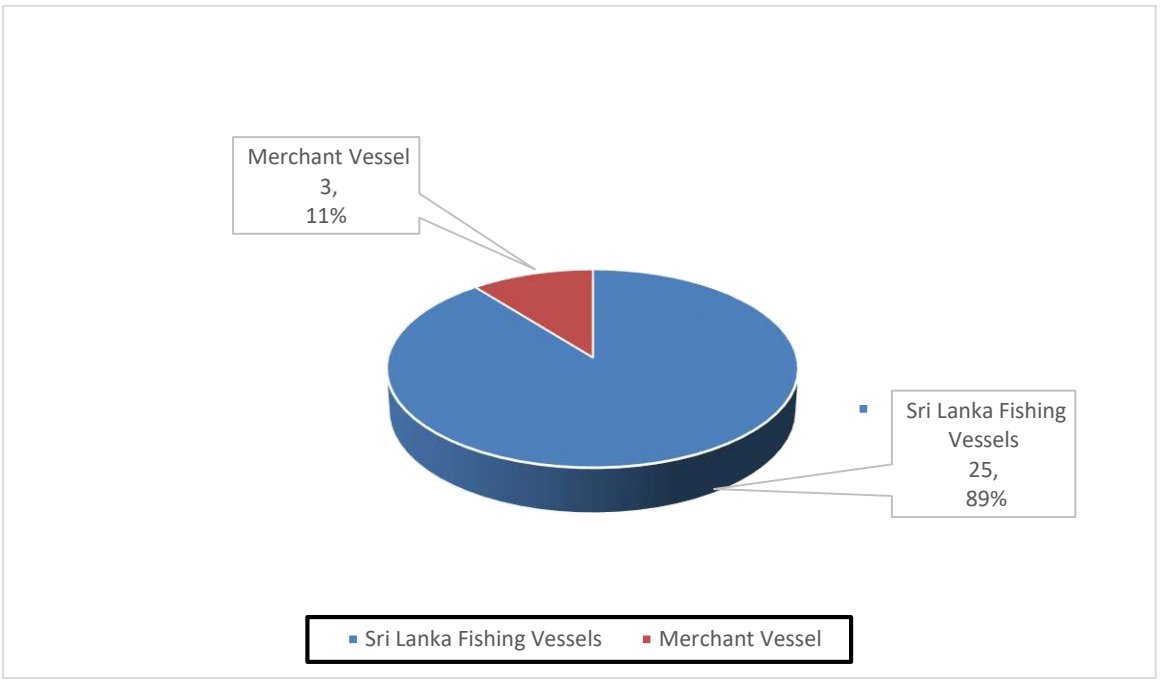


Chart V: Types of Platforms Assisted by SLN in 2024

22. **Issuing of Maritime Safety Instructions (MSI).** During 2024, MRCC Colombo issued 77 MSI in Inmarsat 'C' terminal through Australia Maritime Safety Agency (AMSA) E-Broadcast system with the intention of preventing further casualties and securing assistance in search efforts. In addition, 03 MSI broadcasts were made through the NAVAREA VIII coordinator for the incidents which posed a danger to maritime traffic in the area.

23. **Alerts Generated by Distress Beacons.** MRCC Colombo receives distress alerts generated by DSC alerts, Distress Beacons such as Emergency Position Indicating Radio Beacon (EPIRB), Emergency Location Transponder and Personal Locator Beacon through COSPAS-SARSAT Mission Control Centres (MCC) and associated RCCs. MRCC verified the distress alerts directly from the subject platform or by contacting relevant authorities as per the situation demands.

In 2024, 90 distress beacon alerts and 03 DSC alerts were received at MRCC Colombo and all were confirmed false after verifying through the aforesaid process.

Programme Effectiveness for preventing loss of life at MRCC Colombo.

24. Programme effectiveness for preventing loss of life by MRCC Colombo was calculated as per the following formula available in Chapter 5 of the IAMSAR Manual Volume I

a. Programme effectiveness for preventing loss of life: $EFF(L) = \frac{LS}{LS + LLA}$

b. Programme effectiveness (PE) = $\frac{EFF(L) \times \text{Cost for saving life}}{\text{Direct SAR programme costs}}$

Key: LS - Lives Saved
LLA - Lives Lost After Notification

In 2024, MRCC (Colombo) successfully coordinated and saved 35 lives, while 04 patients were reported dead before MRCC Colombo coordinated assistance.

The system effectiveness and efficiency of MRCC Colombo are as follows.

a. EFF (L): $\frac{35}{35 + 04} = 89.74\%$

b. PE: $\frac{89.74 \times 151,660,318.19}{210,858,765} = 64.5\%$

Case Studies

25. This section presents case studies of major distress incidents reported to MRCC Colombo in 2024.

Medical Evacuation

Date and time of report	: 29th June 2024 on 0619 hrs (UTC)
Unit Reported	: The Department of Fisheries and Aquatic Resources
Unit in distress	: Sri Lankan fishing vessel 'Devon 05' (IMUL-A-0909 TLE)
Nature of Distress	: The remaining crew members are in critical condition after ingesting liquid from a floating bottle at sea.
Distress position	: 00^0 08'N, 082^0 52' E (155^0 from Dondra light at adistance of 365 nm)
Incident in Brief	:MRCC Colombo secured assistance from MV Kota Kamil (IMO 9307413). The recovered patient was transferred to SLNS Vijayabahu at 1400 UTC on June 30, 2024. SLNS Vijayabahu provided first aid before transporting the patient to the Port of Hambantota, from where they were subsequently transferred to Hambantota General Hospital in Galle, Sri Lanka.

The patient is being lifted onboard SLNS Vijayabahu

While attending first aid onboard SLNS Vijayabahu

Search and Rescue

Date and time of report	: 21st May 2024 at 1432 UTC
Unit Reported	: The Department of Fisheries and Aquatic Resources
Unit in distress	: Sri Lankan fishing vessel 'Rajini Meri ' (IMUL-A-0866 CHW)
Nature of distress	: Vessel Drifting due to a technical failure.
Distress position	: 03° 39 'N,080° 07'E (190° from Dondra at a distance of 139 NM)
Incident in brief	: MRCC Colombo secured assistance from MT Tonegawa (IMO 9802188) in the rescue of six Sri Lankan fishermen, 420 nautical miles off Sri Lanka. The rescued individuals were transferred to P 432 at 0410 UTC on June 2, 2024, and subsequently brought to the Galle harbour.

The SLFV 'Rajina Meri drifting at mid sea

MT Tonegawa ship engaging in rescue of distress fishermen.

Crew members rescue

Date and time of report	: 03rd September 2024 at 0300 UTC
Unit Reported	: The Department of Fisheries and Aquatic Resources
Unit in distress	: Sri Lankan fishing vessel 'Nihathamani 01 ' (IMUL-A-0690 GLE)
Nature of distress	: An unidentified ship has collided with the fishing vessel.
Distress position	: 02° 40 'N,077° 07'E (223° from Galle at a distance of 275 NM)
Incident in brief	: MRCC Colombo secured assistance from SLNS Gajabahu in the rescue of four Sri Lankan fishermen, 157 nautical miles off Sri Lanka. The rescued individuals were transferred to P 436 at 1220 UTC on 04 Sep ,

2024, and subsequently brought to the Galle harbour.

Handover of fishermen to P 436 from SLNS Gajabahu after the rescue

After the fishermen were brought to Galle harbour by the P 436

Technical Assistance

Date and time of report	: 01st April 2024 at 0748 hrs (UTC)
Unit Reported	: The Department of Fisheries and Aquatic Resources
Unit in distress	: Sri Lankan fishing vessel 'Kalpani' (IMUL-A-2473 GLE)
Nature of distress	: VMS distress alarm activated and drifting since 31st March 2024
Distress position	:10° 32'N, 080° 35'E (020° from PPD Lt at a distance of 50nm) as
Incident in brief	: MRCC Chennai secured assistance from ICG C-440, whose technical team boarded the SLFV to attempt repairs. However, the defect could not be fixed due to a lack of spare parts. All six crew members aboard the SLFV were reported safe, with sufficient rations for 10 days and 3,000 liters of fuel. The ICG vessel provided fresh water and advised the crew to anchor at a suitable depth. SLFV Sadewmi (IMUL-A-0820 MTR) arrived at the location and commenced towing. The disabled vessel was successfully towed to Cod Bay, Trincomalee.

ICG C-440 approaching FV 'Kalpani' to assist

The technical team of ICG boarded the SLFV to rectify the defect

Comprehensive Comparison from 2018 - 2024

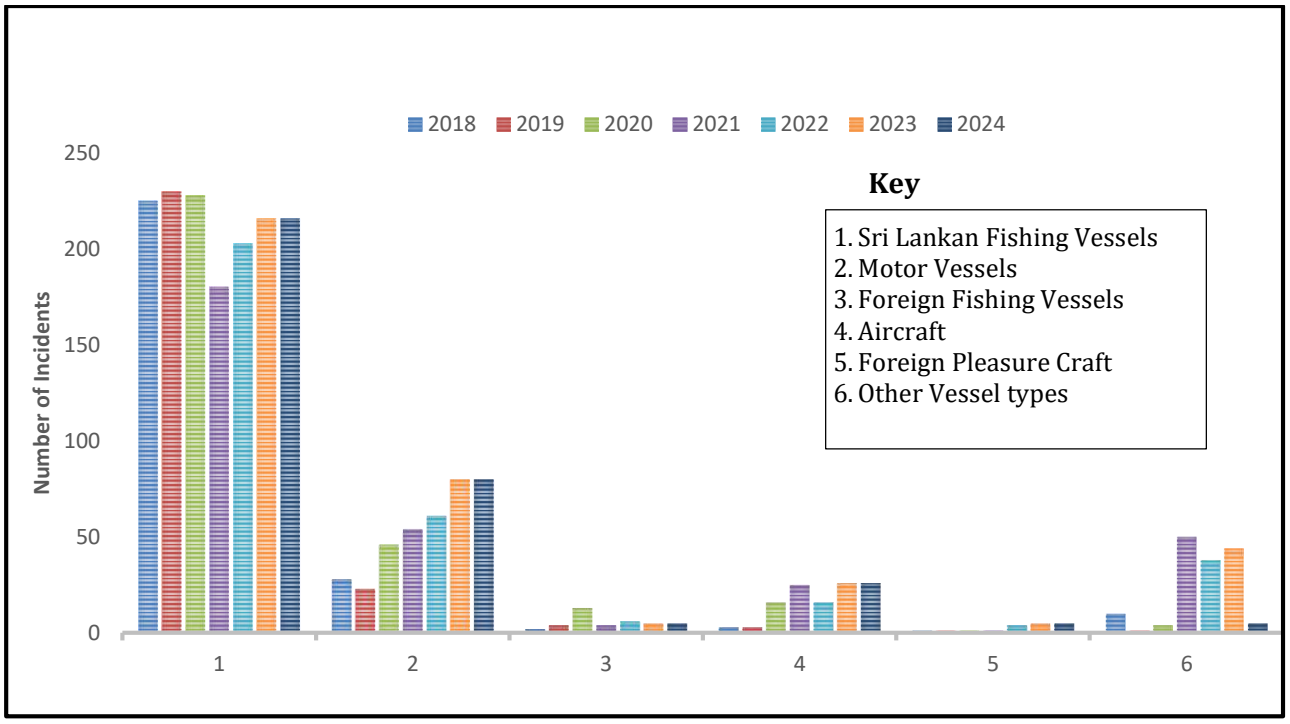
26. **Number of Distress Incidents** Over the last six years from 2018 to 2024, the number of incidents reported at MRCC Colombo varies between 275 and 304. Within the saidperiod, the lowest count was reported in 2019 (263) and the highest count was 377 in 2023. The highest increment of 46 incidents was reported between 2019 to 2020 and 2022 to 2023, an increase of

17.5% and 14% respectively. The only decline reported between 2018 and 2019 by 12 incidents equal to 4.3%. The figures are placed under Table II.

S/ NO	Month	YEAR						
		2018	2019	2020	2021	2022	2023	2024
1.	January	20	28	19	24	29	31	29
2.	February	15	22	47	30	18	23	20
3.	March	19	15	18	20	28	33	25
4.	April	14	8	13	26	22	23	25
5.	May	17	23	30	23	22	37	43
6.	June	33	19	35	21	15	32	24
7.	July	19	29	29	30	22	37	28
8.	August	31	27	35	18	34	35	16
9.	September	23	20	23	21	33	28	18
10.	October	23	24	16	28	40	33	23
11.	November	31	21	21	32	29	28	33
12.	December	30	27	23	45	39	37	21
Total		**275**	**263**	**309**	**318**	**331**	**377**	**305**

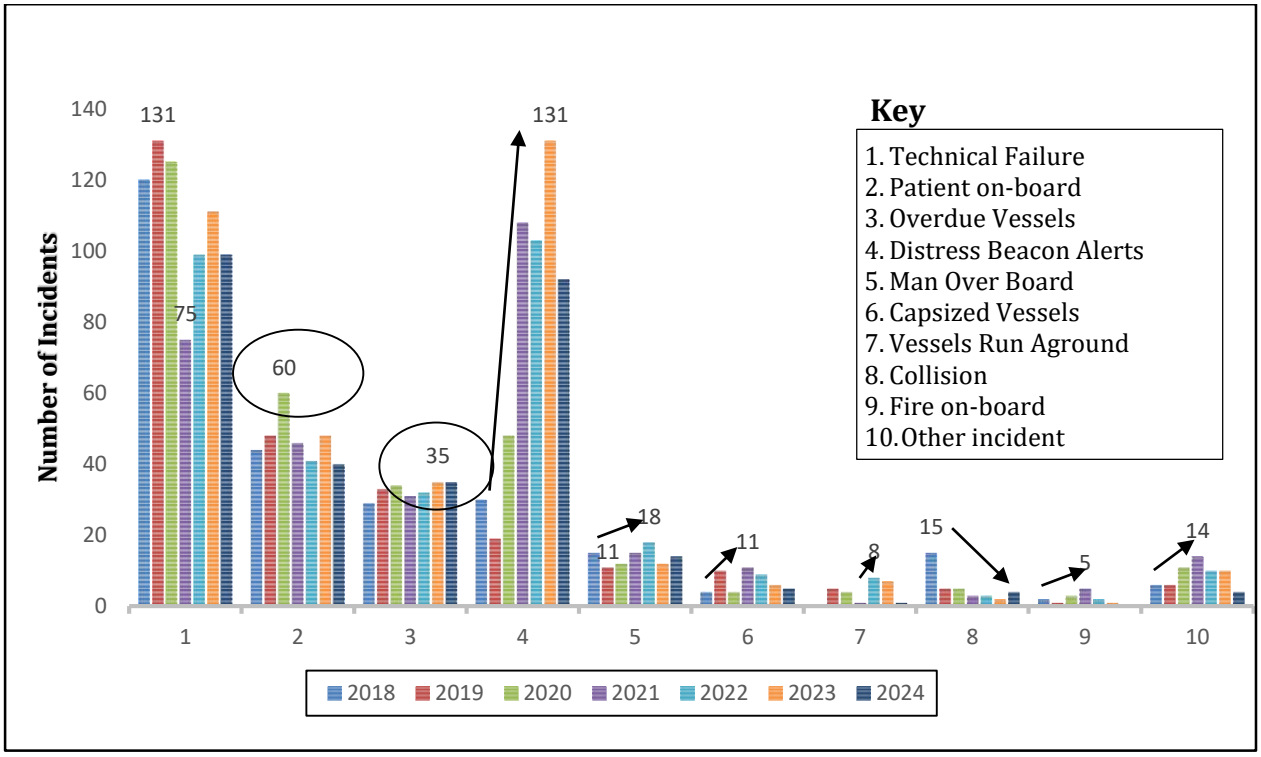
Table- II: Incidents Reported to MRCC Colombo from 2018 to 2024

27. **Types of Platforms Reported in Distress.** MRCC Colombo receive distress alerts from various platform types and Graph IV demonstrates the details collected over the last six years from 2018 to 2024. As a fact of common, Sri Lankan fishing vessels mark the highest contribution in every year. Further, reports made by merchant vessels have continually grown over the time whilst reporting from foreign pleasure craft and foreign fishing vessels marking the lowest count.



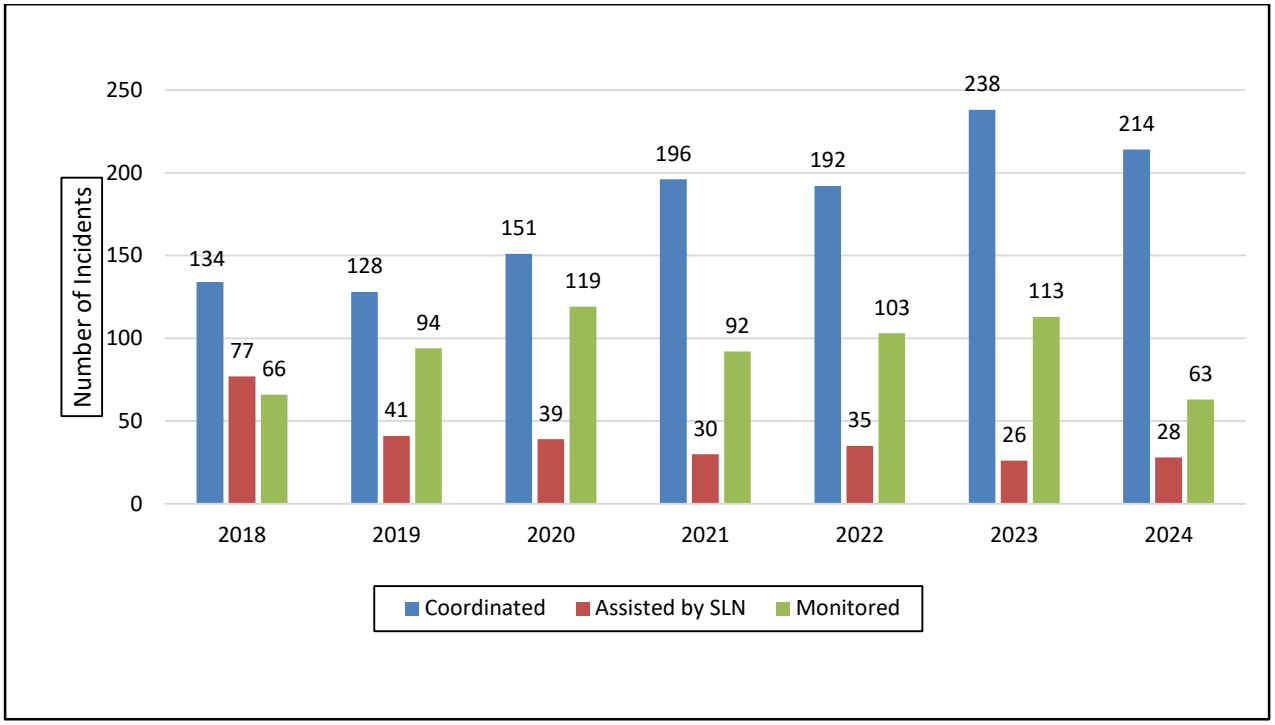
Graph – II: Comparison of Platforms Reported in Distress from 2018 to 2024

28. **Type of Incidents Reported.** Incidents reported at the MRCC Colombo from 2018 to 2024 are categorized by nature of distress under graph IV. Technical failure is the most reported type of distress at MRCC Colombo from 2018 to 2024. Reports on patients' on-board and overdue vessels have maintained a similar trend with marginal deviations over time. However, Distress Beacon alerts, Men falling overboard and capsized vessels demonstrate continuous growth whilst rapid growth could be observed in Distress Beacon alerts from 2020 to 2021. In contrast, the number of vessels run-aground and collisions have reduced over the period.



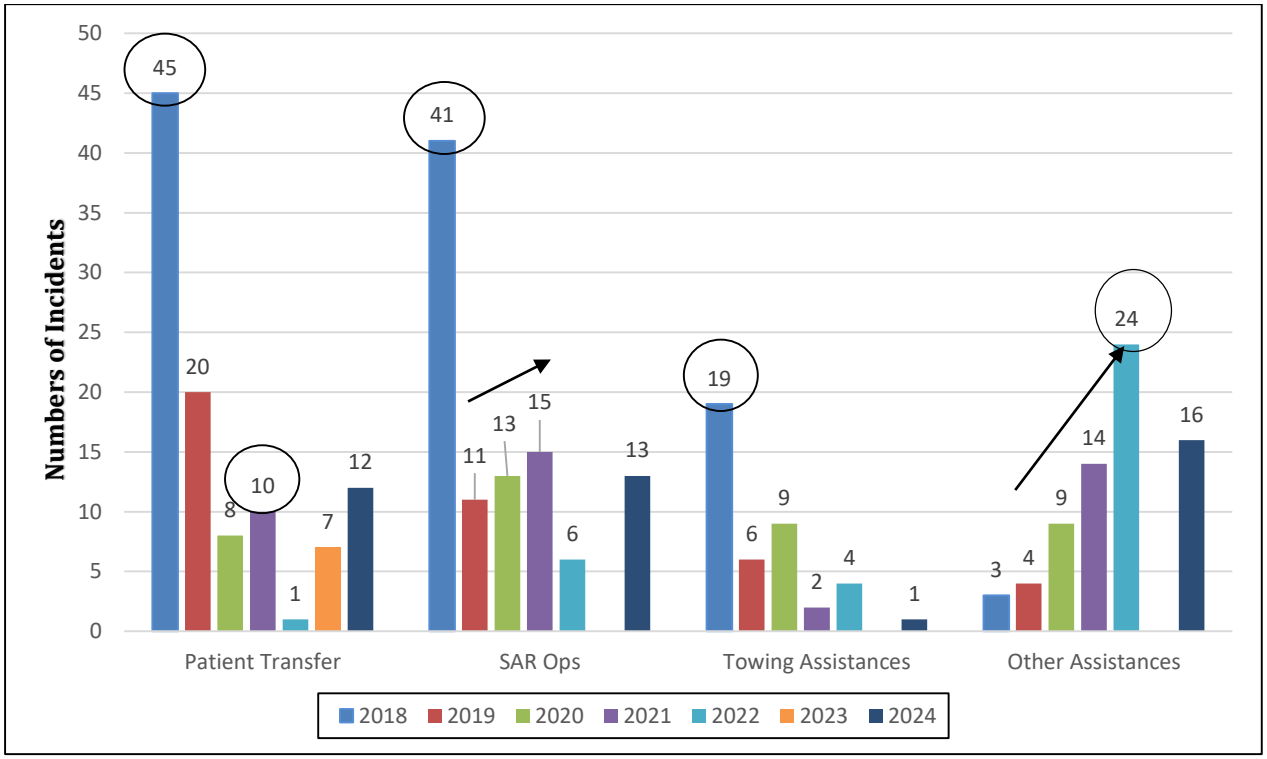
Graph –III: Comparison of Type of Incidents Reported from 2018 to 2024

29. **Actions Initiated by MRCC Colombo** A comparison of actions initiated by MRCC from 2018 to 2024 is demonstrated through Graph V. The number of incidents coordinated by MRCC Colombo showed a fluctuating trend over the years. In 2018, 134 incidents were coordinated, followed by a slight reduction to 128 in 2019. However, from 2020 onwards, there was a consistent rise, reaching 151 in 2020, 192 in 2021, and peaking at 238 in 2023. Although the number decreased to 214 in 2024, the overall trend remains upward, driven by increased maritime activities, better reporting systems, and enhanced operational efficiency. The decrease in the number of incidents assisted by SLN from 77 in 2018 to 28 in 2024, while remaining relatively constant from 2019 onwards. The stability in numbers from 2019 to 2024 suggests that a threshold has been reached where only critical cases require SLN assistance, while most minor issues are managed through improved early intervention strategies. The number of monitored incidents showed a steady increase from 66 in 2018 to 119 in 2020. However, from 2021 to 2024, the numbers fluctuated, with 92 in 2021, 103 in 2022, 113 in 2023, and 63 in 2024. This variation suggests that while monitoring efforts remained consistent, improved early warning systems may have influenced the numbers. The overall increase compared to 2018 highlights a stronger focus on proactive monitoring to enhance maritime safety and response efficiency by MRCC Colombo.



Graph – IV: Types of MRCC actions from 2018 to 2024

30. **Assistance Provided by the Sri Lanka Navy.** The assistance provided by the Sri Lanka Navy during the last 6 years is categorized under patient transfer, SAR operations, towing support and all other types and is depicted under Chart VI. In addition to other assistance, the highest number of assistance provided by the Sri Lanka Navy was provided in 2018. Patient towing support and transfer have decreased significantly in 2021 and 2022 respectively. After a significant decrease from 2018 and a 60% drop in 2022, the participation of the Sri Lanka Navy in SAR operations has gradually increased between 2019 and 2023, while towing support has decreased significantly between 2018 and 2019. However, no towing support was provided during 2023 to 2024. The economic downturn experienced by Sri Lanka and the increase in fuel prices and other costs should result in a significant reduction in the number of physical supports provided by the Sri Lanka Navy between 2019 and 2024.



Graph – V: Type of Assistance Provided by Sri Lanka Navy

31. **Comparison of Lives Saved and Cost Incurred by the SLN for Assisting Distress Incidents** Table III compares the number of incidents assisted, lives saved and costs incurred for six years from 2018 to 2024. From 2018 to 2024, MRCC secured assistance for incidents, with cases decreasing from 90 in 2018 to 27 in 2024. Lives saved fluctuated, peaking at 466 in 2018 and dropping to 36 in 2023 and 35 in 2024. Cost incurred varied significantly, reaching Rs. 287 million in 2020 and Rs. 210.86 million in 2024. Despite fewer incidents, financial costs remained high.

S/No	Year	Assistance Secured by MRCC	Lives Saved	Cost incurred (Rs.)
01.	2018	90	466	241.28 million
02.	2019	41	103	28.03 million
03.	2020	40	117	287.22 million
04.	2021	30	42	49.00 million
05.	2022	35	226	98.93 million
06.	2023	26	36	194.81 million
07.	2024	28	35	210.86 million

Table- III: Comparison of Lives Saved and Cost Incurred by the SLN

Conclusion

32. The southernmost tip of Sri Lanka lies strategically along one of the busiest and most crucial international maritime trade routes. This region serves as a critical transit point for global shipping, witnessing a continuous flow of merchant vessels throughout the year. The presence of the deep-draught hub port in Colombo further enhances the country's maritime significance, attracting an even greater volume of commercial traffic. The port serves as a key transshipment hub in the Indian Ocean, handling massive cargo movements that contribute significantly to both regional and global trade.

33. Despite these substantial economic advantages, effectively managing Sri Lanka's vast maritime domain presents a considerable challenge. The dynamic nature of maritime activities, the high density of vessel movements, and the diverse range of stakeholders operating within Sri Lanka's waters necessitate a

well-coordinated maritime governance framework. Ensuring safety, security, and environmental protection within this complex ecosystem requires continuous monitoring, strategic interventions, and advanced technological capabilities.

34. As an island nation with a long-standing maritime heritage, Sri Lanka is home to a significant and diverse fishing industry. The country's fishing fleet includes over 5,000 ocean-going multi-day trawlers that venture into deep-sea waters, alongside approximately 32,700 smaller artisanal fishing vessels that operate closer to the coastline. These vessels play a vital role in supporting the livelihoods of local communities while also contributing to the nation's food security and economic stability.

35. However, the increasing intensity of maritime activities extends beyond commercial shipping and traditional fishing. The growing presence of recreational vessels and the rising popularity of seaborne leisure activities, such as yachting, sailing, and water sports, further contribute to the complexity of managing Sri Lanka's maritime environment. The country's scenic coastline, pristine beaches, and favorable climatic conditions make it an attractive destination for both local and international maritime tourism. As a result, ensuring the safety of all mariners—ranging from large-scale commercial operators to small-scale recreational enthusiasts—has become an urgent priority for Sri Lanka's maritime authorities.

36. Recognizing the growing complexity of its maritime domain, Sri Lanka has taken significant strides to enhance its maritime safety framework. The establishment and ongoing operations of the Maritime Rescue Coordination Centre (MRCC) Colombo serve as a testament to the nation's unwavering commitment to ensuring maritime security and safeguarding lives at sea.

37. MRCC Colombo operates as a central hub for coordinating search and rescue (SAR) operations within Sri Lanka's vast maritime region. With state-of-the-art surveillance technologies, real-time vessel tracking systems, and an extensive communication network, the centre plays a crucial role in monitoring maritime activities and responding swiftly to distress calls. By integrating advanced automatic identification systems, vessel monitoring frameworks, and predictive modeling technologies, MRCC Colombo is equipped to efficiently manage emergency situations, mitigate maritime risks, and prevent potential incidents at sea.

38. Furthermore, Sri Lanka's proactive approach to maritime safety is reinforced through its strong collaboration with regional and international partners. MRCC Colombo works in close coordination with neighboring countries, global maritime agencies, and allied rescue coordination centres to strengthen its operational capabilities. Through joint exercises, information-sharing mechanisms, and cooperative rescue operations, Sri Lanka continues to enhance its readiness to respond to maritime emergencies effectively.

39. The presence of a well-equipped and professionally managed MRCC in Colombo not only ensures the safety of mariners but also contributes to Sri Lanka's broader objectives of promoting safe maritime practices, preserving the marine environment, and fostering economic growth through secure shipping operations. As Sri Lanka continues to expand its maritime infrastructure and invest in cutting-edge technologies, MRCC Colombo remains at the forefront of its efforts to uphold the highest standards of maritime safety in the Indian Ocean region.