

***BlueMassMed***

# ANNEX 6 - BMM VIP Demo

Date: 12<sup>th</sup> July 2012

	<b>Name</b>	<b>Company</b>
<b>Author:</b>		
<b>Contributors:</b>		

## **DOCUMENT STATUS SHEET**

<b>ISSUE</b>	<b>DATE</b>	<b>CHANGE DESCRIPTION</b>	<b>AUTHOR</b>
1.1	30-06-2012	Initial Draft	

## **INDEX**

### **BMM VIP DEMO**

1.1 STORYBOARD

1.2 VIP DEMO SCENARIOS RUNNING ON BMM PN WEB PORTALS



## ACRONYMS LIST

AIS	Automatic Identification System
BMM	Blue Maritime Surveillance System for the Mediterranean sea(BlueMaSSMed)
CCTP	Cahier des Clauses Techniques Particulières
COP	Common Operational Picture
DG MARE	Directorate-General for Maritime Affairs and Fisheries
EC	European Commission
EMSN	European Maritime Surveillance Network
EU	European Union
GIS	Geographic Information System
LRIT	Long-Range Identification and Tracking
MSS	Maritime Surveillance Systems
NAF	NATO Architecture Framework
PN	Primary Node
QoS	Quality of Service
SBCMP	Shared Basic Common Maritime Picture
SN	Secondary Node
SOA	Service Oriented Architecture
SOP	Standard Operating Procedures
TCP/IP	Transmission Control Protocol/Internet Protocol
VMS	Vessel Maritime System
WAN	Wide Area Network
XMSN	eXperimental Maritime Surveillance Network

## REFERENCES

- A. CAHIER DES CLAUSES TECHNIQUES PARTICULIERES (CCTP). 09th August, 2010
- B. BluemassMed System View. 16<sup>th</sup> May, 2011



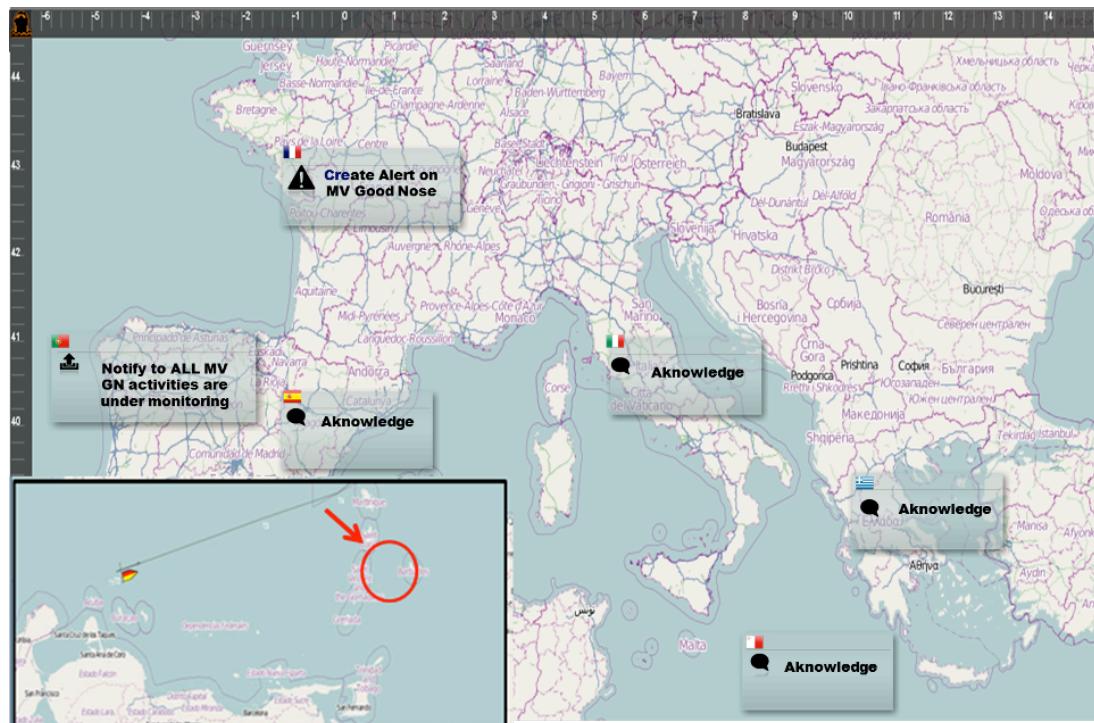
## VIP Demo

### 1.1 STORYBOARD

French Customs informs PT GNR on MV Good Nose heading for the Mediterranean to unload her cocaine cargo. PT GNR notifies to all users connected on the BMM Network an alert for suspect illegal activities on the M/V GN. Thanks to the Alert, different involved Authorities (IT Navy, SP Navy, FR Navy, GR Coast Guard and Malta AF) take the appropriate measures to reinforce their monitoring on the M/V GN.

After 5 days from the Alert, HCG provides the last LRIT report from the M/V Good Nose, and the France Navy provide the last S-AIS report, nevertheless as the Ship changes its basic Id features, the M/V GoodNose track loss of contact is notified.

After three days the PT GNR decides to launch an aerial identification mission which detects back the M/V GoodNose. Thanks to the aerial Id mission, the new basic Id parameters of the ship are detected and the M/V GoodNose is traced back to the SBCMP via AIS as it crosses the Gibraltar strait.



The M/V GN is tracked north of Algerian coast by the Spanish Guardia Civil through the SIVE system. A possible rendez-vous with a fishing boat sailed from an Algerian port is detected, therefore after about 12 hours, SP (DAVA) Maritime Patrol Aircraft performs a visual identification mission.

The rendez-vous is detected and pictures are taken as evidence of the drug transfer are taken.



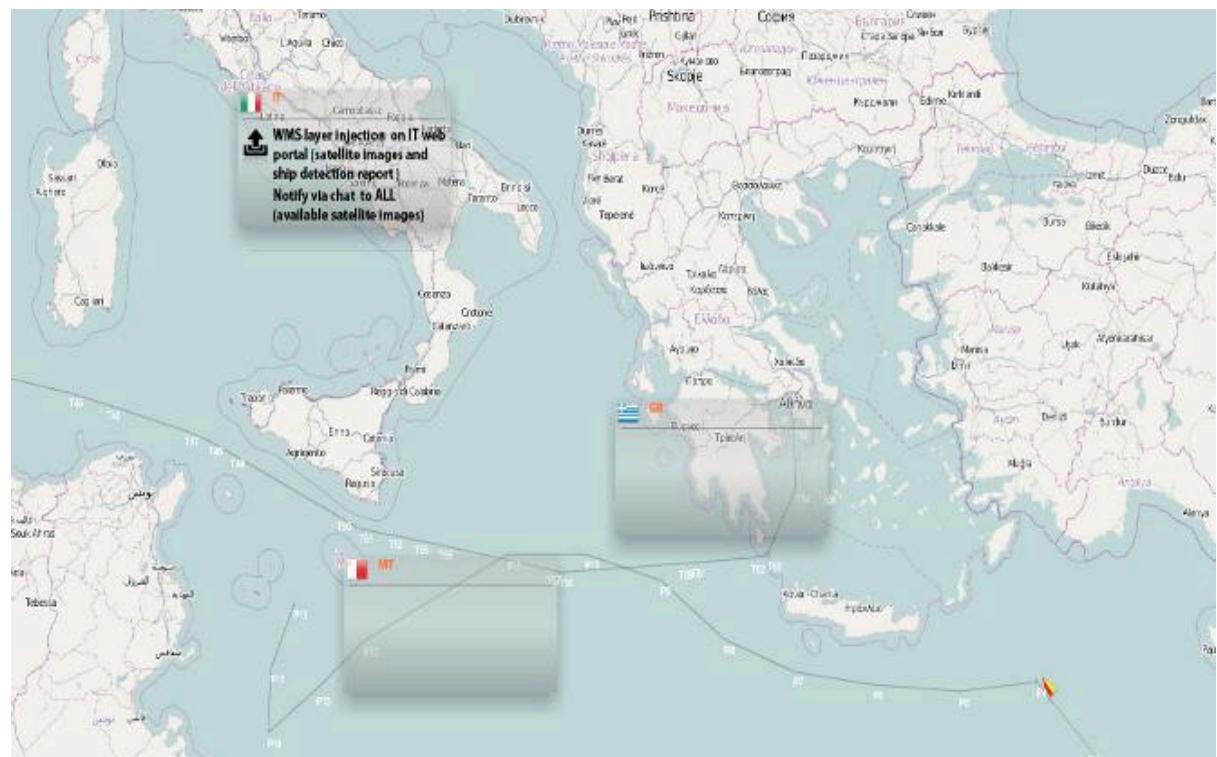
International Authorities inform the Italian Ministry of Interior on the presence, in the Suez Canal, of a Liberian-flagged cargo ship (MV F1) which sailed from a port in the Pacific, carrying a cargo of goods in bulk and heading to Barcelona. The Cargo is well known for being involved in international human and weapons trafficking activities



The Spanish SASEMAR injects LRIT track information of the M/V F1 ship heading to Barcelona and notifies the last known position of the Ship. Thanks to the BMM connection, the LRIT information is immediately available to Law Enforcement Authorities

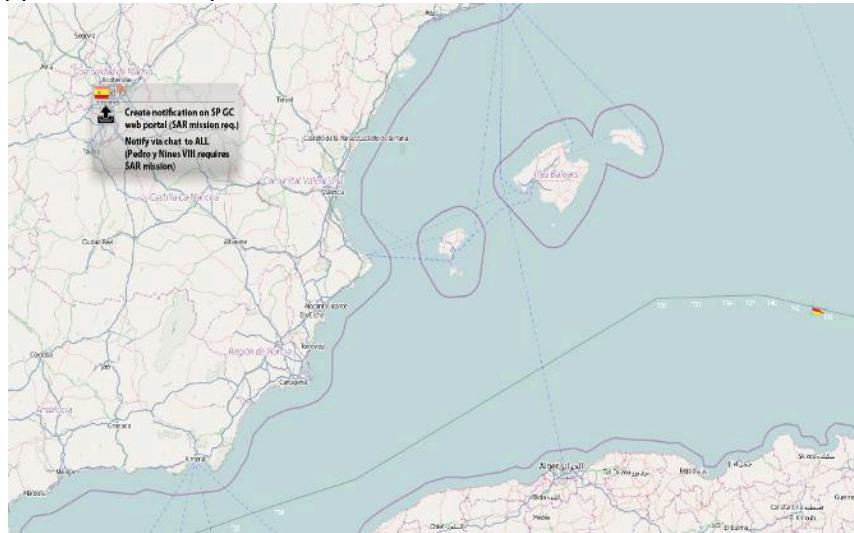


Thanks to the direct connection to the BMM Network, IT ASI provides satellite images on Suez Channel, on the Sicily Channel and in the Eastern Med area where no coverage from terrestrial sensors is available. Thanks to the Ship Detection Services performed by ASI, ships are detected on the SAR images and fed to the Maritime Picture through the Italian Interministerial Primary Node.



Pedro y Nines VIII, a Spanish vessel, sends an EPIRB emergency message in international

waters just over the north-east Algerian border. IT GdF diverts a maritime patrol aircraft previously ordered to locate and identify the M/V GOODNOSE in the same area, in order to detect Pedro Y Nines VIII position. IT Coast Guard coordinates SAR mission, for the Italian side. Thanks to the BMM service federation, law enforcement authorities divert their assets in order to support the SAR operation

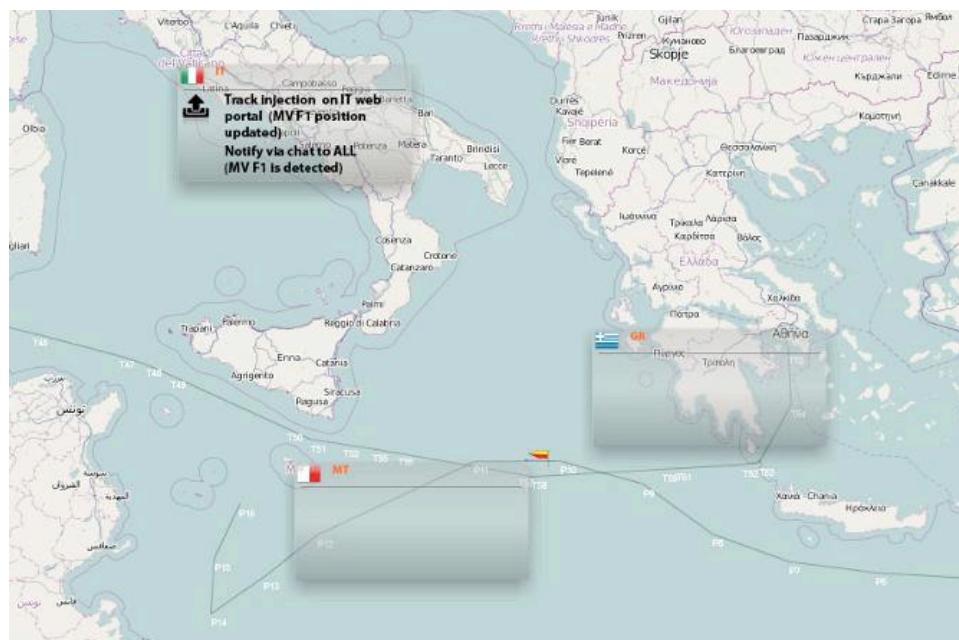


While the SAR Operation is given priority, the M/V GOODNOSE encounter an Algerian Trawler north of the Algerian coastline and performs a second transfer of drugs. Thanks to the BMM services federation, the Italian GdF commands an Air Patrol active in the area to survey the rendez-vous area. Drug trafficking is visually identified. M/V GOODNOSE is detected and marked with alert on the Maritime Picture.

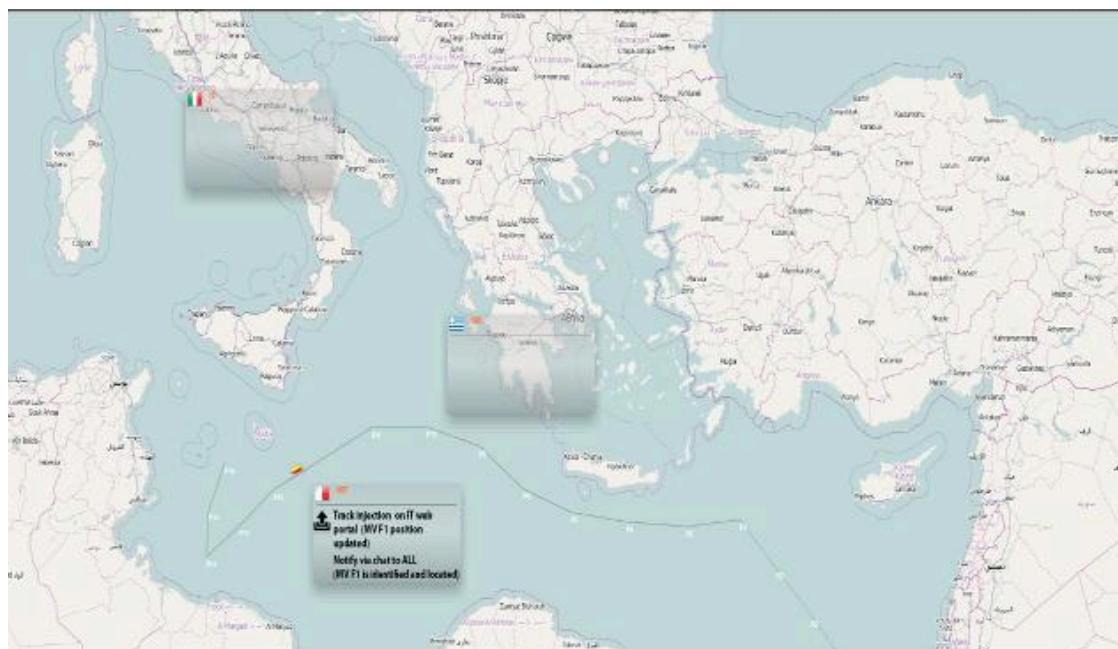


After a diversion maneuver and switching off the AIS the M/V F1 is lost on the AIS/Radar Picture. Thanks to the BMM services federation, a Naval Patrol active in the area transfers to the maritime picture a potential contact of the M/V F1. The Italian GdF then commands an Air Patrol active in the area to survey the ship, and the contact is visually identified as the MV F1. The visual identification is published on the Maritime Picture and shared within the

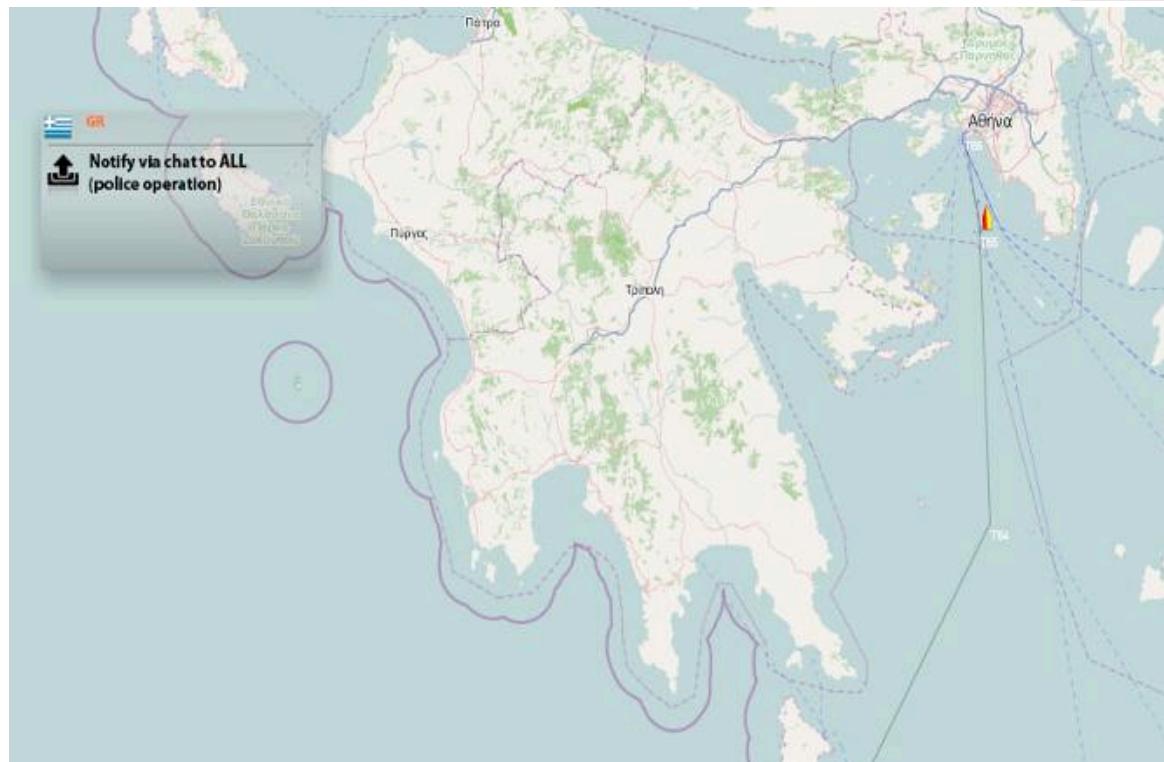
BMM community.



MT Armed Forces detect a suspected ship on its own national back-end system. Updated positions are inserted on the Maritime Picture through a simple web portal access.



M/V GOODNOSE reaches the Port of Pyreus, where she prepares to off load 25.000 Tons of bulk sugar and cocaine. Thanks to the information collected through the BMM network, Greek authorities have enough evidence to conduct a police operation. At the end, a report on this operation is published on BMM to inform the BMM community on the police operation results.

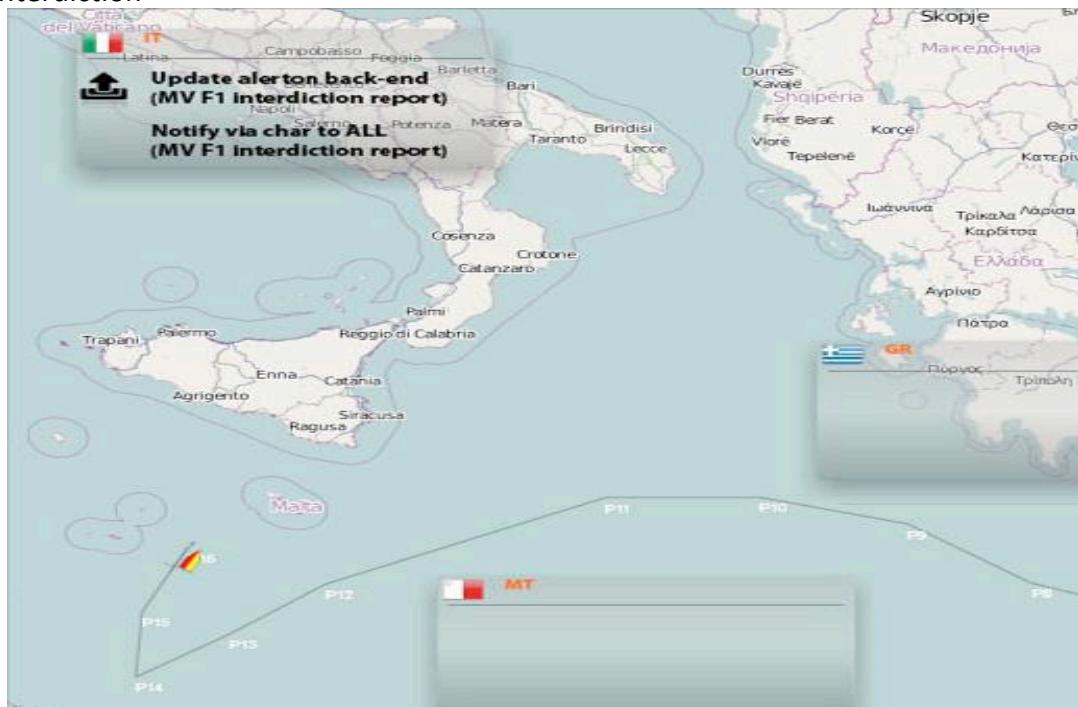


The M/V F1 stops for two days outside the Libyan territorial waters, and performs a rendezvous with small boats of migrants during the period. Pictures are provided by Optical Satellite (Pleiades) and Monitoring is kept from the Italian Navy and Malta Armed Forces. When the M/V F1 departs again, the Malta AF continue tracking.



Thanks to the evidence collected through the BMM network, the Italian Ministry of Interior

closes the alert and provide the authorized BMM partner with information collected during the interdiction



## 1.2 VIP DEMO SCENARIOS RUNNING ON BMM PN WEB PORTALS

French Customs informs PT GNR on MV Good Nose departed from Barrio Norte (Colombia) and heading for the Mediterranean to unload a cocaine cargo. The PT GNR notifies to all users connected on the BMM Network an alert for suspect illegal activities on the M/V GN. Thanks to the Alert, different involved Authorities (IT Navy, SP Navy, FR Navy, GR Coast Guard and Malta AF) take the appropriate measures to reinforce their monitoring on the M/V GN.

# BlueMassMed Final Report – TWG



The screenshot shows the BlueMassMed Tactical web application. The top navigation bar includes links for Home, Tactical, Satellite, Chat, Forum, and Documents. Below this is a breadcrumb trail: Library > Tactical. On the left, a sidebar titled 'Layers' lists categories like Base Layer, Tracks, Alerts, and Others. The main area is a map of the Iberian Peninsula with various regions highlighted in different colors. A 'Map' panel on the right displays coordinates: Longitude: -3.38859 | 9.2280 | Latitude: 45.78838 | 45.4718. Overlaid on the map is a 'New Other Incident Notification' dialog box. This dialog has sections for 'Ship information' (Name: M/V Good Nose, Callign: 0, IMO: 0, MMSI: 0, Path: Select a file) and 'Details' (M/V Good Nose is suspect of drug trafficking, M/V Good Nose is separated from BARRO NORTE (O.)). At the bottom of the dialog are 'Create' and 'Cancel' buttons.

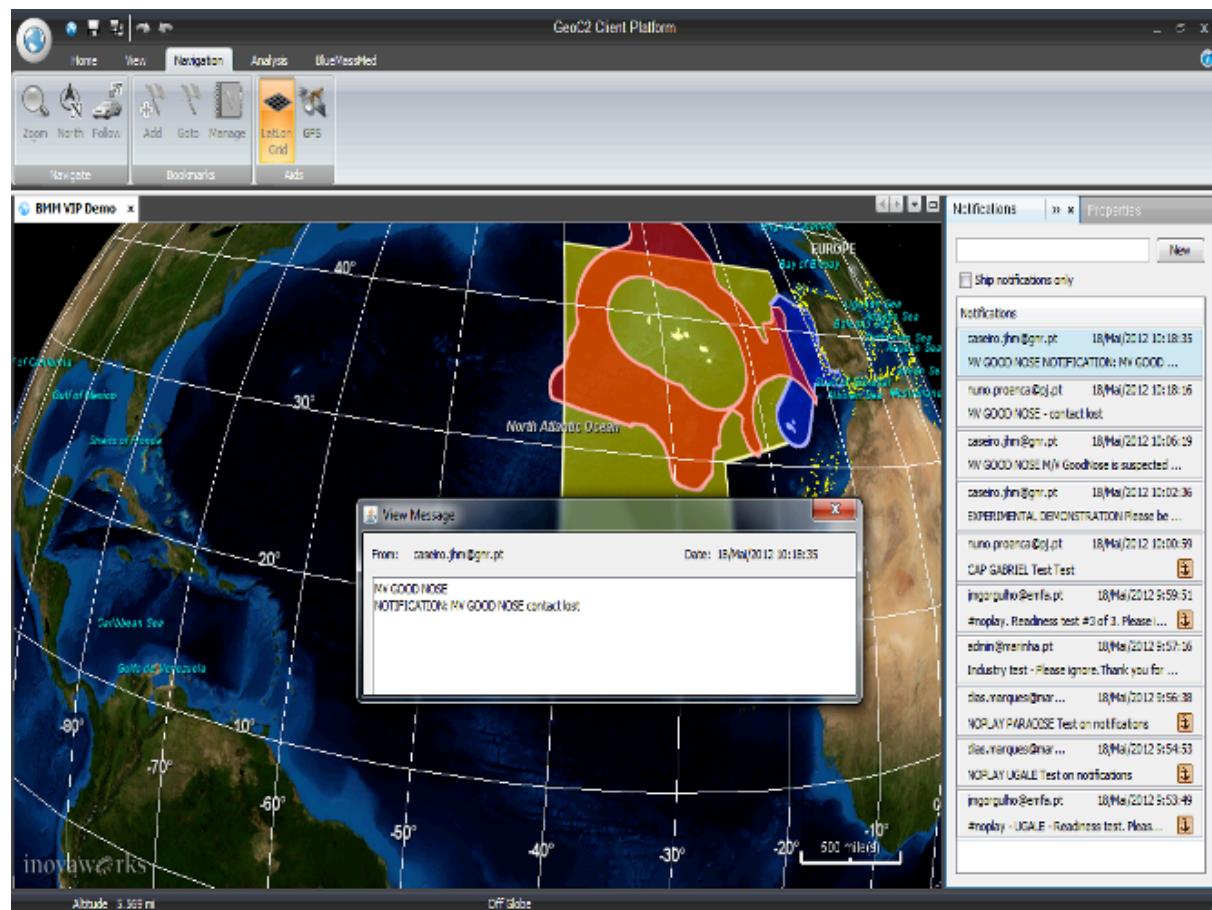


The Hellenic Coast Guard acknowledge the alert received and provides the last known position of the M/V GOODNOSE obtained by the LRIT reporting systems.

Afterwards, the FR Navy provides the last known position of the M/V GOODNOSE obtained by the S-AIS reporting systems.

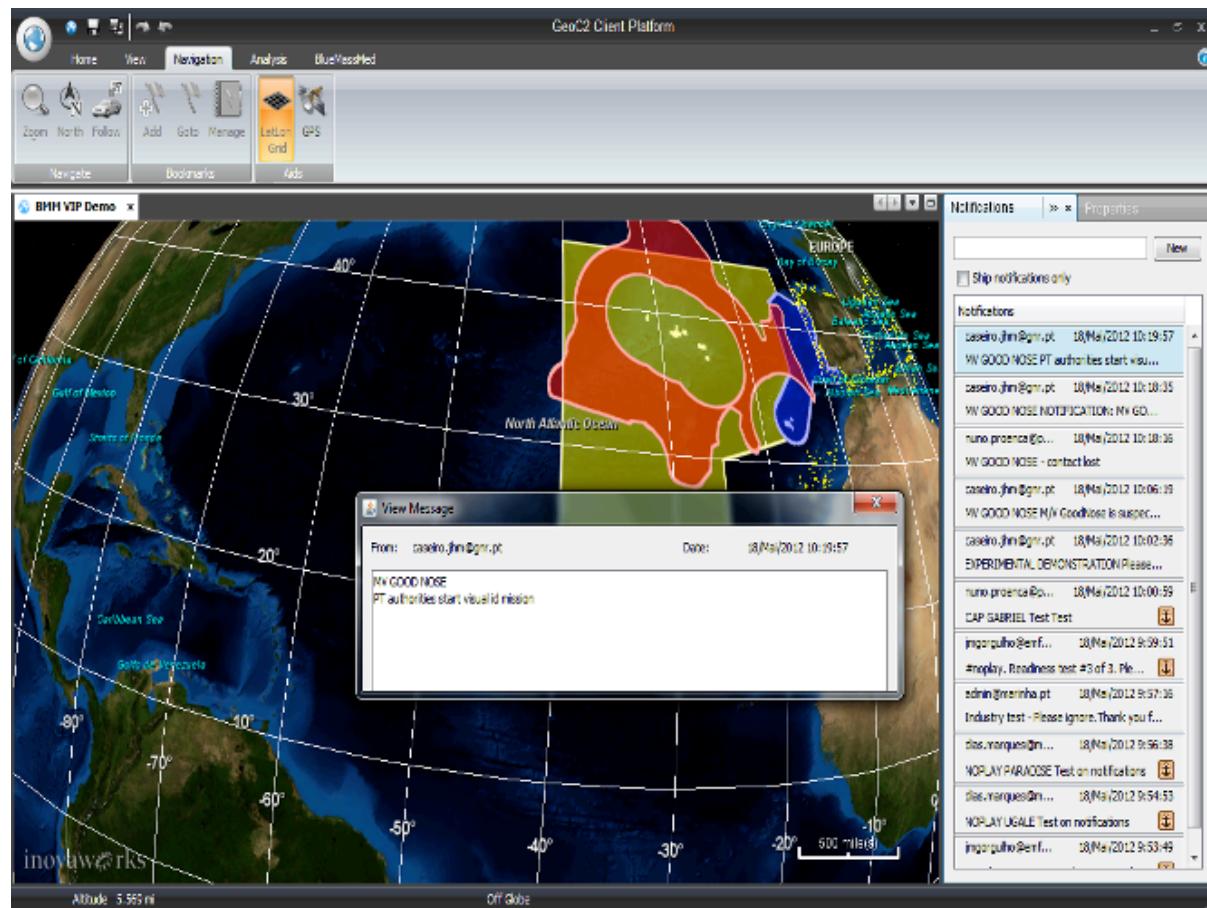
VIP 2C

However after 5 days, the M/V GOODNOSE changes its Basic Id data, therefore the PT Maritime Police notifies that the M/V GOOD NOSE contact is lost and determines the expected time to reach Portuguese waters in about 3 days.





3 days after, in order to locate the M/V GOODNOSE, PT GNR notifies the launch of a visual identification mission

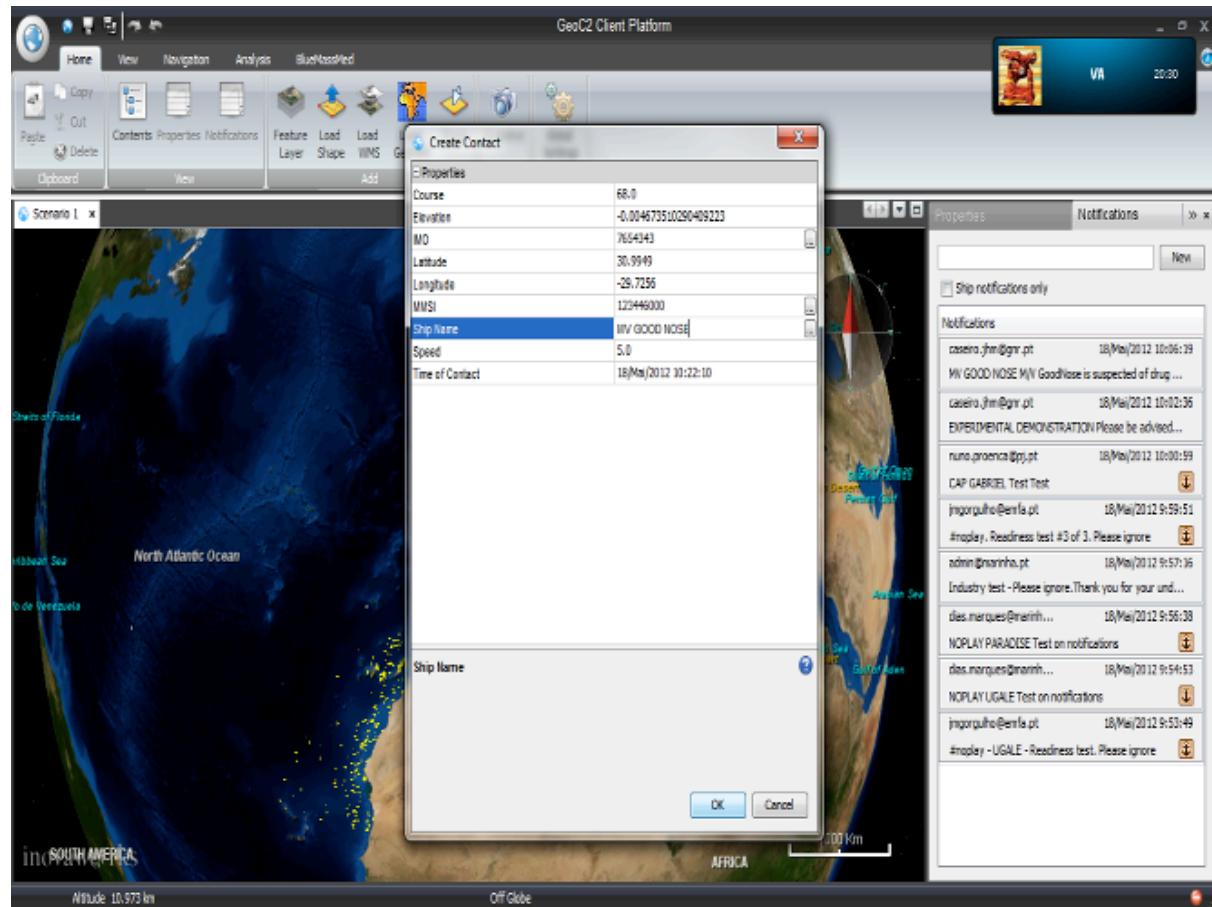




## BlueMassMed Final Report – TWG



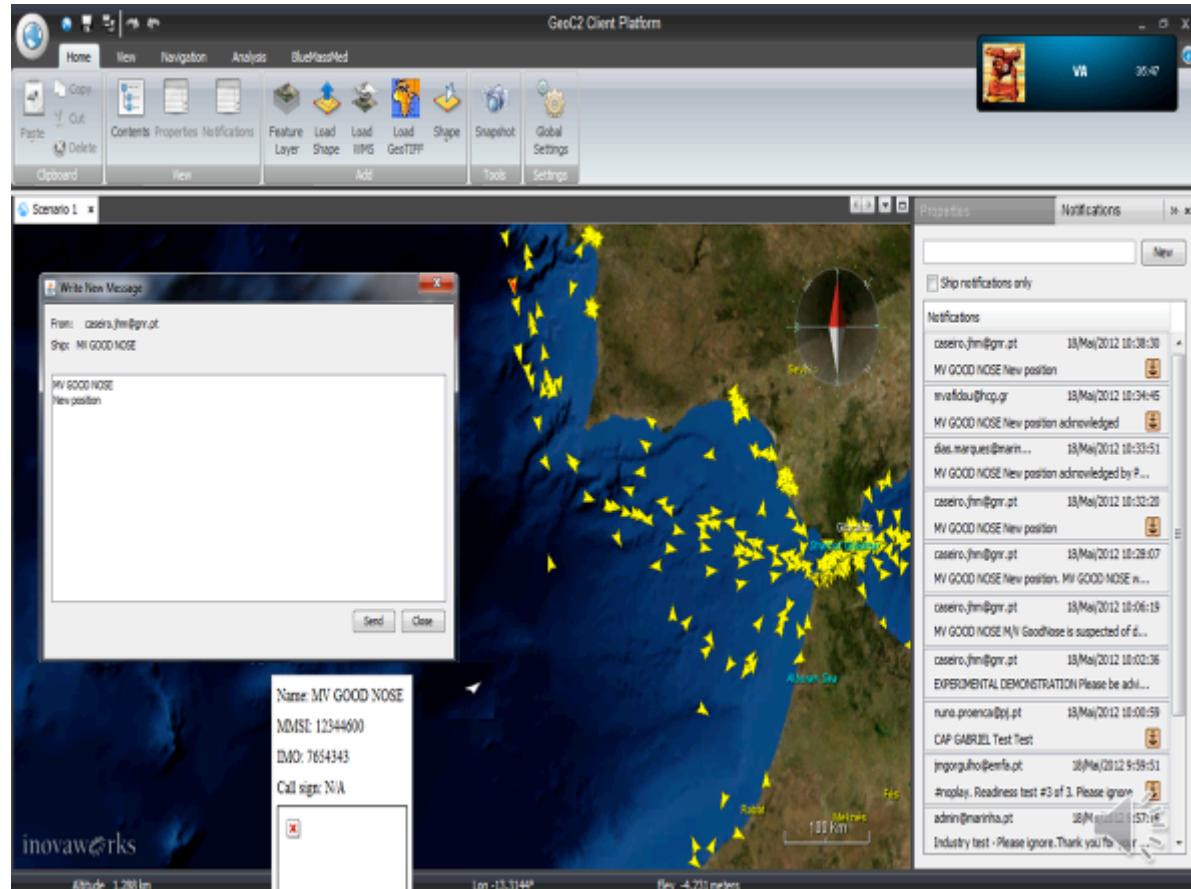
Four hours later the M/V GOODNOSE is located and identified by the PT Maritime Patrol Aircraft and PT GNR injects the updated position and ship id information in the Maritime Picture through the PT Navy Primary Node





Thanks to the Visual Identification obtained, the PT PN tracks the M/V GOODNOSE on the AIS picture, and the new Ship Id are associated to the M/V GOODNOSE.

When the M/V GOODNOSE is about to leave the PT territorial waters and approaches the Gibraltar strait, the Ship data are handed over to Spain Guardia Civil and Spain Armada Primary Nodes.





The M/V GN is tracked north of Algerian coast by the Spanish Guardia Civil through the SIVE system. A possible rendez-vous with a fishing boat sailed from an Algerian port is detected, therefore after about 12 hours, a SP (DAVA) Maritime Patrol Aircraft is ordered to perform a visual identification mission.

The SP DAVA notifies that the M/V GOODNOSE had a rendez-vous with the fishing vessel TRAWLER 2 and a transfer occurred among the two ships. The rendez-vous is shown and recorded in the Maritime Picture as an investigation evidence.

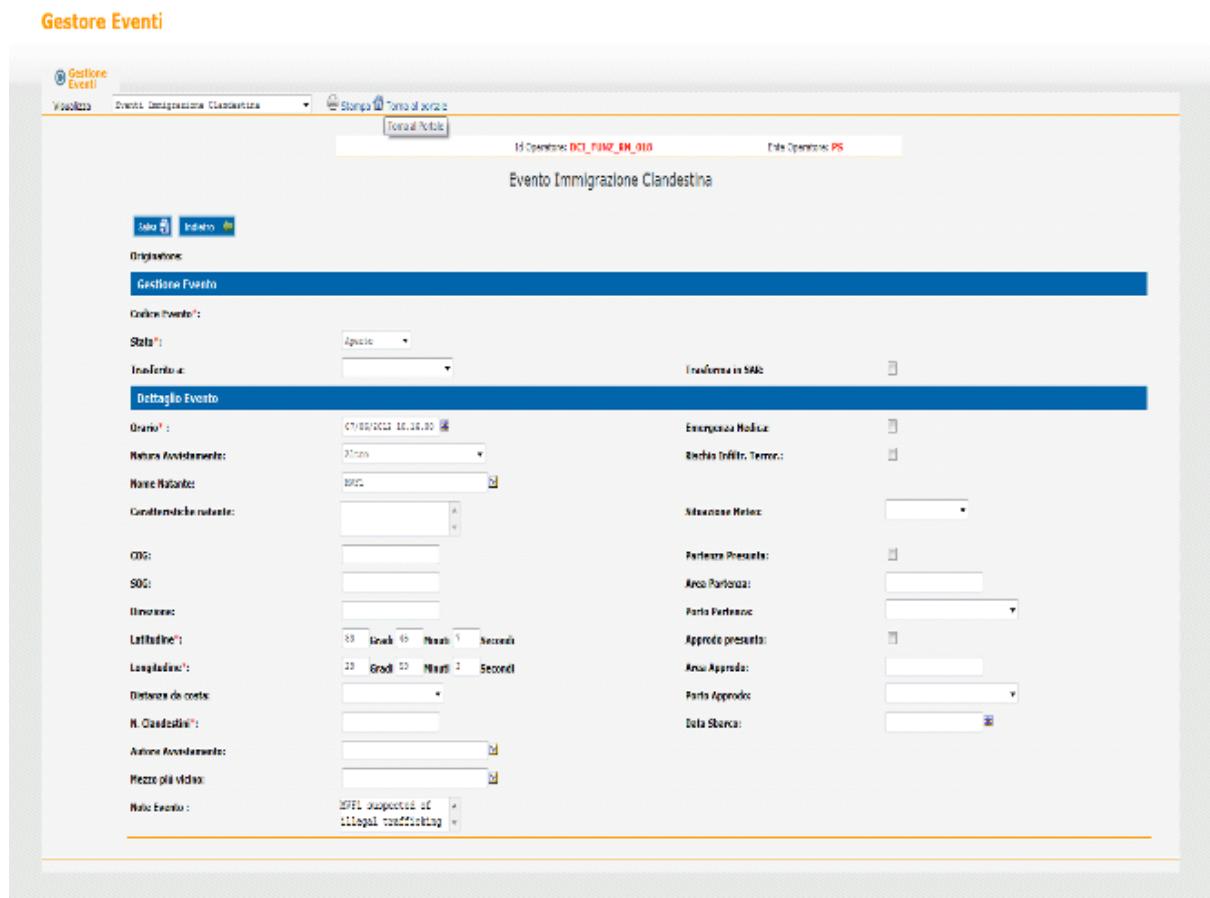




International Authorities report the presence, in the Suez Channel, of a Liberian-flagged cargo ship (MV F1) which sailed from a port in the Pacific, carrying a cargo of goods in bulk and heading to Barcelona.

Italian Ministry of Interior gets intelligence info about the M/V F1 potentially involved in illegal trafficking. An alert is created at the Italian National Coordination Centre managed by the Ministry of Interior (SIA).

**Gestore Eventi**



The screenshot shows a software application titled "Gestore Eventi" for managing incidents. The main window has tabs for "Visualizza", "Eventi Immigrazione Clandestina", "Stampa", and "Torna al menu". A search bar includes fields for "ID Operatore" (DCI\_PINZ\_BH\_010), "Data Operatore" (PS), and a dropdown for "Evento Immigrazione Clandestina". Below this, there are two tabs: "Gestione Evento" and "Detttaglio Evento". The "Detttaglio Evento" tab is active, displaying various fields for an event record:

Nome*	Valore	Nome Relazionale*	Valore
Ora*	07/02/2013 10:10:00	Energia Nucleare	
Natura Avvertimento	Migrante	Rischio Infrar. Terreni	
Nome Nascente	SPC	Nitrogeno Relaz.	
Coordinate incidente		Pertinenza Presente	
OGI		Area Pertinenz.	
SOGI		Porta Pertinenz.	
Ulivaggio		Approvato呈示	
Lattitudine*	35 Grad 10 Minuti 1 Secondi	Area Approv.	
Longitudine*	130 Grad 10 Minuti 1 Secondi	Porta Approv.	
Distanza da costa		Data Storno	
N. Controllati*			
Autore Avvertimento			
Mezzo più vicino			
Note Evento :	MV F1 suspected of illegal trafficking		



## BlueMassMed Final Report – TWG



Thanks to the direct connection with the BMM network, the alert is notified to the whole BMM community through the Italian Interministerial PN, and reinforced monitoring including satellite SAR acquisitions are requested to available authorities, including the EUSC

The screenshot displays two main windows from the BlueMassMed Web Portal.

**Left Window (Event Details):**

- Header: Manage ▾, Toggle Edit Controls
- Title: Italian Interministerial
- Submenu: Welcome, Tracks Data, Events, Track crud, Wiki
- Current View: pn-bmm-italy / Events
- Table Headers: reData, departurePort, departureDate, expectedArrivalData
- Data Row:
  - departurePort: SFAX
  - departureDate: 17/04/2012 - 07:15: N
  - expectedArrivalData: ABADAN

**Right Window (Timeline):**

- Header: Go to ▾, Stefano Sorge, Sign Out
- Title: Web Portal
- Submenu: Documentation, EU Web Portal, BMM COP Test, Chat, PN CS Status
- Content:
  - TEST-1 del 17/04/2012
  - Being MVF1 inside Italian territorial waters the ship is checked and diverted to IT port with Guardia di Finanza
  - Intelligence sources have reported the presence, in the suez canal, of the liberian-flagged cargo ship
  - Being MVF1 inside Italian territorial waters the ship is checked and diverted to IT port with Guardia di Finanza
  - Being MVF1 inside Italian territorial waters the ship is checked and diverted to IT port with Guardia di Finanza
  - Being MVF1 inside Italian territorial waters the ship is checked and diverted to IT port with Guardia di Finanza
- Powered By Liferay
- Bottom Navigation: Settings, Online Friends (0)



## BlueMassMed Final Report – TWG



Hellenic CG provide intel report informing that MV F1 has already an history of being involved in illegal trafficking activities

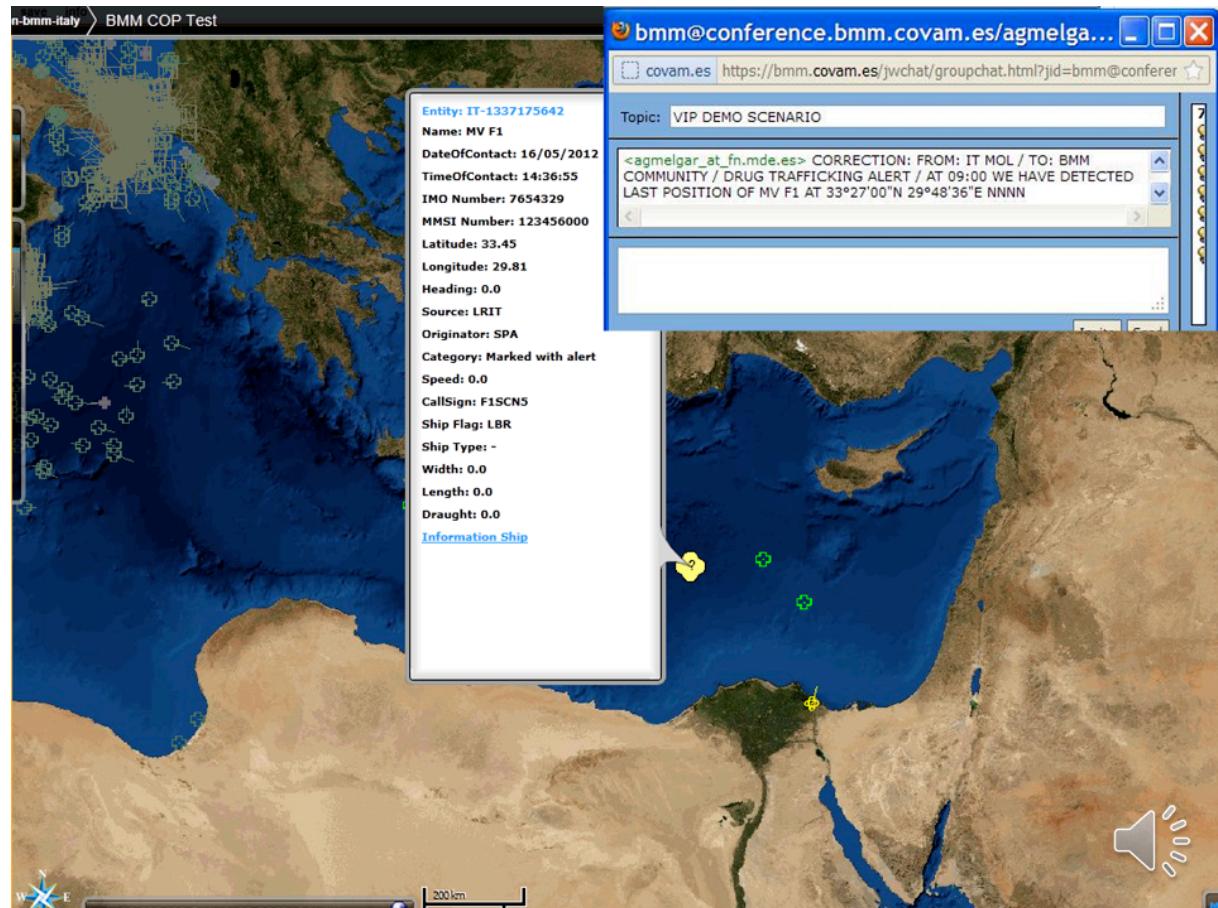
A screenshot of the GeoC2 Client Platform software interface. The top menu bar includes "Home", "View", "Navigation", "Analysis", and "BlueMassMed". Below the menu is a toolbar with icons for "Clipboard", "Copy", "Cut", "Delete", "Paste", "Contents", "Properties", "Notifications", "Feature Layer", "Load Shape", "Load WMS", "Load GeoTIFF", "Shape", "Snapshot", "Tools", "Global Settings", and "Settings". A "Notifications" panel on the left shows a "New" button and a checkbox for "Ship notifications only". The main area displays a map of the Mediterranean Sea with labels for Monaco, Ligurian Sea, Pyrenees, Andorra, Marseille, and Tunisia. Overlaid on the map is a "Write New Message" dialog box. The message body contains the text "INTELLIGENCE REPORTS CONFIRM THAT MV F1 HAS A HISTORY OF BEING INVOLVED IN ILLEGAL TRAFFICKING ACTIVITIES". The dialog box has "From: bmmdt@aster-te.it", "Send", and "Close" buttons.



The Spanish SASEMAR injects LRIT track information of the M/V F1 ship heading to Barcelona and notifies the last known position of the Ship. Thanks to the BMM connection, the LRIT information is immediately available to all the involved authorities

The Spanish SASEMAR notifies that the M/V F1 position and information have been injected on the Maritime Picture.

The Italian Ministry of Interior confirms the alert and asks for continuous monitoring of the M/V F1



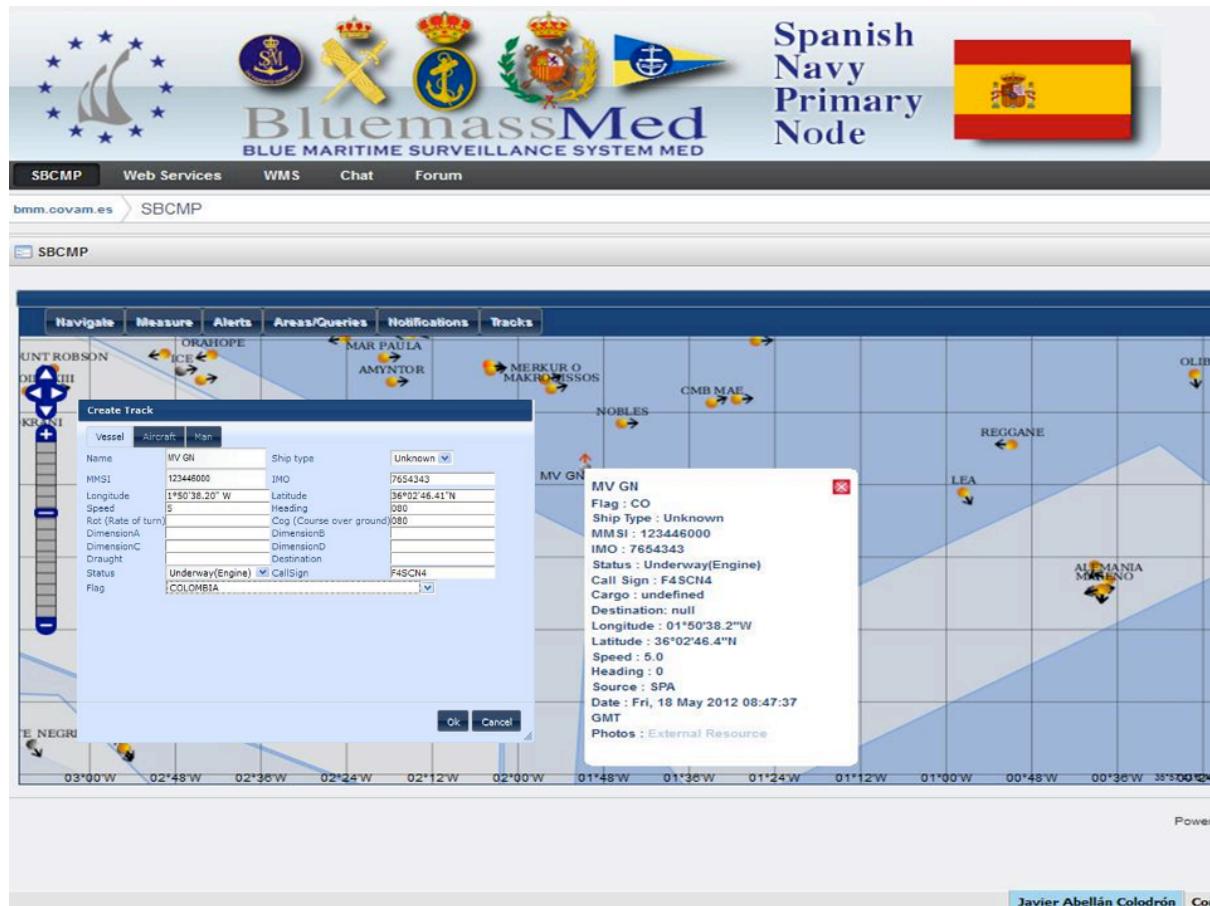


As the M/V GN leaves the Spanish waters, the radar track is lost by SIVE. SP GC notifies to BMM that MV GN is out of coverage





After 6 hours the Spanish Navy detects the M/V GOODNOSE heading towards Italy, through a Spanish Navy H/C and injects the updated position of the ship in the Maritime picture.





## BlueMassMed Final Report – TWG



3 hours later, the ship Pedro y Nines VIII send an EPIRB emergency message (from an unknown position) SP SASEMAR notifies the emergency to BMM community

SP Fishing Authority provide a 2 hours old VMS report of Pedro y Nines VIII, consequently a SAR area is identified.

The screenshot shows a web-based maritime surveillance system. At the top, there are several flags and logos, including the European Union flag, the Spanish Navy Primary Node logo, and the Spanish flag. The main header reads "BluemassMed BLUE MARITIME SURVEILLANCE SYSTEM MED". Below the header, a navigation menu includes "SBCMP", "Web Services", "WMS", "Chat", "Forum", and "Documents". A breadcrumb trail indicates the user is at "bmm.covam.es / SBCMP". On the left, there is a sidebar with a map and various buttons like "Navigate", "Measure", "Alerts", "Areas/Queries", and "New". The main content area features a map of the Mediterranean Sea with a red circle highlighting a specific location. To the right of the map is a "Create Track" dialog box. The dialog box has tabs for "Vessel", "Aircraft", and "Man", with "Vessel" selected. It contains fields for "Name" (Pedro y Nimes), "MMSI" (123446004), "Longitude" (05°59'50.3"E), "Speed", "Rot (Rate of turn)", "DimensionA", "DimensionC", "Draught", "Status" (Underway(Engine)), and "Flag" (SPAIN). Other fields include "Ship type" (Fishing), "IMO" (7654311), "Latitude" (39°05'37.1"N), "Heading", "Cog (Course over ground)", "DimensionB", "DimensionD", and "Destination". At the bottom of the dialog box are "Ok" and "Cancel" buttons. The footer of the page includes "Powered By Liferay", "Settings", and "Online Friends (1)".



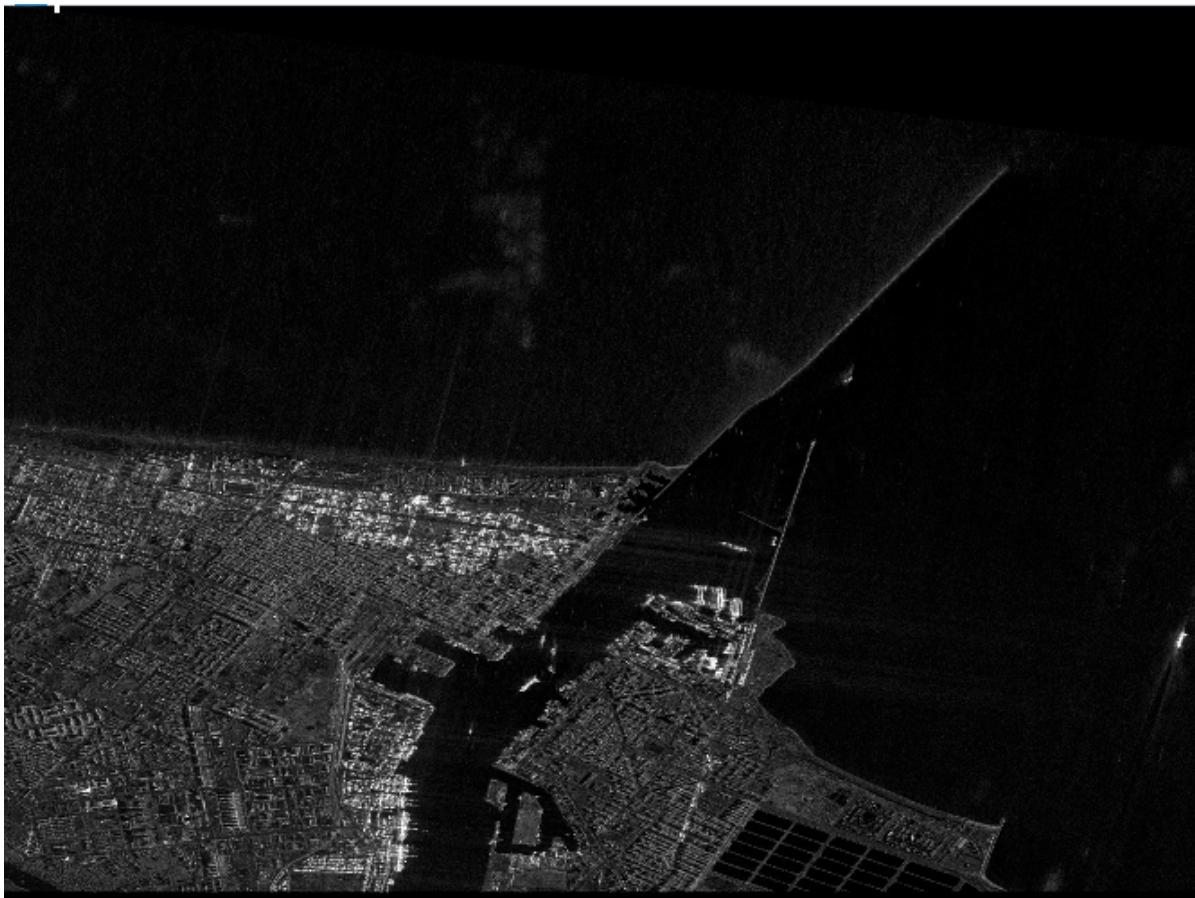
Thanks to the direct connection to the BMM Network, IT ASI provides satellite images on Suez Channel, on the Sicily Channel and in the Eastern Med area where no coverage from terrestrial sensors is available.

The SAR images provided by the Italian Space Agency are available on the WMS of the Italian PN maritime picture. The available SAR images are processed and detected ships are fed to the Maritime Picture through the Italian PN





The Italian Ministry of Interior analyses a SAR image of the Suez Channel (Port Said) area showing a ship with features compatible with the M/V F1. This confirms the information received from the intelligence report.





## BlueMassMed Final Report – TWG



The last LRIT report position of the M/V F1 provided by Spanish SASEMAR is correlated to a Ship Detection Report coming from the provided SAR images. The M/V F1 position is correspondingly updated on the Maritime Picture.

The screenshot shows a web-based application interface for maritime surveillance. At the top, there's a header bar with 'Italy' and 'BMM COP Test'. Below it is a sub-header 'terministerial Node WebGis'. A sidebar on the left has an 'info' button. The main area features a map of the Mediterranean Sea with a large grey rectangular overlay representing a SAR image. Two small icons, a yellow question mark and a green cross, are placed on the map. A message window titled 'ALL - DDT' is open, showing a list of messages:

User	Time
ALL - DDT	6:16 pm
ALL - DDT	6:16 pm
ALL - DDT	6:16 pm
IT NAVY .	6:16 pm

The 'IT NAVY .' message includes a note: 'available CSK SAR images over Suez channel and Sicily channel in IT WMS'.

At the bottom of the interface are buttons for 'ALL - DDT', 'Settings', and 'Online Friends (2)'.



## BlueMassMed Final Report – TWG



FR MRCC notifies that Pedro Y Nines VIII has been located and requests the SAR community to try establishing radio communications with the Ship in distress

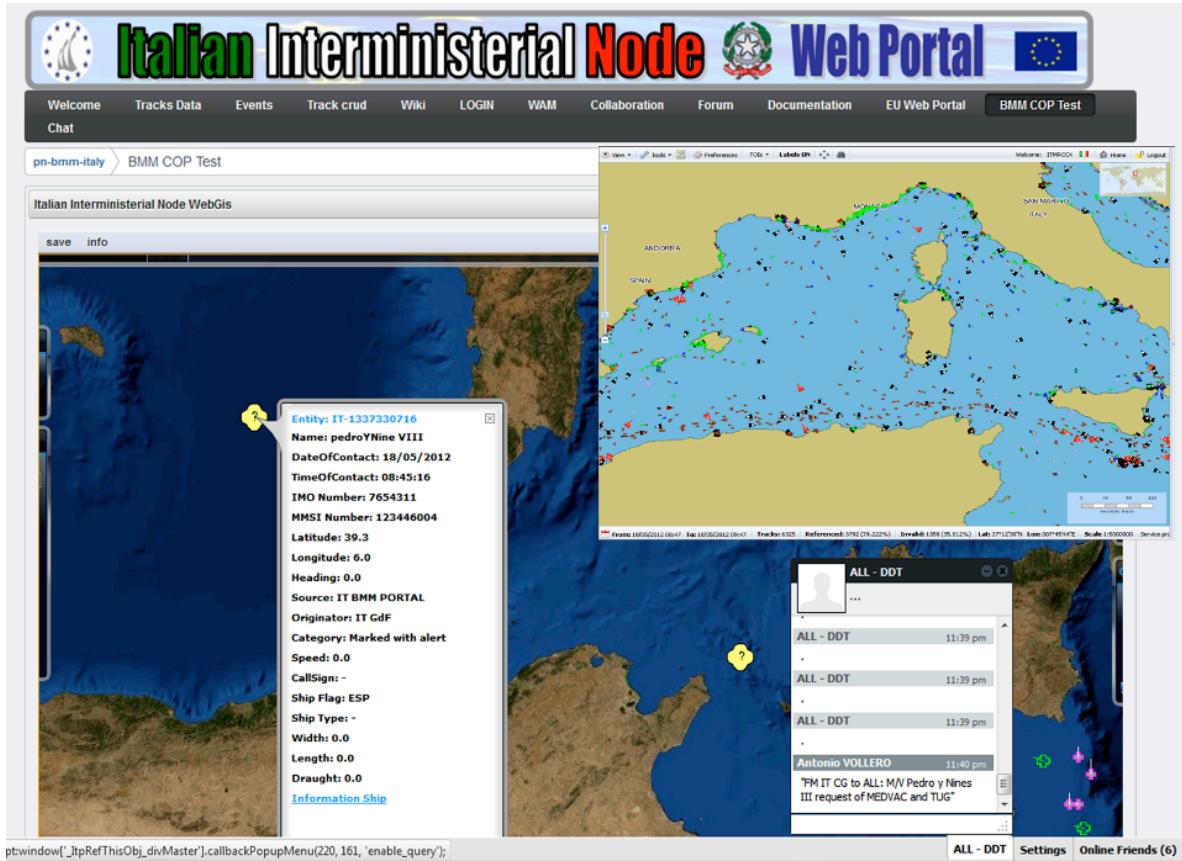
The screenshot shows the BlueMassMed software interface. On the left, there is a 'Layers' panel with several options like 'Base Layer', 'OpenStreetMap', 'Tracks' (with sub-options for GetArealInfo [PT], GetArealInfo [SPA], AIS [SPA], SBCM [SPA], SAME [FR], AIS [FR], SBCM [FR]), 'Alerts' (BMM:other, BMM:polrep, BMM:sitrep), and 'Others' (BMM:ArealInterestValid). In the center, there is a 'Map' window showing a geographical area with various icons. Overlaid on the map is a 'Group Chat' window titled 'bmm@conference.itbmm.marina.difesa.it/bmmdt.aster-te.it - Google Chrome'. The chat window shows a message from 'Argomento:' and a list of messages:

[15:57:19] **FR NAVY e' disponibile**  
[15:57:20] **bmmddt.aster-te.it e' disponibile**  
[13:00:54] <bmmddt.aster-te.it> PT GNR should inject track on PT portal ( M/V GN visual position) and notify it to all ( in that room )  
[13:08:19] <bmmddt.aster-te.it> PT GNR should have done the track injection, can you see the track on your portal?  
[13:09:35] <PT\_P> New Notification added: M/V Good Nose located by means of AIS  
[13:10:07] <bmmddt.aster-te.it> could you see the notification on the portal? can you see the track?  
[13:11:09] <PT\_P> I can see the notification and the track injection  
[13:11:16] <SPA\_INDRA\_JAVIER> I don't see neither notification nor track.  
[13:13:22] <bmmddt.aster-te.it> I can see the track on SPA portal  
[13:15:46] <SPA\_INDRA\_JAVIER> I see now track Longitude : 46°38'26.5"W, Latitude : 23°40'15.2"N, but I don't see other.  
[13:16:58] <IT NAVY> VIP?  
[13:18:20] <SPG\_INDUSTRY\_FRANCISCO> I've just checked the SPA DAS and are not responding... (GetTopics), maybe server down?  
[13:18:24] <bmmddt.aster-te.it> is M/V Good Nose located on the other portal?  
[13:20:19] <SPA\_INDRA\_JAVIER> I'll test it.  
[13:22:26] <it navy> check chat  
[13:28:36] <SPA\_INDRA\_JAVIER> Server restarted. Now it's running well.  
[13:28:57] <it navy> vip?  
[13:36:44] <it navy> vip?  
[13:46:26] <it navy> at what step are we  
[13:47:09] <IT GDF> no step  
[13:47:42] <it navy> x  
[13:47:49] <it navy> vip?  
[13:54:18] <it navy> qdf how far have we  
[14:05:00] <IT GDF> the last step was 3  
[14:05:13] <it navy> v  
[14:05:25] <it navy> ok  
[14:56:05] <SPG\_GUARDIA\_CIVIL> I cannot continue this afternoon, sorry.  
[14:56:05] <SPG\_GUARDIA\_CIVIL> SOC will continue next Monday.

M/V Pedro Y Nines VIII located and confirmed in distress - VHF radio communication requested |



The Italian Coast Guards report the Pedro Y Nines VIII information on its VTMIS system and manage to establish a voice communication session with Pedro Y Nines VIII. The Italian Coast Guards then notify to all the BMM community that a VHF communication was established with the Pedro Y Nines VIII, and that accordingly, MEDVAC and TUG services are requested.



The screenshot shows the Italian Interministerial Node Web Portal interface. At the top, there is a banner with the text "Italian Interministerial Node Web Portal" and the European Union flag. Below the banner is a navigation menu with links: Welcome, Tracks Data, Events, Track crud, Wiki, LOGIN, WAM, Collaboration, Forum, Documentation, EU Web Portal, and BMM COP Test. The main content area displays a map of the Mediterranean Sea with several shipping routes and a callout box providing detailed information about the ship "pedroYNine VIII". The callout box contains the following data:

```

Entity: IT-1337330716
Name: pedroYNine VIII
DateOfContact: 18/05/2012
TimeOfContact: 08:45:16
IMO Number: 7654311
MMSI Number: 123446004
Latitude: 39.3
Longitude: 6.0
Heading: 0.0
Source: IT BMM PORTAL
Originator: IT GdF
Category: Marked with alert
Speed: 0.0
Callsign: -
Ship Flag: ESP
Ship Type: -
Width: 0.0
Length: 0.0
Draught: 0.0
Information Ship

```

On the right side of the map, there is a sidebar titled "ALL - DDT" which lists recent messages:

- ALL - DDT 11:39 pm
- ALL - DDT 11:39 pm
- ALL - DDT 11:39 pm
- Antonio VOLLERO 11:40 pm
 

"FM IT CG to ALL: M/V Pedro y Nines  
III request of MEDVAC and TUG"

At the bottom right of the sidebar, there are buttons for "Settings" and "Online Friends (6)".



## BlueMassMed Final Report – TWG



SP SASEMAR notifies that an helicopter and a vessel will be sent to rescue Pedro y Nines VIII

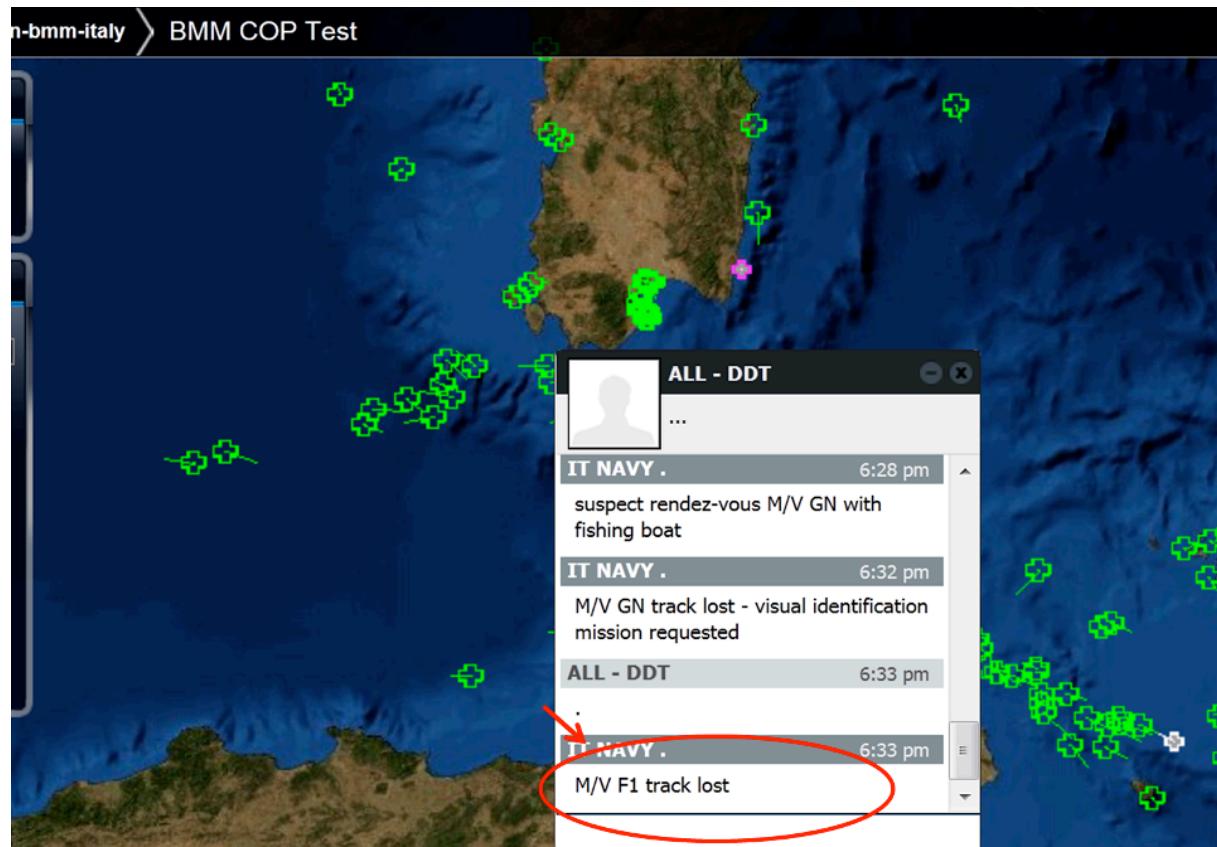
The screenshot shows the BluemassMed SBCMP interface. At the top, there are several logos: the European Union flag, the Spanish Navy crest, and the BluemassMed logo. To the right is the text "Spanish Navy Primary Node" and the Spanish flag. Below the header is a navigation bar with links: SBCMP, Web Services, WMS, Chat, Forum, and Documents. The main content area has a breadcrumb trail: bmm.covam.es > SBCMP. A sub-header "SBCMP" is visible. On the left, there's a sidebar with a map and navigation buttons. The central part of the screen shows a chat window for "Topic: VIP 16". The message content is as follows:

para todos  
<lcc\_at\_sasemar.es> VIP 16 SASEMAR NOTIFY START OF MEDVAC AND TUG SERVICES  
<lcc\_at\_sasemar.es> AFTER SAR OPERATION BY HELICOPTER, VESSEL SHIP GO AHEAD TO RESCUE PEDRO Y NINES VII  
<lcc\_at\_sasemar.es> ALSO TUG SERVICES CAN BE PROVIDED WITH OUR VESSELSHIP IF IT IS REQUESTED.  
<lcc\_at\_sasemar.es> REQUESTED

On the right side of the chat window, it says "1 participants" and shows the name "jniefe3\_at\_fn.m". There are "Invite" and "Send" buttons at the bottom of the chat area.

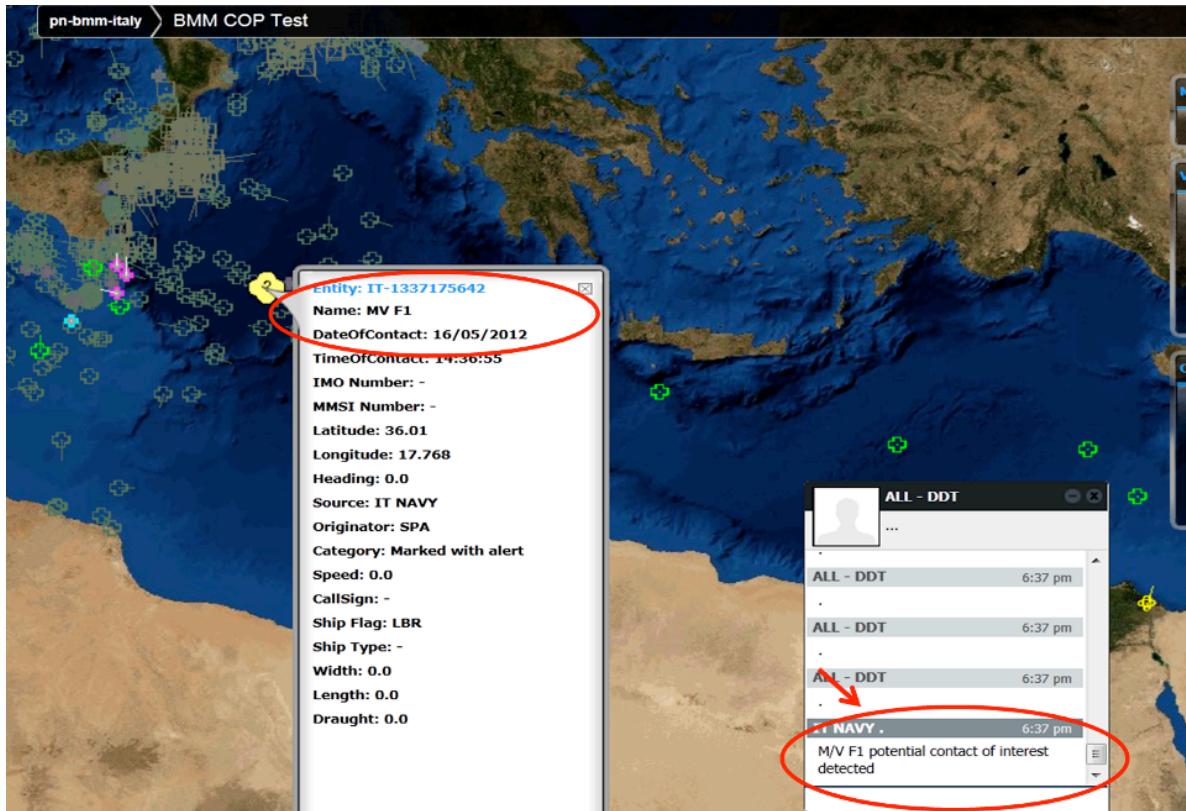


IT Navy notifies that M/V F1 contact is lost on the Maritime Picture because of a probable diversion maneuver and AIS switch off. IT Navy orders a naval patrol active in the area to survey the area in order to identify potential non cooperative ships



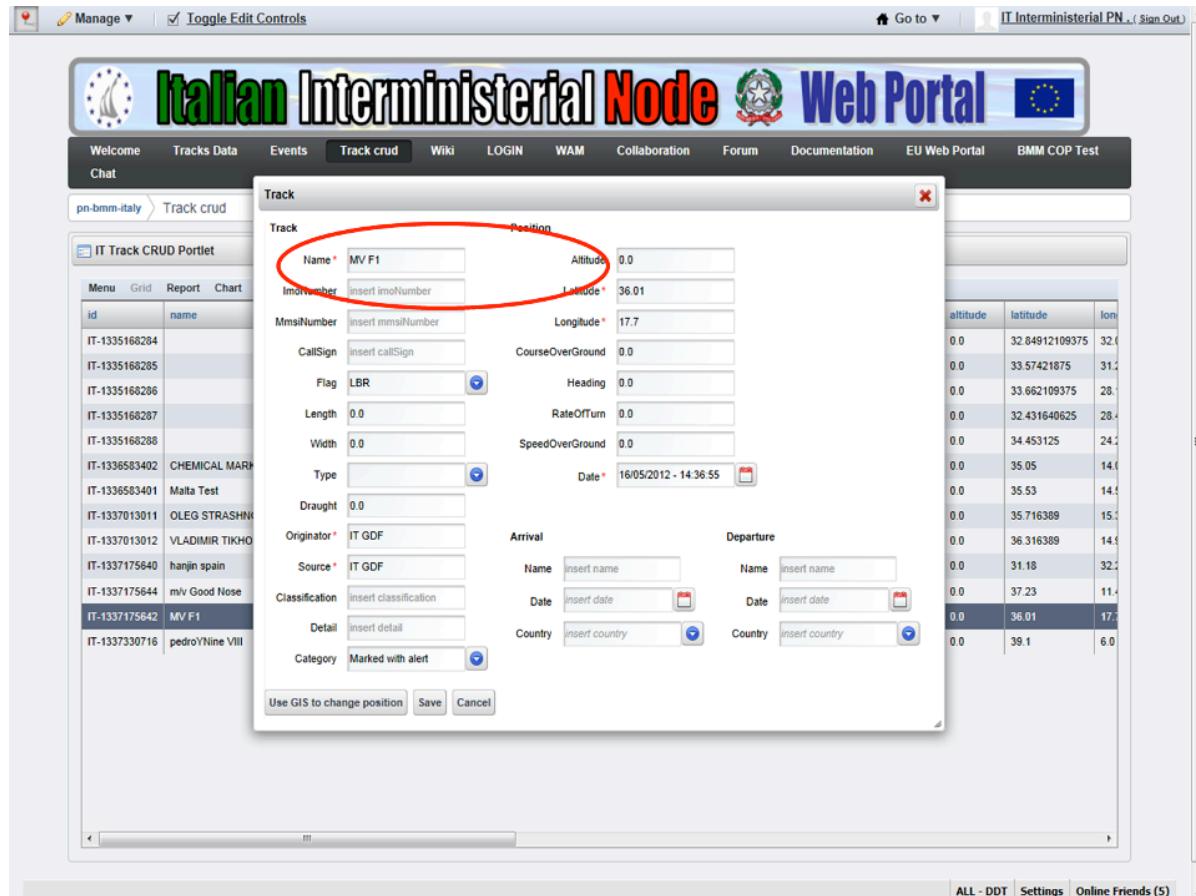


After 10 hours, IT Navy notifies to the BMM community that a contact of interest matching with the M/V F1 features and voyage data has been detected by the Maritime Patrol Vessel. A visual identification mission is requested through a MPA of the Italian GdF in order to confirm identification.





The MPA (ATR42) of the Italian Guardia di Finanza, on operation in area is diverted to survey the potential contact of interest of the M/V F1. The visual identification is successful and the identity of the M/V F1 is confirmed to the C4I operational centre of the Guardia di Finanza, which injects the information in the BMM Maritime Picture through the Italian Interministerial Primary Node.



The screenshot shows the 'Track crud' page of the Italian Interministerial Node Web Portal. A modal window titled 'Track' is open, showing a form for entering vessel information. The 'Name' field is highlighted with a red circle and contains the value 'MV F1'. Other fields include 'Altitude' (0.0), 'Latitude' (36.01), 'Longitude' (17.7), 'CourseOverGround' (0.0), 'Heading' (0.0), 'RateOfTurn' (0.0), 'SpeedOverGround' (0.0), and a date field set to '16/05/2012 - 14:36:55'. Below the form is a table of historical data with columns 'altitude', 'latitude', and 'lon'. At the bottom of the modal are buttons for 'Use GIS to change position', 'Save', and 'Cancel'.

altitude	latitude	lon
0.0	32.84912109375	32.0
0.0	33.57421875	31.2
0.0	33.662109375	28.8
0.0	32.431640625	28.4
0.0	34.453125	24.2
0.0	35.05	14.0
0.0	35.53	14.5
0.0	35.716389	15.3
0.0	36.316389	14.9
0.0	31.18	32.2
0.0	37.23	11.6
0.0	36.01	17.7
0.0	39.1	6.0



## BlueMassMed Final Report – TWG



The updated identification and position of the M/V F1 is notified by the Italian Interministerial PN to the BMM Community. Italian MOI requests continuous monitoring and confirms suspect involvement of the M/V F1 in illegal activities

The screenshot shows the Italian Interministerial Node Web Portal interface. At the top, there is a navigation bar with links for Welcome, Tracks Data, Events, Track crud, Wiki, LOGIN, WAM, Collaboration, Forum, Documentation, EU Web Portal, and BMM COP Test. Below the navigation bar, a breadcrumb trail indicates the current location: pn-bmm-italy > BMM COP Test. The main content area is titled "Italian Interministerial Node WebGis". A map of the Mediterranean Sea displays a ship's track. A tooltip window for a specific point on the track provides the following information:

Entity: IT-1337175642
Name: MV F1
DateOfContact: 16/05/2012
TimeOfContact: 14:36:55
IMO Number: -
MMSI Number: -
Latitude: 36.01
Longitude: 17.7
Heading: 0.0
Source: IT GDF
Originator: IT GDF
Category: Marked with alert
Speed: 0.0
CallSign: -
Ship Flag: LBR
Ship Type: -
Width: 0.0
Length: 0.0
Draught: 0.0

To the right of the map, a chat window titled "ALL - DDT" shows a list of messages from the "IT Interministerial PN" user:

- IT Interministerial PN . 11:06 pm
- IT Interministerial PN . 11:06 pm
- IT Interministerial PN . 11:07 pm
- IT Interministerial PN . 11:07 pm
- FM IT GDF: MV F1 LOCATED AND IDENTIFIED

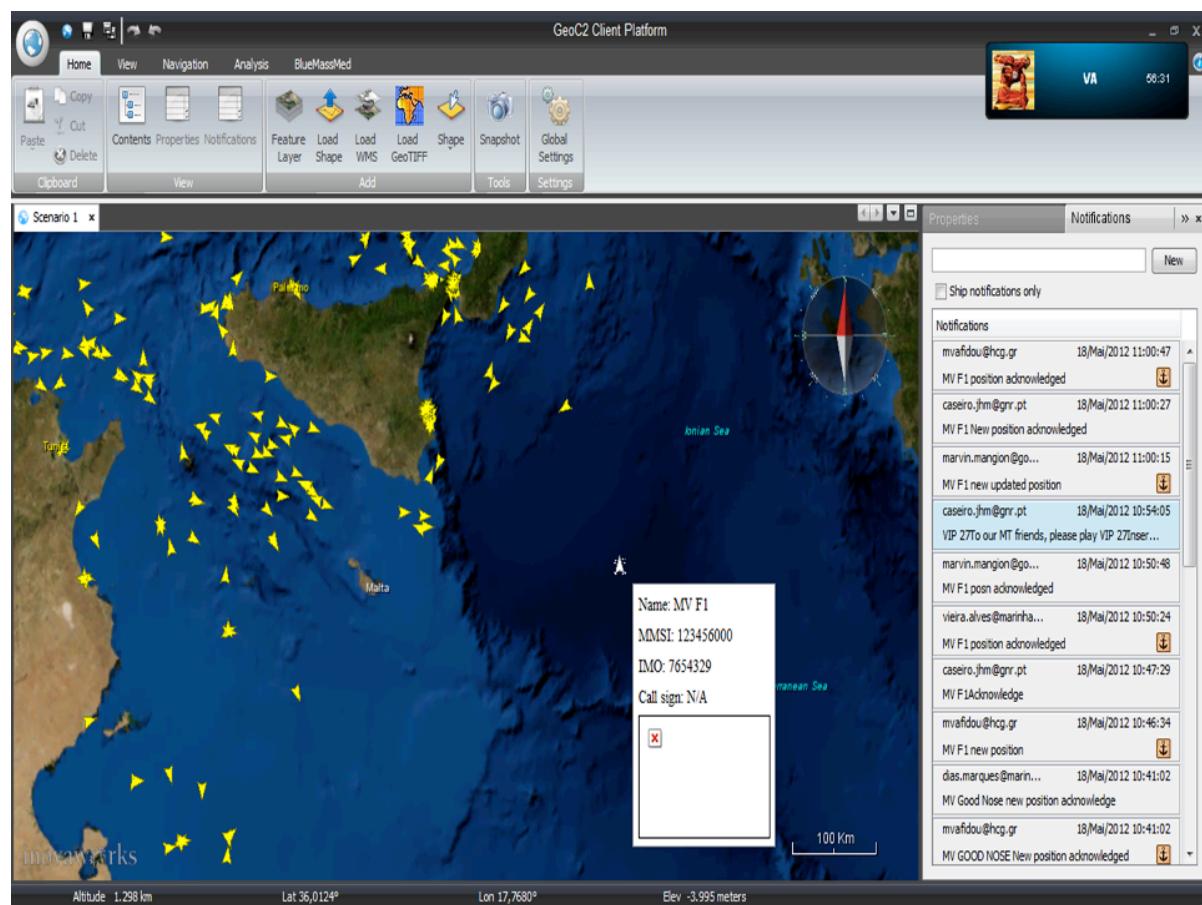
At the bottom of the chat window, there are buttons for "ALL - DDT", "Settings", and "Online Friends (5)".



## BlueMassMed Final Report – TWG



The Malta Armed Forces detect the M/V F1 through a Maritime Surveillance Heli and inject the updated position of the M/V F1 into the Maritime Picture through the Portuguese Navy PN.

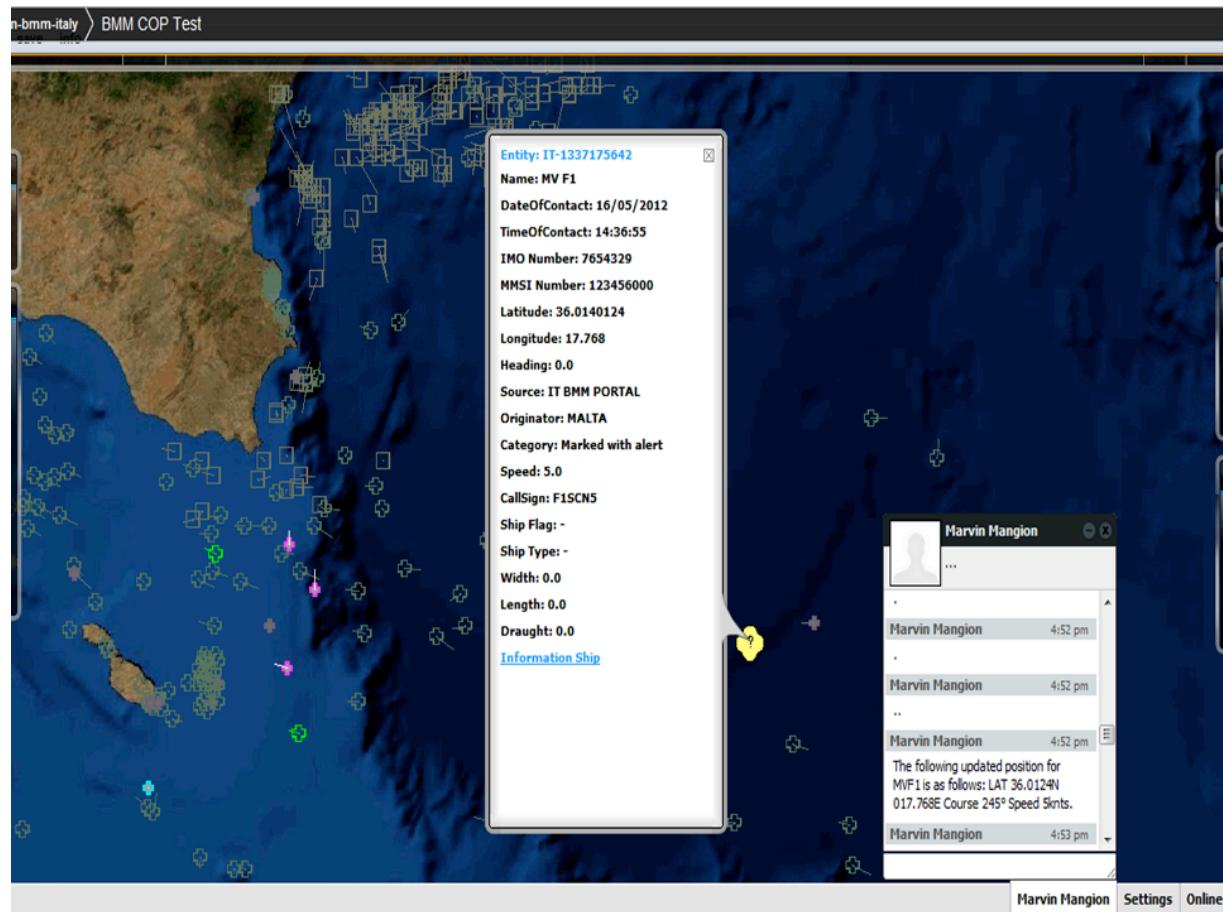




## BlueMassMed Final Report – TWG



Malta AF notifies the localisation and identification of the M/V F1 to the BMM community. The Italian Ministry of Interior updates the M/V F1 updated information through the Italian PN





Pleiades Satellite Optical High Resolution Images are analysed at FR PN and support the identification of immigrants flows on the Libian Coastline. The Images are put available of the BMM Community.

Moreover Reports from EUSC are attached to the tracks and made available on the BMM network, supporting analysis of the situation at sea

PLEAYDES IMAGES AND EUSC REPORT TO BE INSERTED

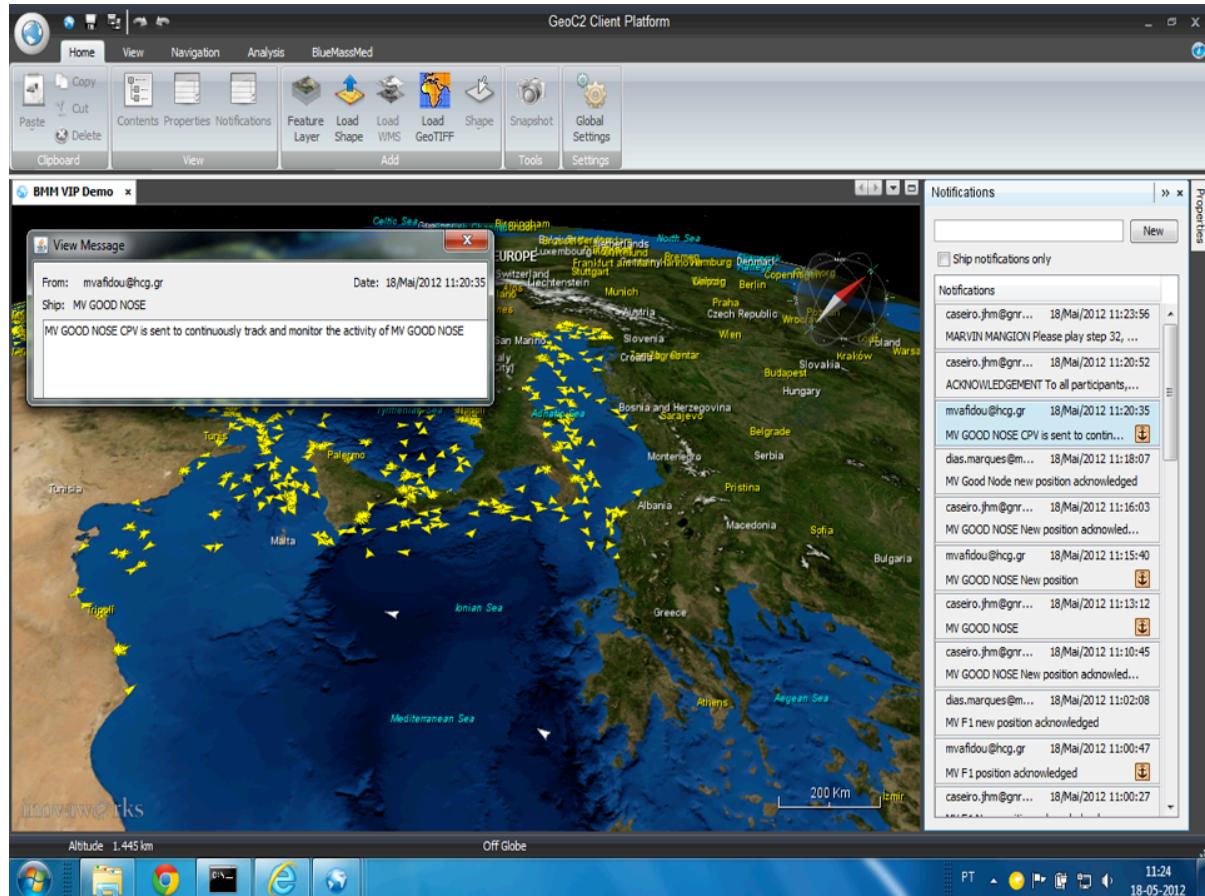


## BlueMassMed Final Report – TWG



When the M/V GOODNOSE approaches the Greek territorial waters, a GREEK COAST GUARD vessel is sent to monitor and perform the interdiction operation. The ship is followed on the Maritime Picture by all BMM users until the operation is closed by the Greek Authorities at the Port of Piraeus.

The Hellenic Coast Guards provide a report on the results of the police operation over M/V GN, thanking all Partners for the cooperation.

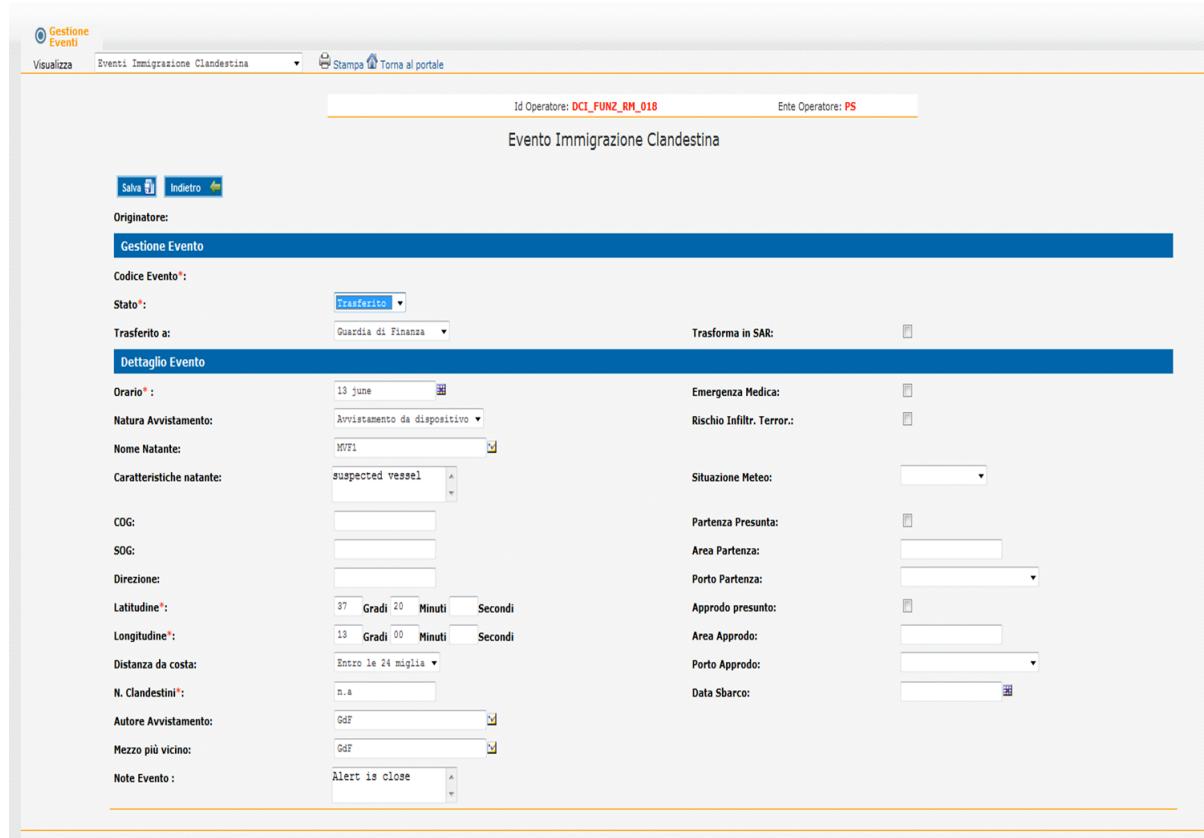




The M/V F1 stops for two days outside the Libyan territorial waters, and performs a rendezvous with small boats of migrants during the period. When the M/V F1 departs again, the Malta AF continue tracking.

Thanks to the evidence collected through the BMM network, the Italian Ministry of Interior updates the alert and starts an interdiction operations as soon as the M/V F1 enters the Italian territorial waters near the Lampedusa Island.

## Gestore Eventi



Eventi Immigrazione Clandestina

Id Operatore: DCL\_FUNZ\_RM\_018 Ente Operatore: PS

Evento Immigrazione Clandestina

Salva Indietro

Originatore:

**Gestione Evento**

Codice Evento\*:

Stato\*: Trasferito

Trasferito a: Guardia di Finanza

Trasforma in SAR:

**Dettaglio Evento**

Orario\*: 13-june

Natura Avvistamento: Avvistamento da dispositivo

Nome Natante: MVF1

Caratteristiche natante: suspected vessel

COG:

SOG:

Direzione:

Latitudine\*: 37 Gradi 20 Minuti Secondi

Longitudine\*: 13 Gradi 00 Minuti Secondi

Distanza da costa: Entro le 24 miglia

N. Clandestini\*: n.a

Autore Avvistamento: GdF

Mezzo più vicino: GdF

Note Evento : Alert is close

Emergenza Medica:

Rischio Infiltr. Terror.:

Situazione Meteo:

Partenza Presunta:

Area Partenza:

Porto Partenza:

Apprindo presunto:

Area Approdo:

Porto Approdo:

Data Sbarco:



The alert is automatically injected on the BMM network through the Italian PN and all the authorised BMM partners are provided with information collected during the interdiction operation.

Screenshot of the Italian Interministerial Node interface showing event details and a timeline.

**Event Details:**

FirstContactDate	27/04/2012 - 13:09:00
LastContactDate	27/04/2012 - 13:09:00
ExpectedDepartureDate	-
DeparturePort	-
DepartureDate	-
ArrivalPort	-
ArrivalDate	-
NextPort	-
EventType	EW
Note	Being M/F1 inside Italian territorial waters the ship is checked and diverted to IT port with Guardia di Finanza patrol support. DIVERTED

**Timeline (Events):**

Time	resourceDate	eventStatus	owner
27/04/2012 - 17:57:1	C	A	
27/04/2012 - 17:57:1	C	A	
27/04/2012 - 13:14:02	C	A	
27/04/2012 - 21:00:00	C	A	

Powered By Liferay