



22th CISE TAG - Frontex

2016-06-17

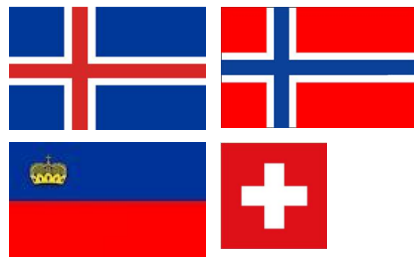
Agenda

- Partners
- Information exchange in maritime Joint Operations
- Interagency cooperation
- Information exchange with EU Mission “Sophia” and NATO
- Eurosur Fusion Services and Copernicus
- Distribution
- Success story
- Questions

Partners



EU Member States



Schengen Associated Countries



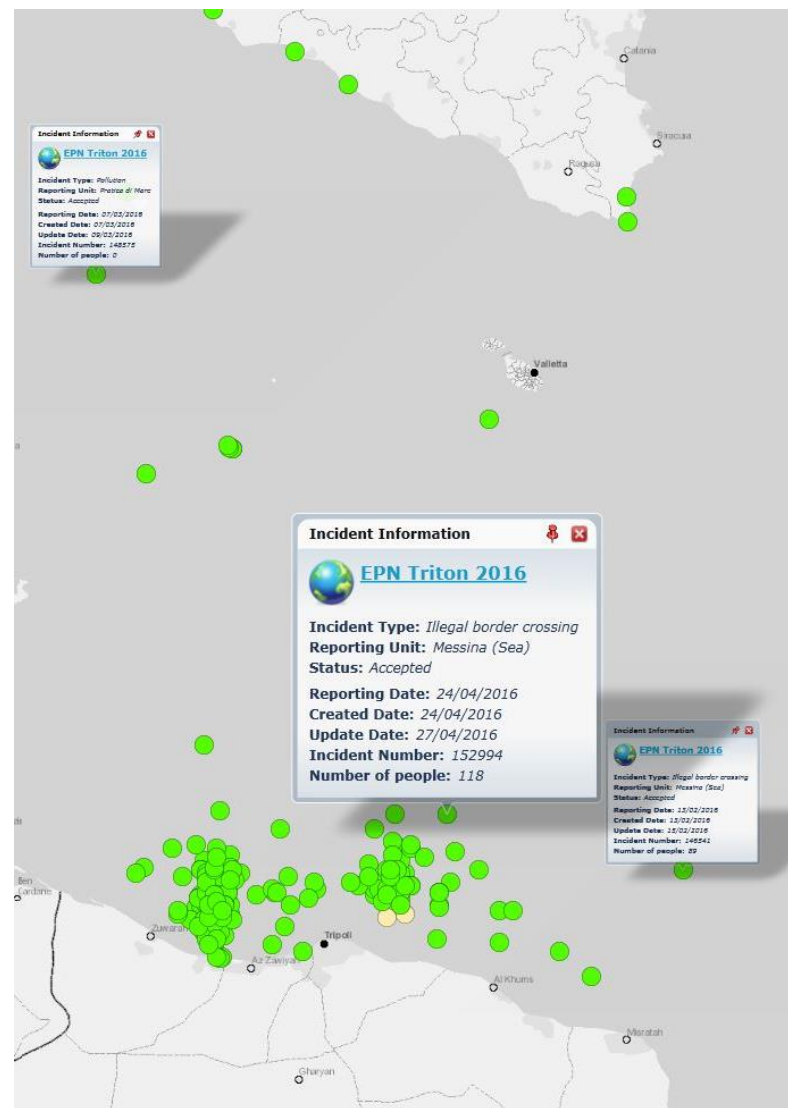
3rd countries

External Partners for Information Exchange



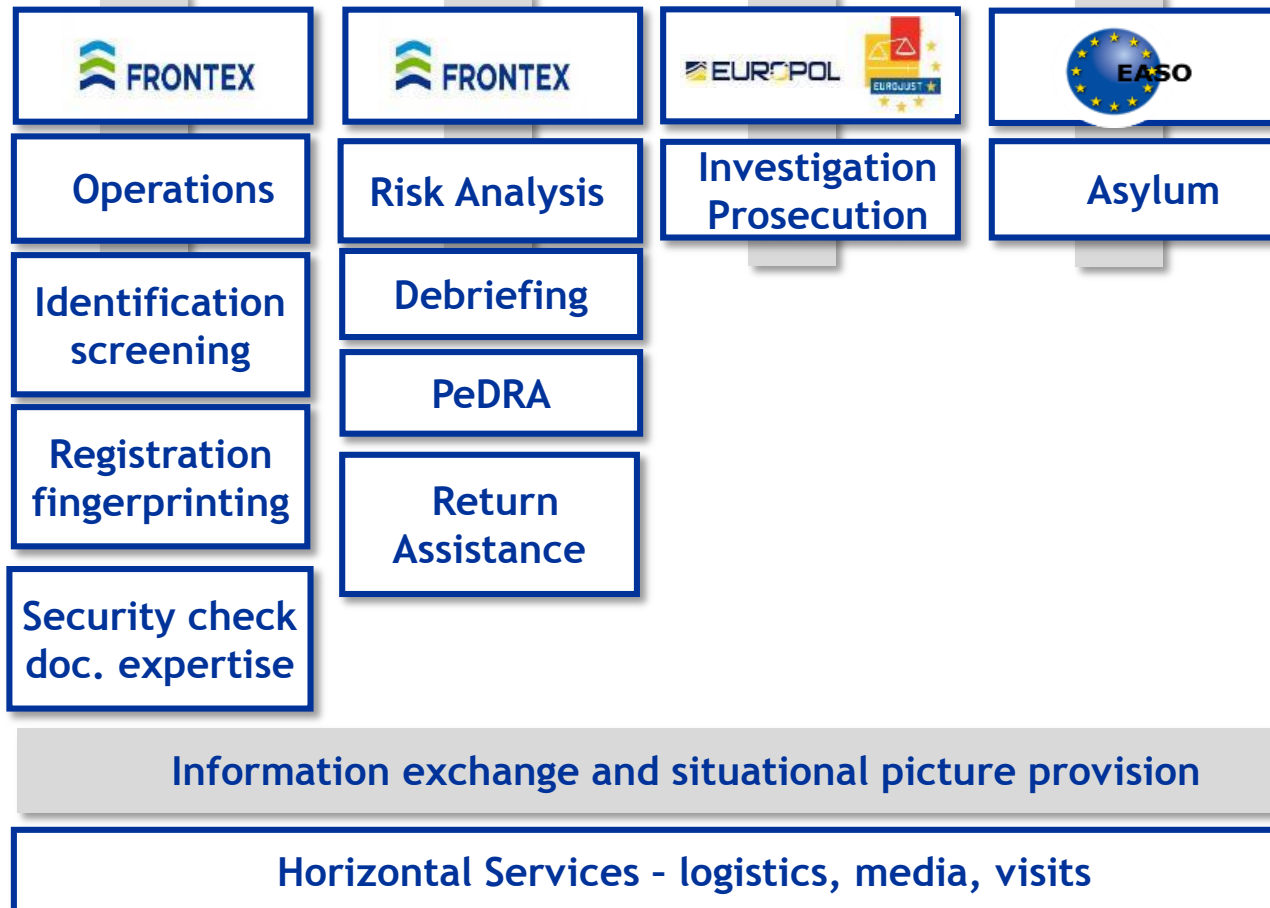
Information exchange in maritime Joint Operations

- Established communication structures
- Incident reporting
- Personal data reporting pilot
- Reports generated and shared



Interagency cooperation I

EURTF - platform for interagency cooperation



Interagency cooperation II

- SLA with EMSA
- SLA with EUSC
- SLA with EFCA
- Coast Guard Function Forum

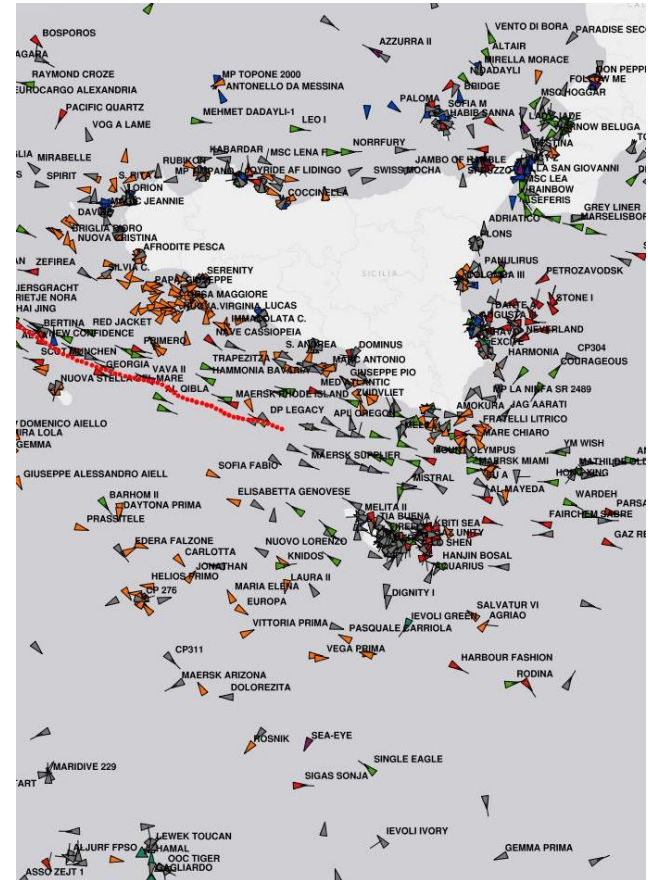


European Maritime Safety Agency



SatCen

European Union Satellite Centre



Information exchange with NATO and EU missions

- EU NAVFOR MED 'Sophia'
 - Exchange of information
 - Exchange of vessel positions
 - LO's deployed

- NATO
 - Exchange of unclassified and classified information
 - Frontex LO o/b the NATO flagship
 - Discussion on NATO LO to Frontex/ICC



Eurosur Fusion Services & Copernicus I



Eurosur Fusion Services



EUROPEAN FISHERIES CONTROL AGENCY

EMSA

SatCen

FRONTEx

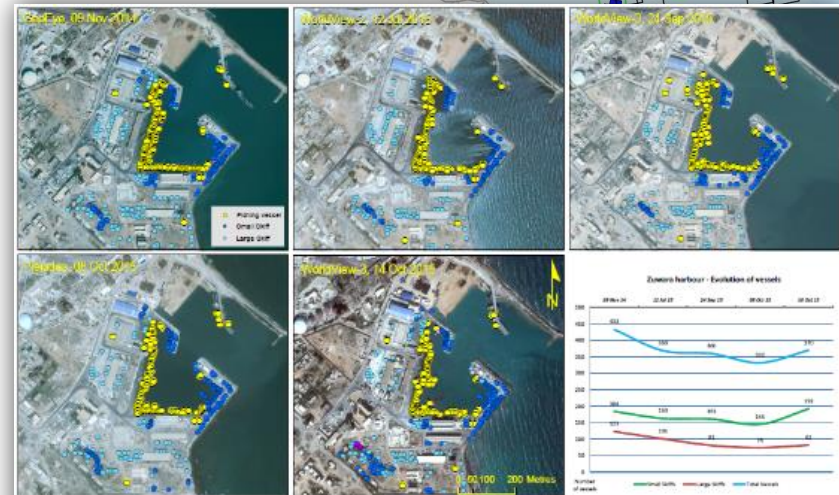
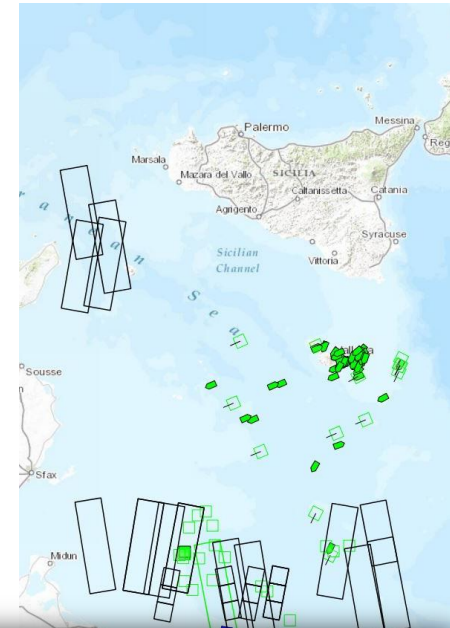
Copernicus

Commercial Suppliers

Eurosur Fusion Services & Copernicus II

Services supporting maritime operations:

- Coastal Monitoring
 - Pre-Frontier Monitoring
 - Vessel detection
 - Tracking vessels of interest
 - Vessel anomaly detection
-
- Services available to Member States, EU Agencies, and Frontex stakeholders

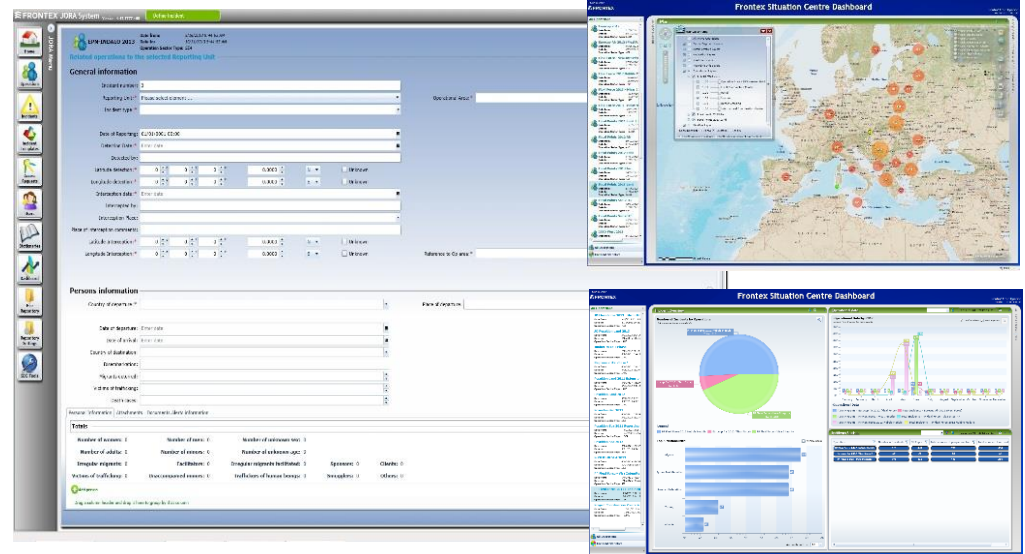
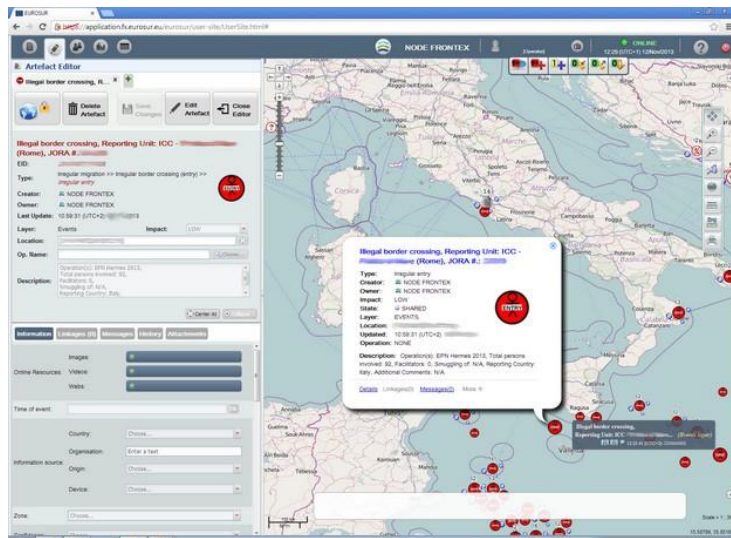


This page shows the evolution of vessels in Zouara harbour between the dates of 09 Nov 2014 and 14 Oct 2015. In this area there is a gap in the first half of 2015, which is relevant since for this analysis no data was available for 7 months. Also, it is important to take into account the decrease in the number of vessels detected the 03 Oct 2015. This was due to the image being of lower spatial resolution than the other images. A further impact is expected for the number of small ships observed. In any case, it is possible to derive a seasonal trend which is a high number of vessel moored or ashore during the non-summer months.



Reporting tools & distribution channels

- Eurosur Communication Network
- Joint Operations Reporting Application (JORA)

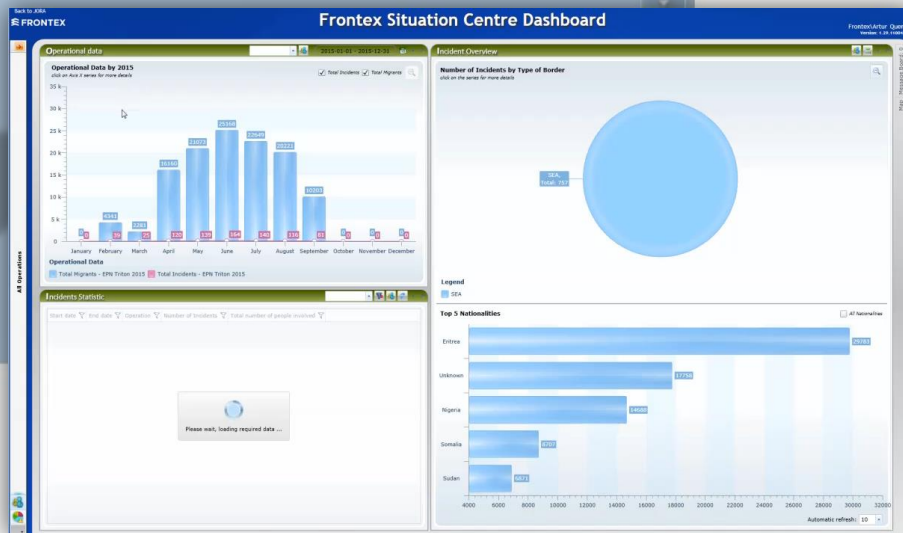
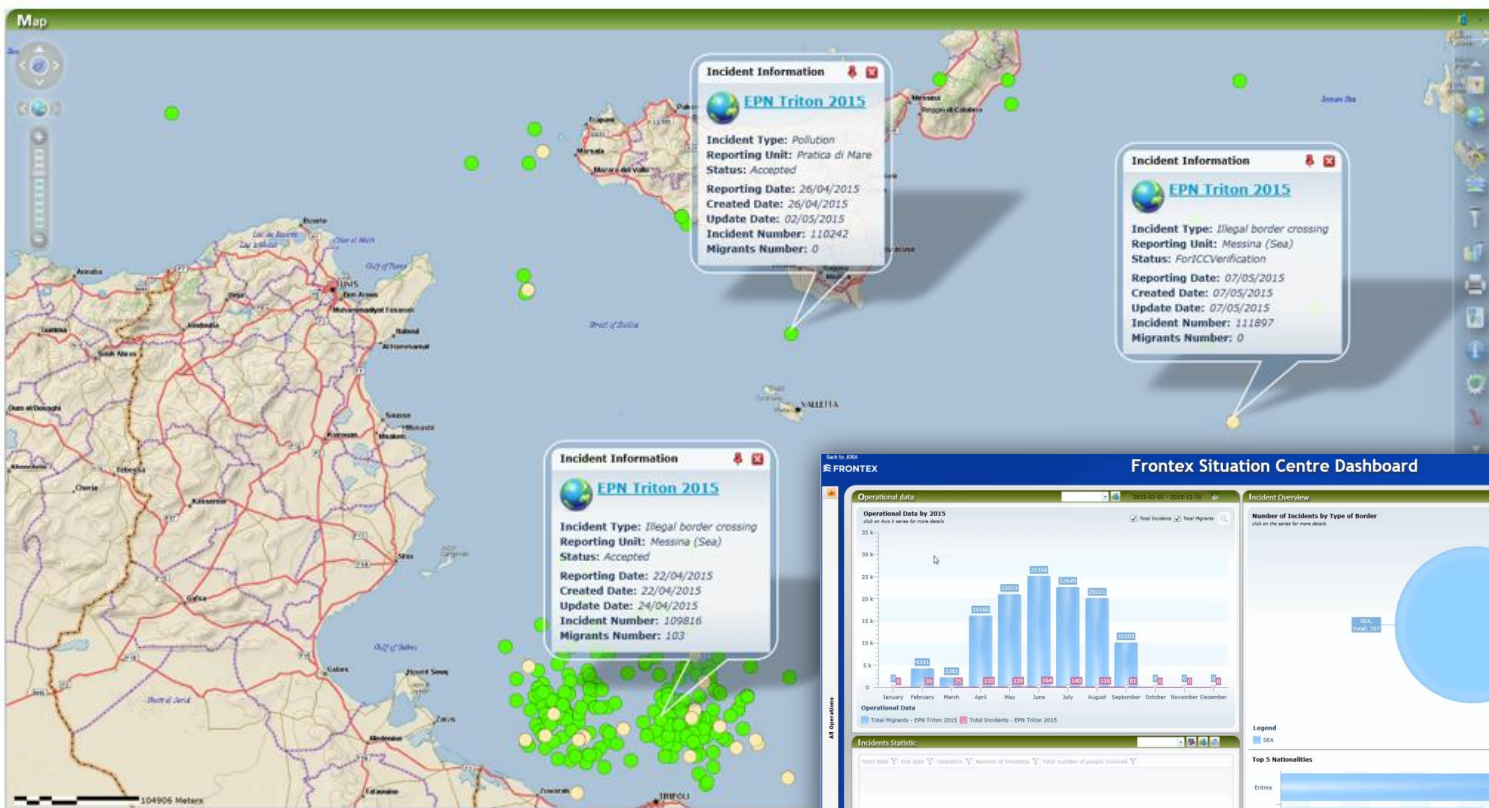


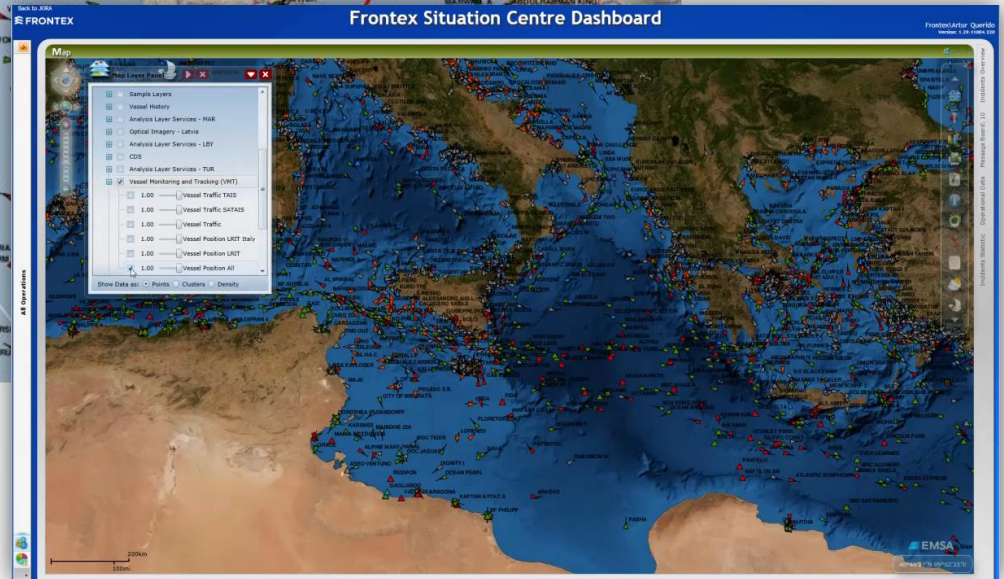
Haddad I intercepted on September 2015

- Vessel Haddad I was intercepted by Hellenic Coast Guard on 01.09.2015
 - 4.936 boxes with almost 50 million cigarettes
 - 5.000 guns
 - 500.000 bullets bound for Libya.
- Haddad I has been monitored by the Tracking Vessels of Interest Service



Questions?







FRONTEX

FRONTEX Situation Centre

Situational Report

Subject: Tracking of a vessel identified via the public maritime

Priority date/time: 17th March 2015, 15:00 (L)

Reporting organisation: Frontex Situation Centre

Incident details

Name: FALCON

IMO: 9366111

Flag: GERMANY (DL)

Vessel type: General cargo

Latest location of the vessel: 51° 27' 36.68" N 08° 02' 05.86" E

History of the vessel: Date/Time: 01.03.2015, 12:54 (UTC)

Points of the case

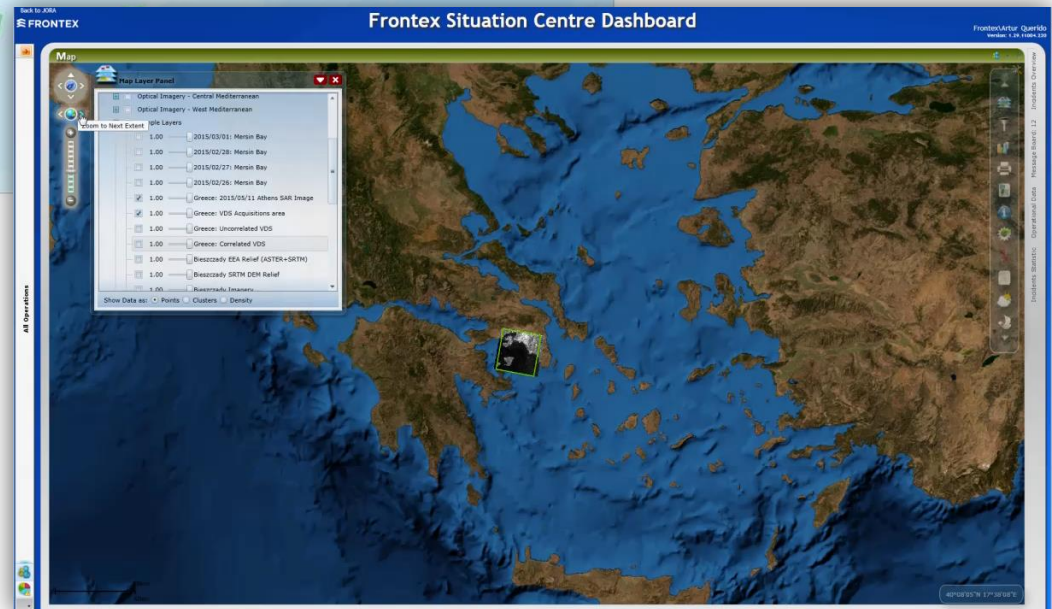
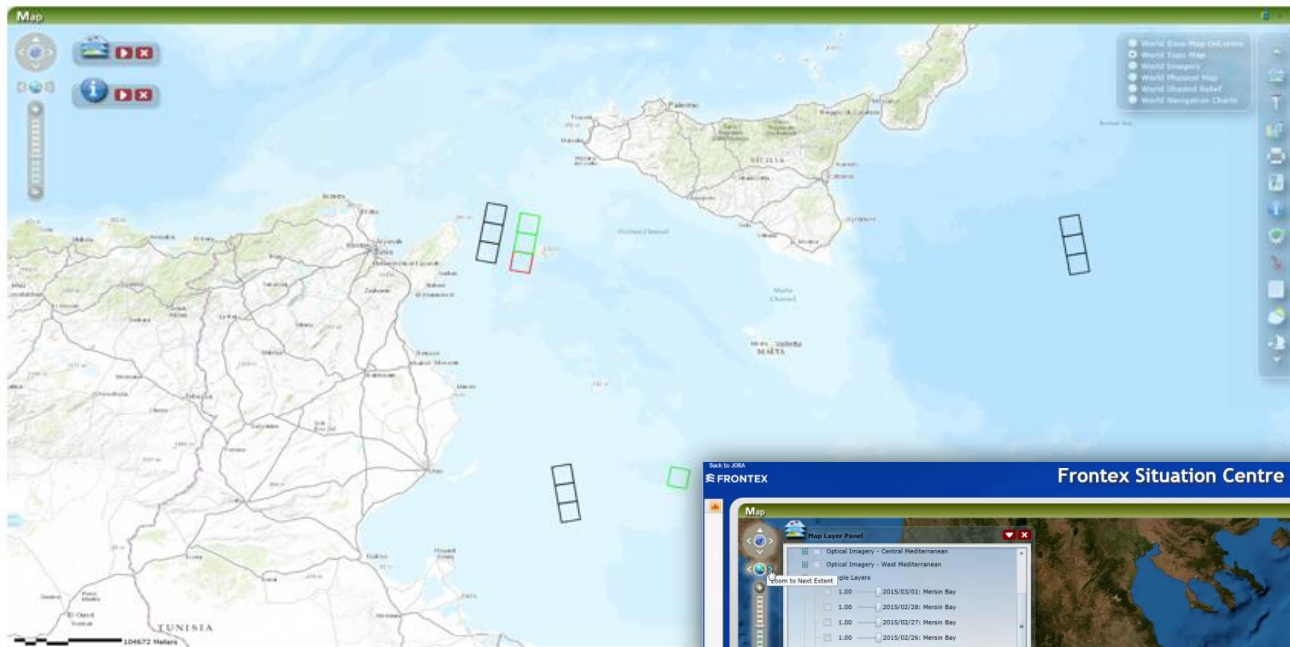
1. Subject description:
The vessel is tracked east of Atlantic, Turkey, ITC. It was informed that yesterday, 16th March, the vessel had departed to a nearby port and that it was in the area of the ITC.

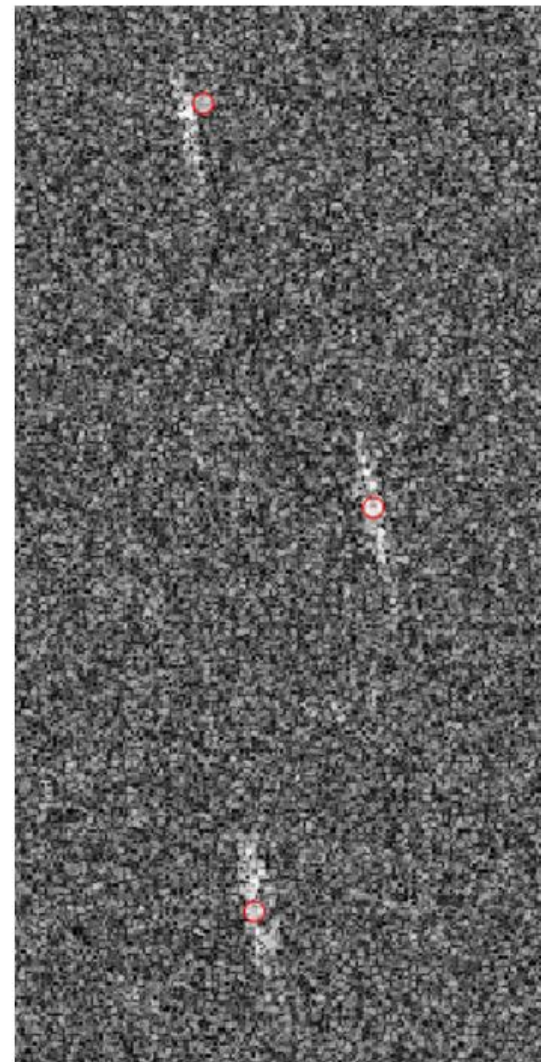
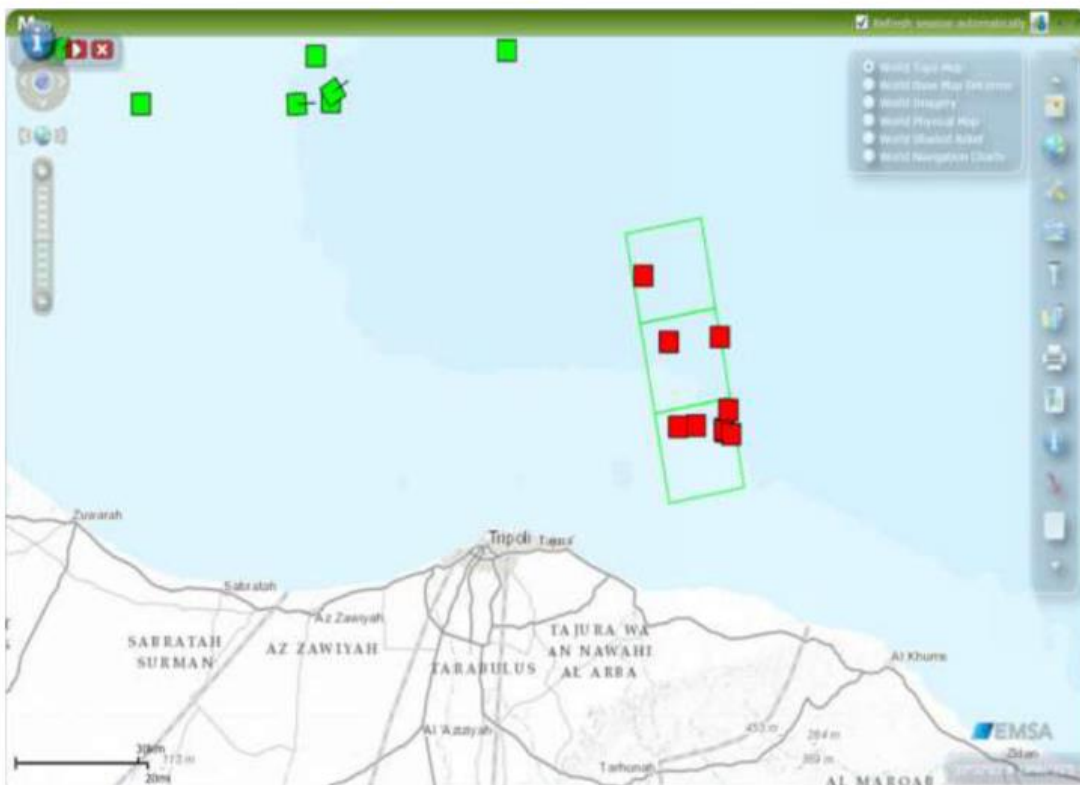
2. Additional information:

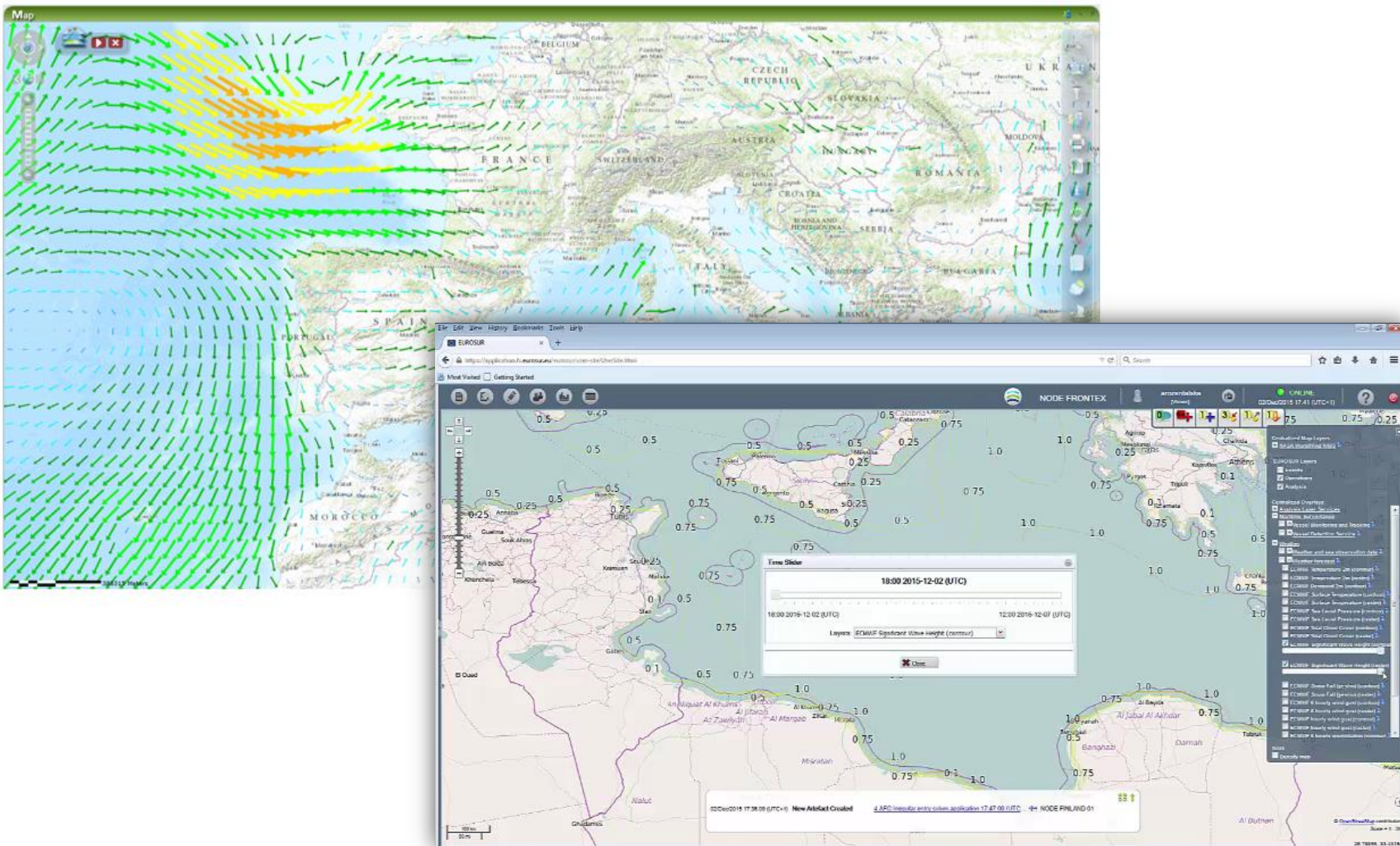
3. Additional information:

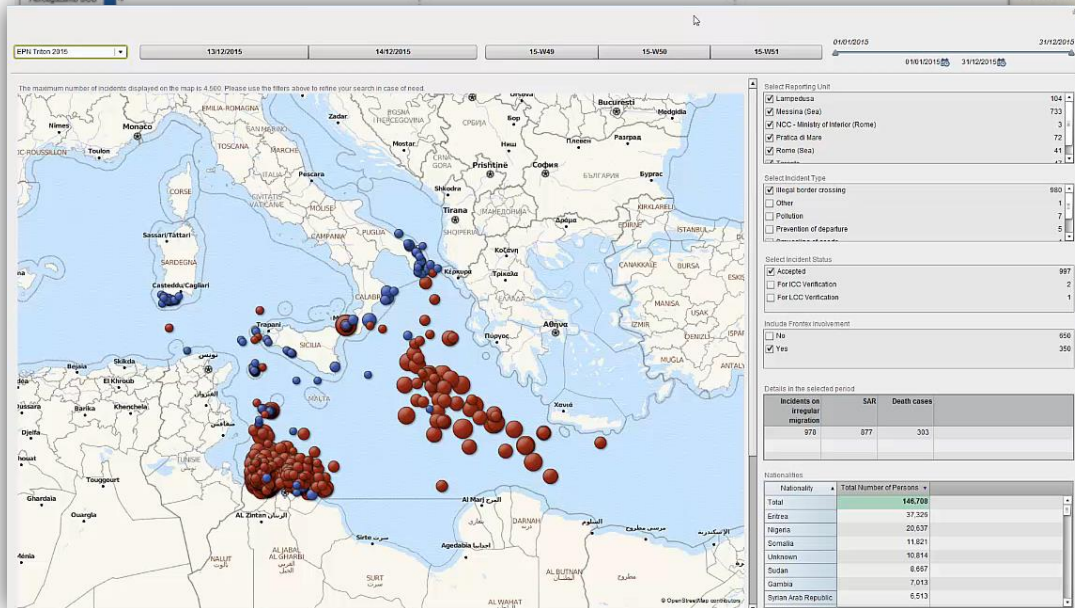
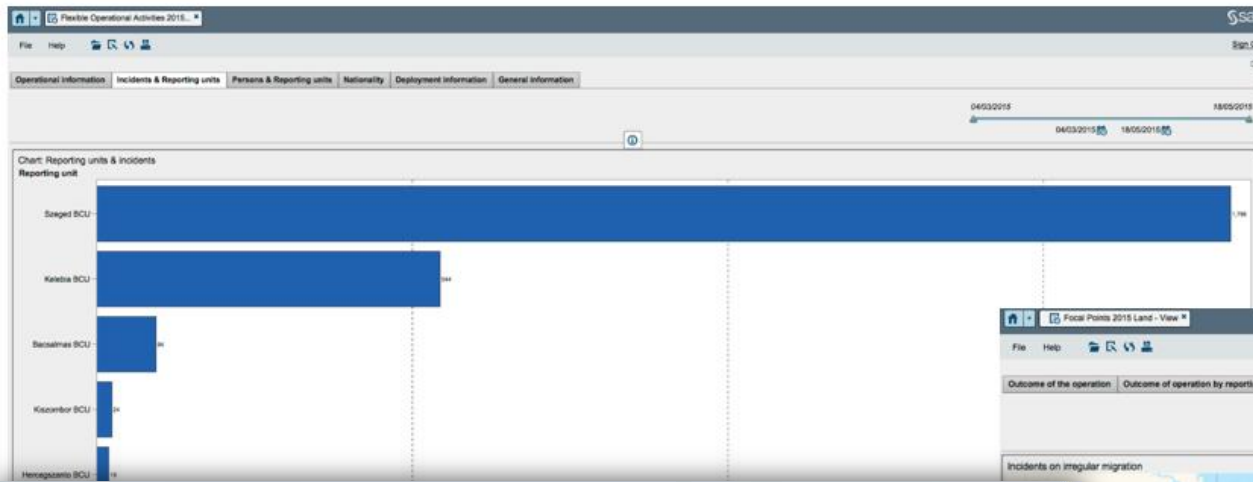
- The vessel left the port of 20th March 2015, 01:00 (UTC), heading to the port of 20th March 2015, 01:00 (UTC).
- The vessel was reported to be in the area of the ITC.
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- Additional information: The vessel was reported to be in the area of the ITC.

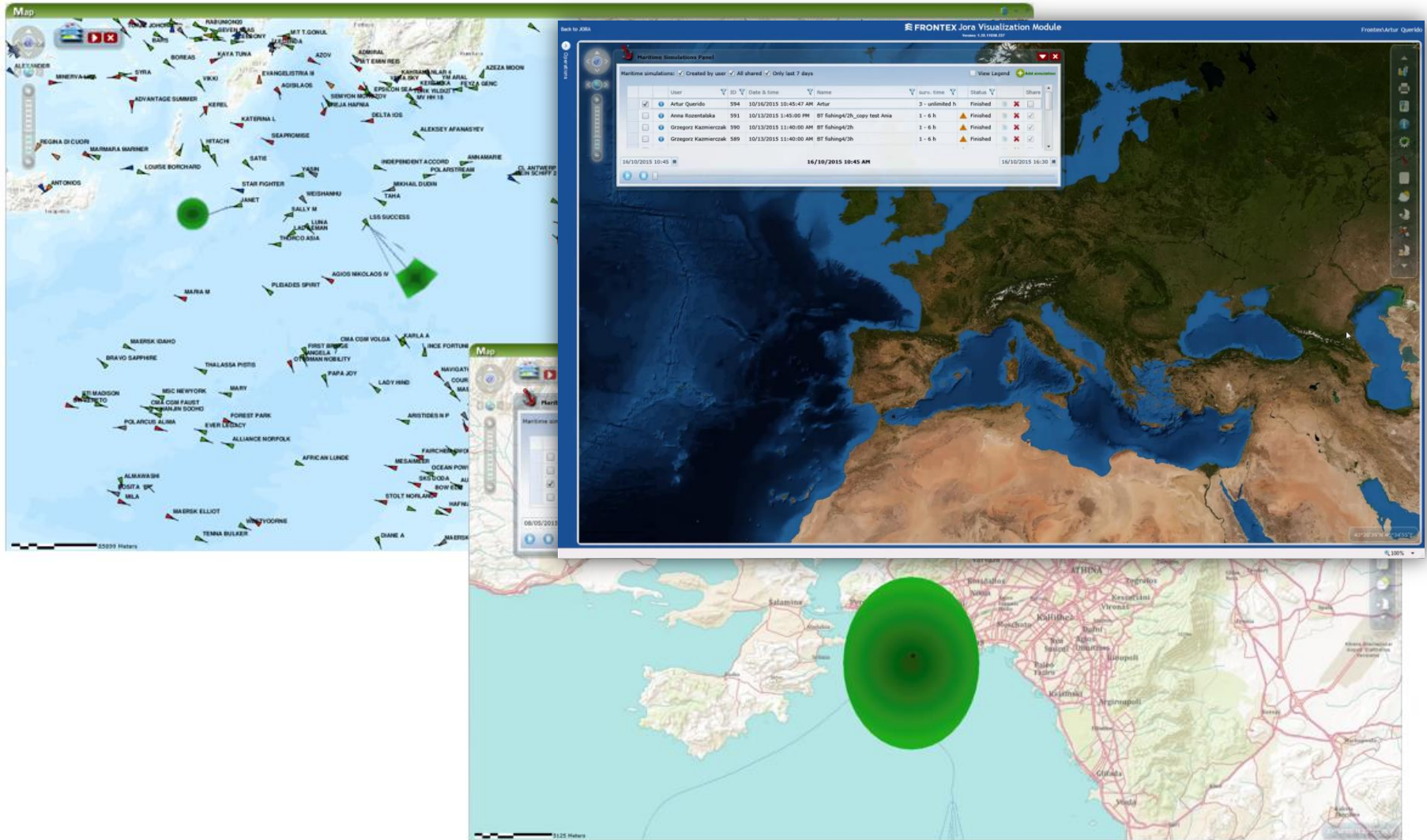


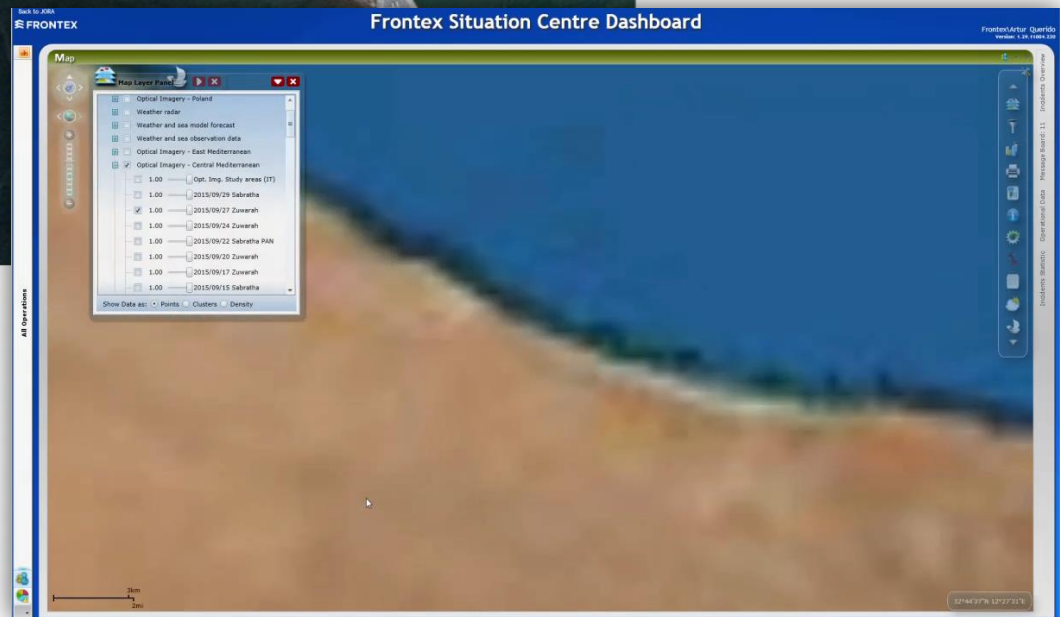
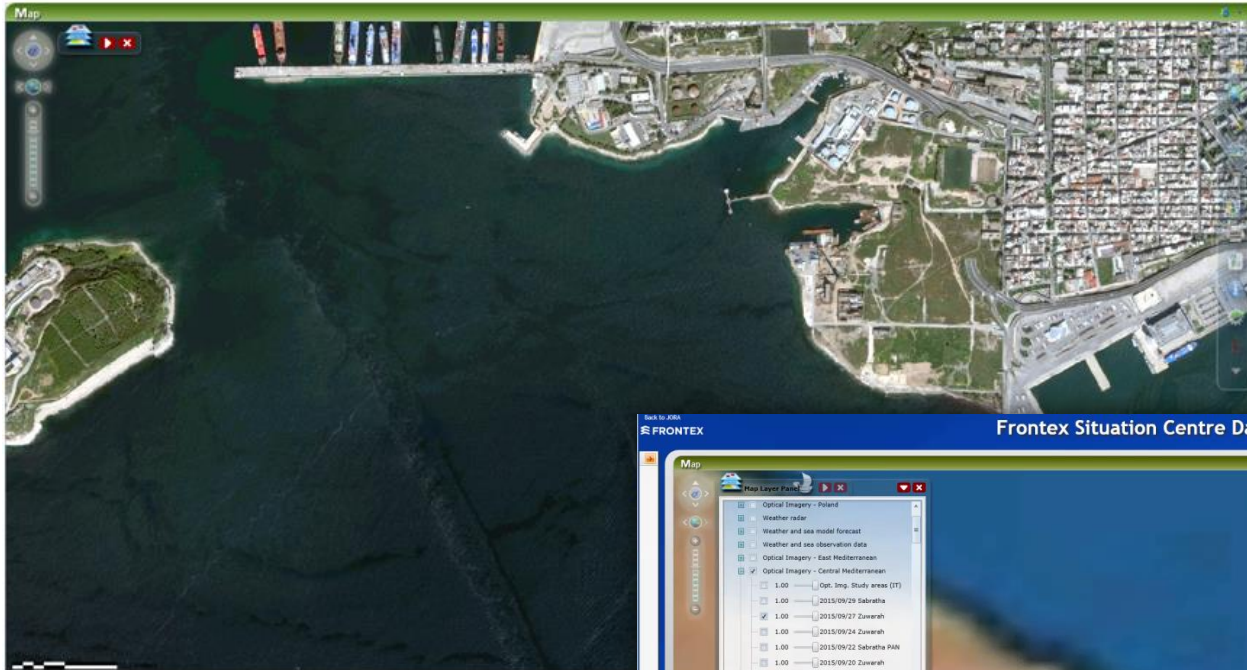












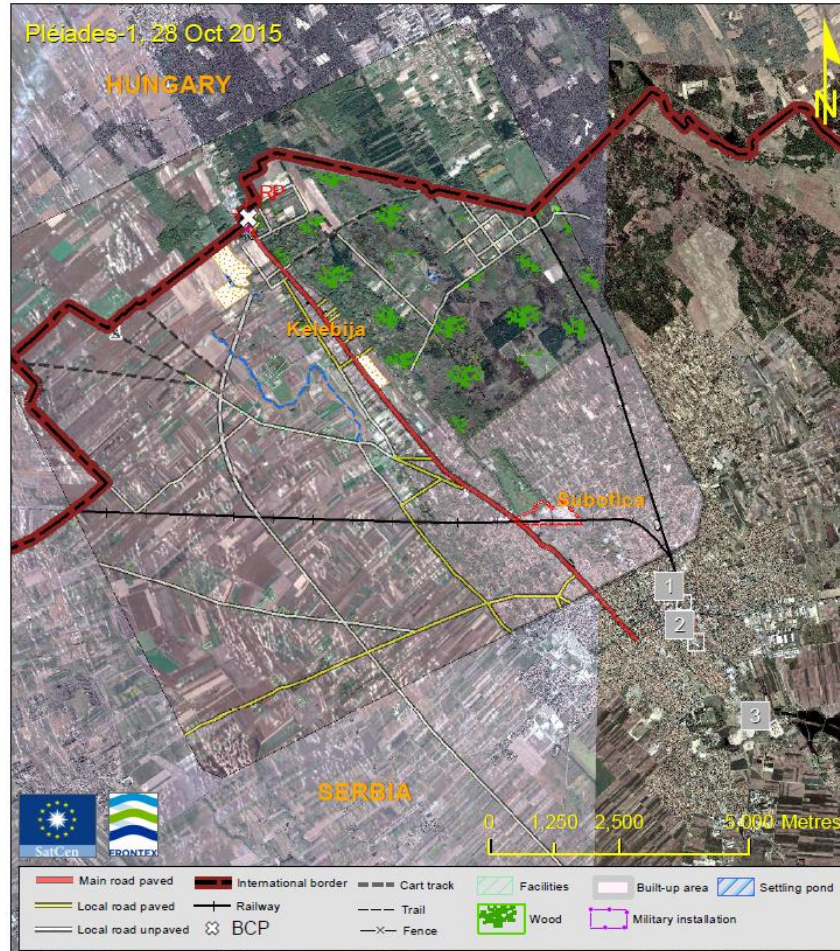
The screenshot displays a maritime monitoring software interface with several key components:

- Vessel alerts panel (top left):** A table listing various alert sources with their counts and update intervals.

Alert Source	Count	Update Interval (minutes)
All Anomalies	720	5
Anchorage	5	5
Distance to Shore (2, 5, 10km)	5	5
Entering/Leaving the Area	5	5
Entering/Leaving the Area - Vessel of Interest	5	5
Rendez vous at sea	5	5
Speed Anomaly Over Period (5, 10)	5	5
Sudden Change of Heading	5	5
Sudden Change of Speed	5	5
Vessel has a speed outside the threshold (3, 5)	5	5
- Alerts list (bottom left):** A list of alerts, currently showing 269 'All Anomalies' alerts from 14/10/2015 18:49.
- Map (center):** A satellite map of the Gdynia and Sopot area. Yellow dots represent detected anomalies, and a red track shows the movement of a specific vessel.
- Tracking & Search Panel (center):** A search interface with the following details:
 - Search by: HMSI | IMO 61,493,00 | Vessel track
 - Search ID: [261493000]
- Map Controls (right side):** A vertical toolbar with options for map styles: World Topo Map, World Base Map DeLorme, World Imagery, World Physical Map, World Shaded Relief, and World Navigation Charts.









Tarfaya Harbour Harbour Overview (RP: 27°58'28"N 012°55'51"W)

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FXGS15001 / R001 ISSUE 007



The two main areas of activity inside the port are the commercial fishing quay (Inset 1) and the three finger piers (Inset 4). The first one is where all the commercial fishing vessels are moored and unload their cargo after they return from the high sea. Inset 2 is an open source ground picture from 2004 that shows the activity normally taking place on the quay, where refrigerated trucks are used to transport the fish. Similar trucks are noted on the different satellite images used over the monitoring period. Other activity typically visible on the images is the maintenance of the fishing nets (Inset 3). The second area of activity is the finger piers where the local fishermen moor their skiffs. Different ground pictures (Insets 5 and 6) give an approximate idea of the size of these ships. This will be important later on when discussing the patterns of activity observed. A third area, comparatively less active than the previous two, has also been considered in the Fast Delivery reports (Inset 7). This area consists of a number of small skiffs located ashore and with access to the sea through a small ramp/slipway.

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