

BlueMassMed

ANNEX 6 - BMM VIP Demo

Date: 12th July 2012

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Author:		
Contributors:		

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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. 16th May, 2011



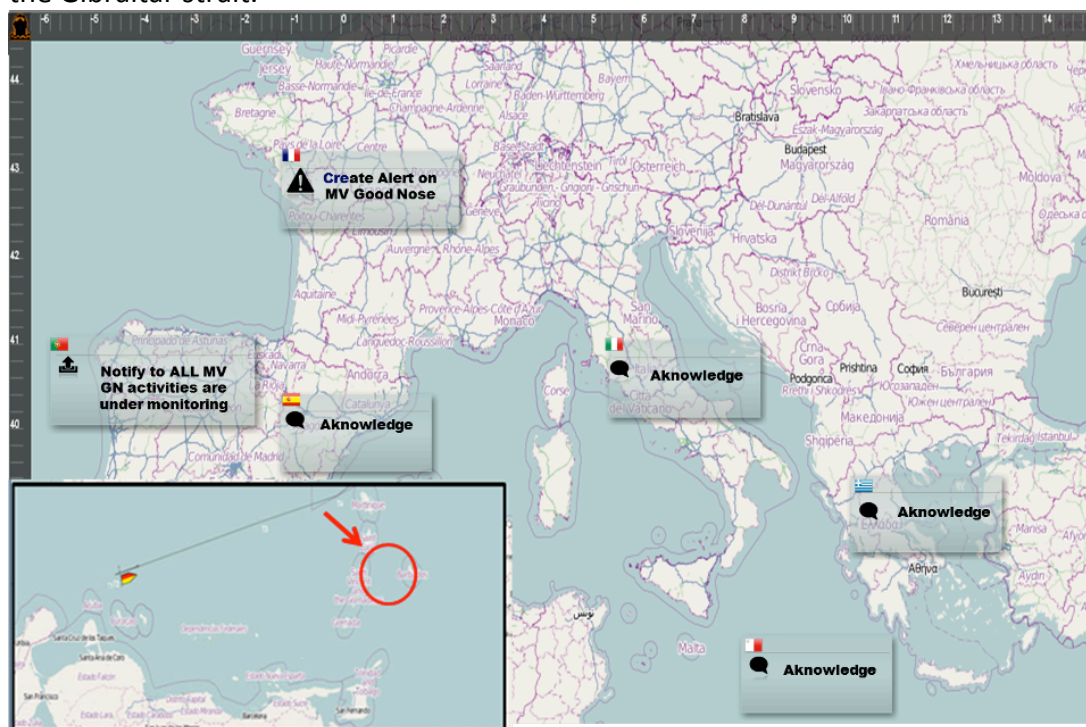
VIP Demo

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.

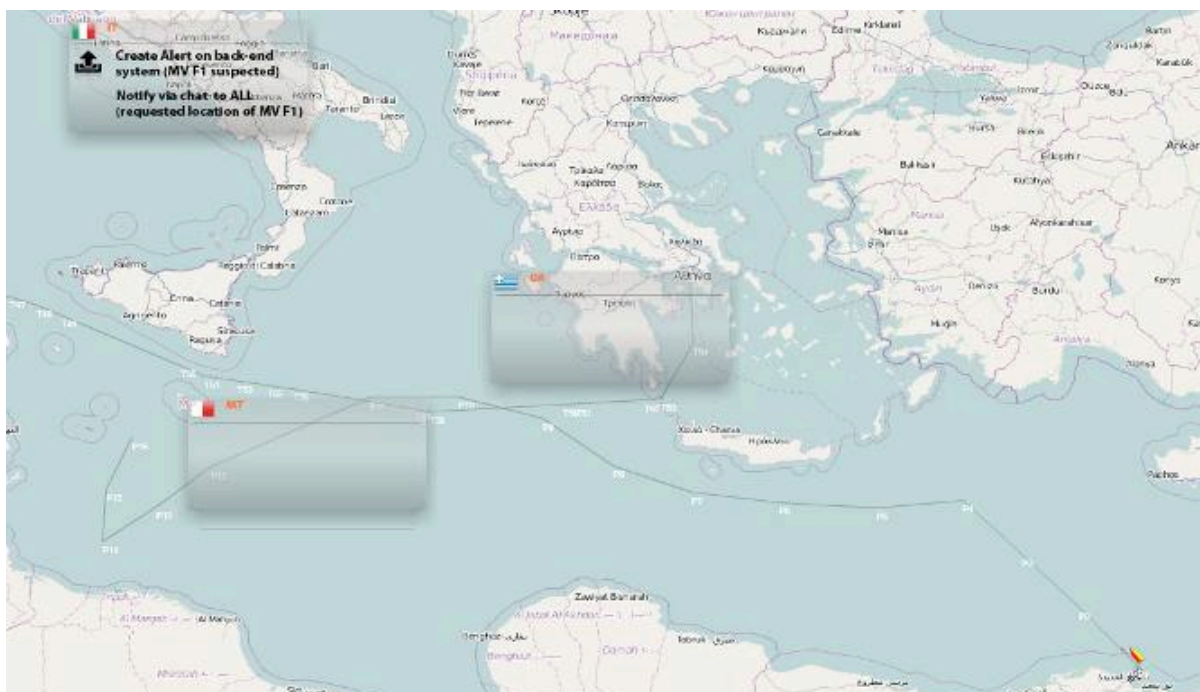


The M/V GN is tracked north of Algerian coast by the Spanish Guardia Civil through the SIVE system. A possible rendez-vous with a fishing boat sailed from an Algerian port is detected, therefore after about 12 hours, SP (DAVA) Maritime Patrol Aircraft performs a visual identification mission.

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

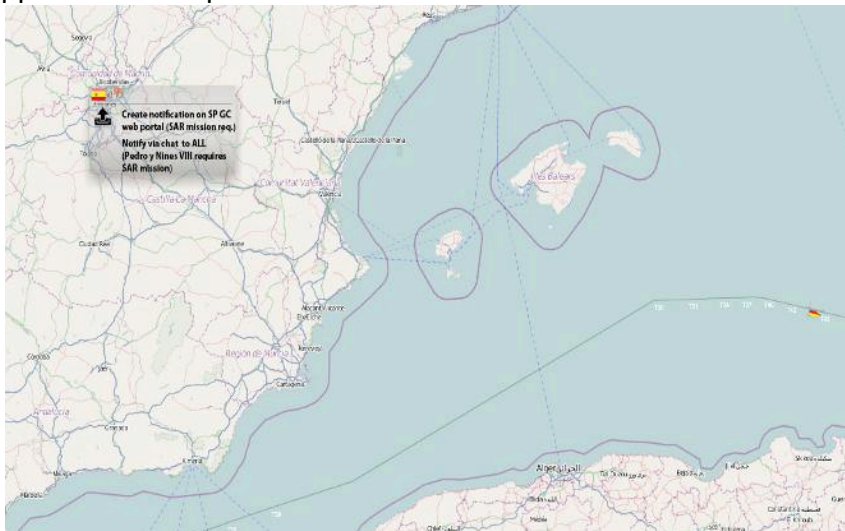


Thanks to the direct connection to the BMM Network, IT ASI provides satellite images on Suez Channel, on the Sicily Channel and in the Eastern Med area where no coverage from terrestrial sensors is available. Thanks to the Ship Detection Services performed by ASI, ships are detected on the SAR images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

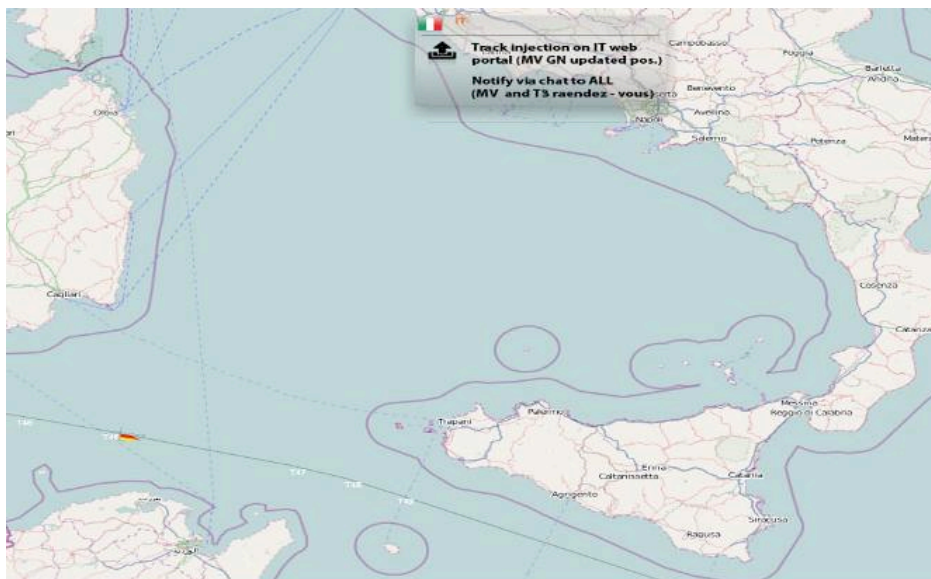


Pedro y Nines VIII, a Spanish vessel, sends an EPIRB emergency message in international

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

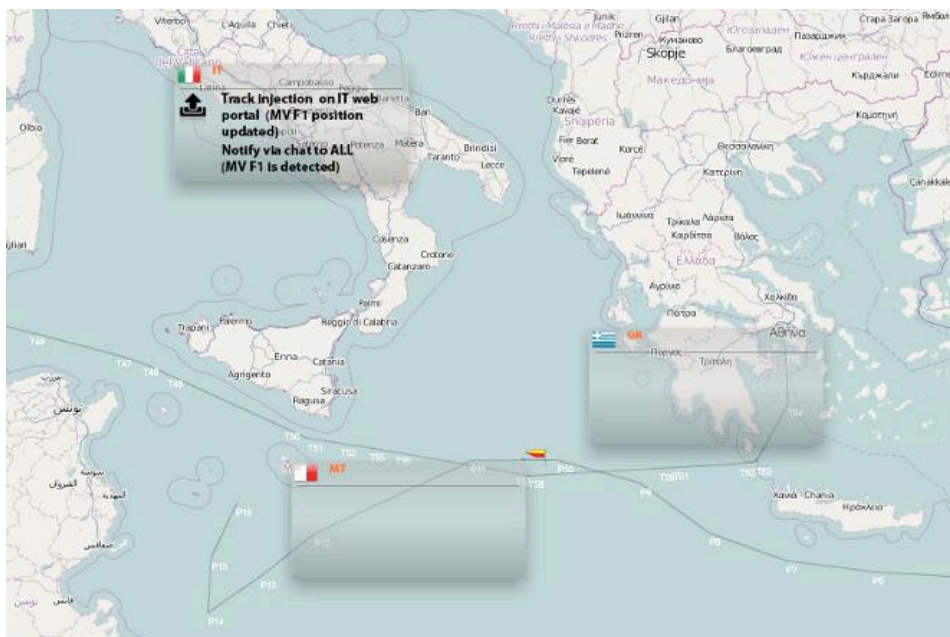


While the SAR Operation is given priority, the M/V GOODNOSE encounter an Algerian Trawler north of the Algerian coastline and performs a second transfer of drugs. Thanks to the BMM services federation, the Italian GdF commands an Air Patrol active in the area to survey the rendez-vous area. Drug trafficking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

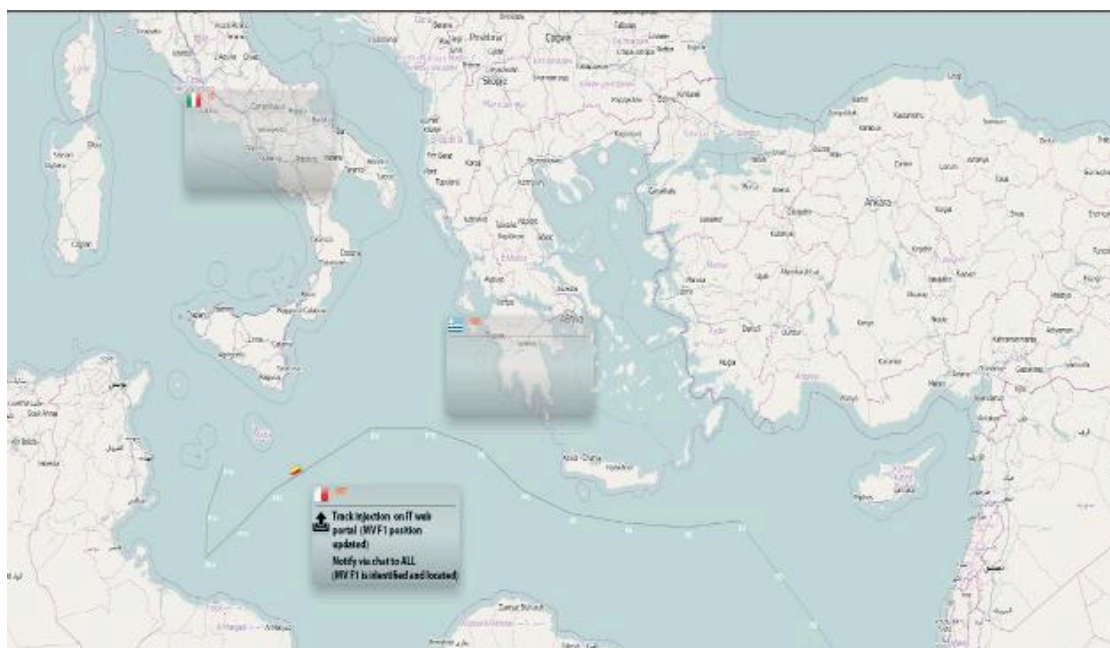


After a diversion maneuver and switching off the AIS the M/V F1 is lost on the AIS/Radar Picture. Thanks to the BMM services federation, a Naval Patrol active in the area transfers to the maritime picture a potential contact of the M/V F1. The Italian GdF then commands an Air Patrol active in the area 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

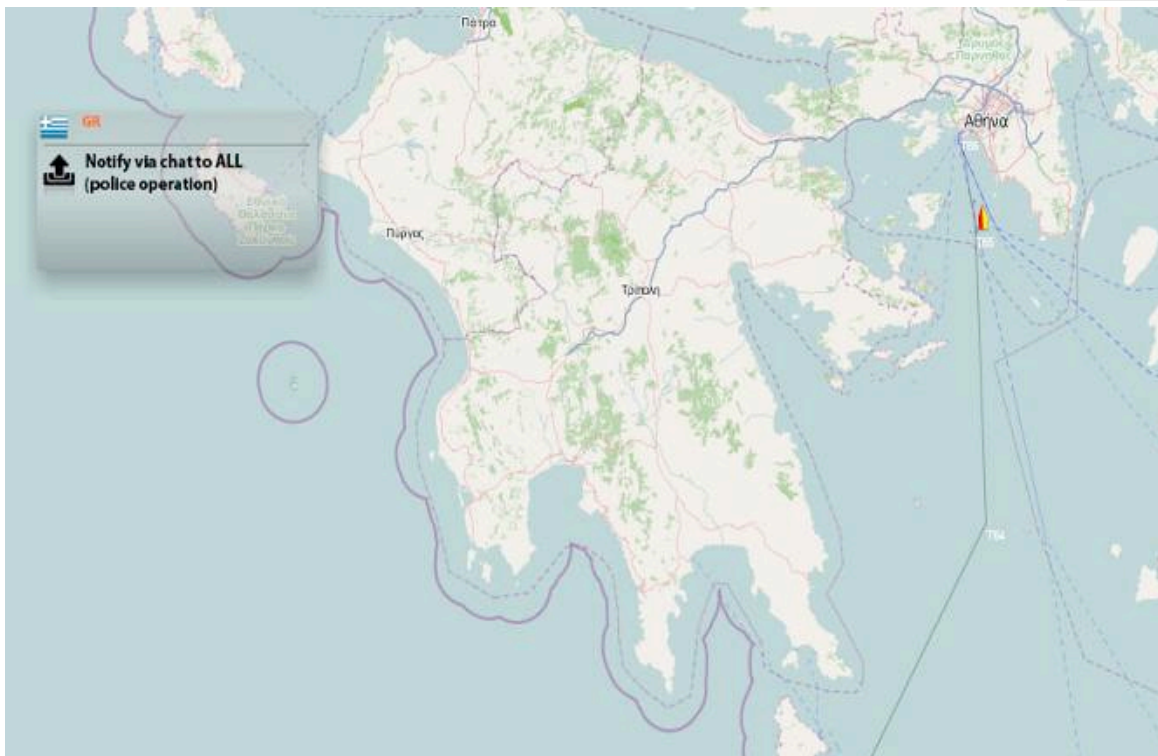
BMM community.



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.

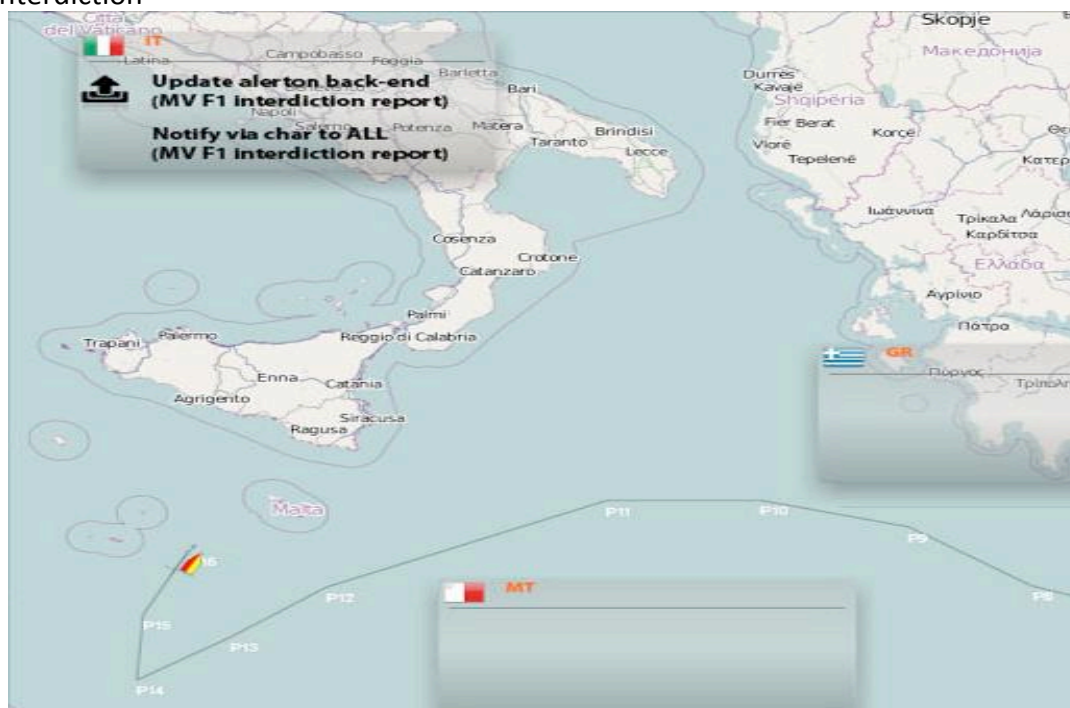


The M/V F1 stops for two days outside the Libyan territorial waters, and performs a rendezvous with small boats of migrants during the period. Pictures are provided by Optical Satellite (Pleiades) and Monitoring is kept from the Italian Navy and Malta Armed Forces. When the M/V F1 departs again, the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



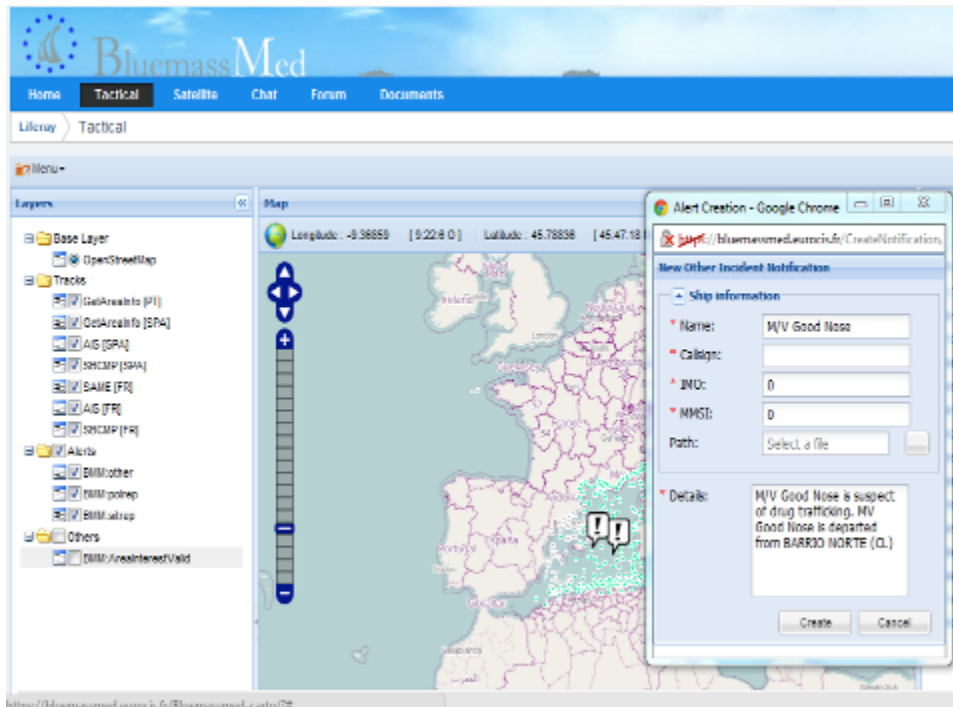
Thanks to the evidence collected through the BMM network, the Italian Ministry of Interior

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

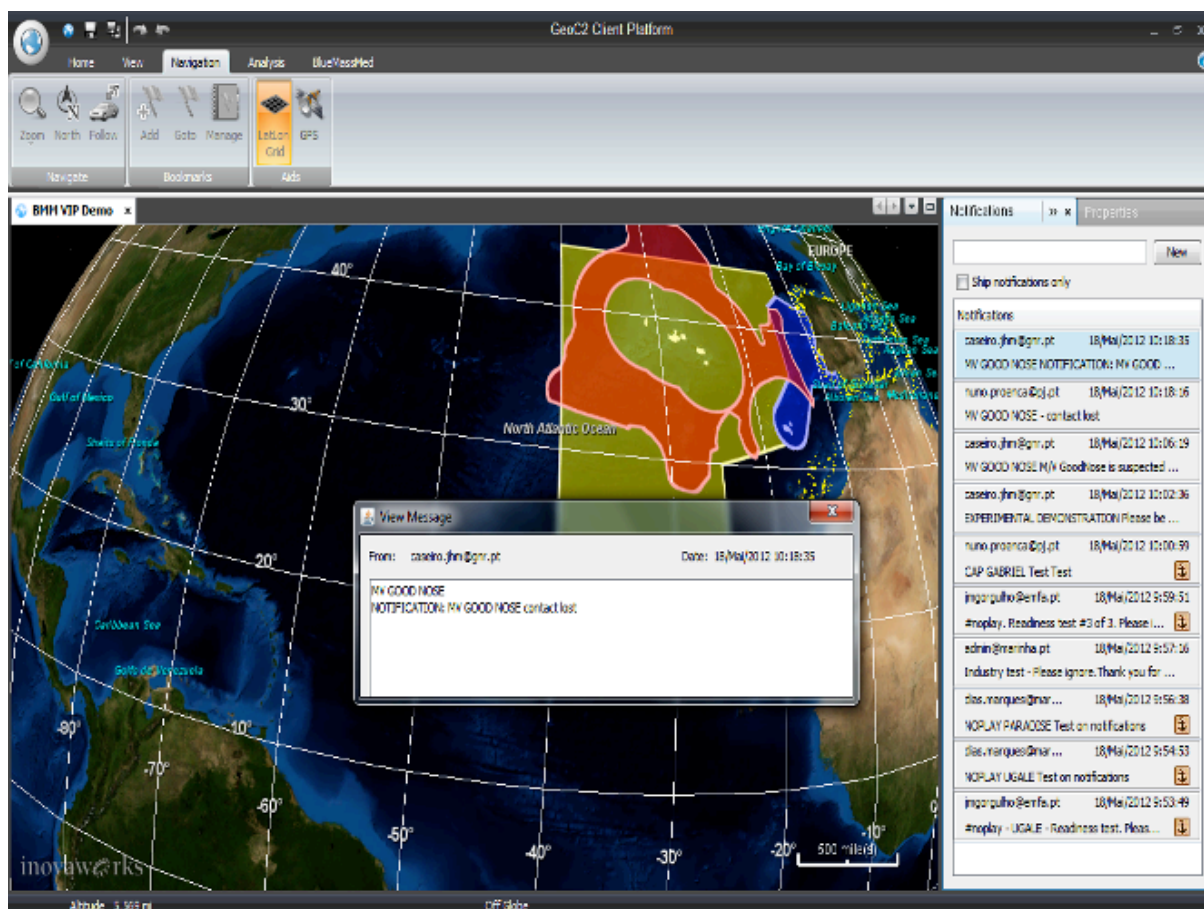
French Customs informs PT GNR on MV Good Nose departed from Barrio Norte (Colombia) and heading for the Mediterranean to unload a cocaine cargo. The PT GNR notifies to all users connected on the BMM Network an alert for suspect illegal activities on the M/V GN. Thanks to the Alert, different involved 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.



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.

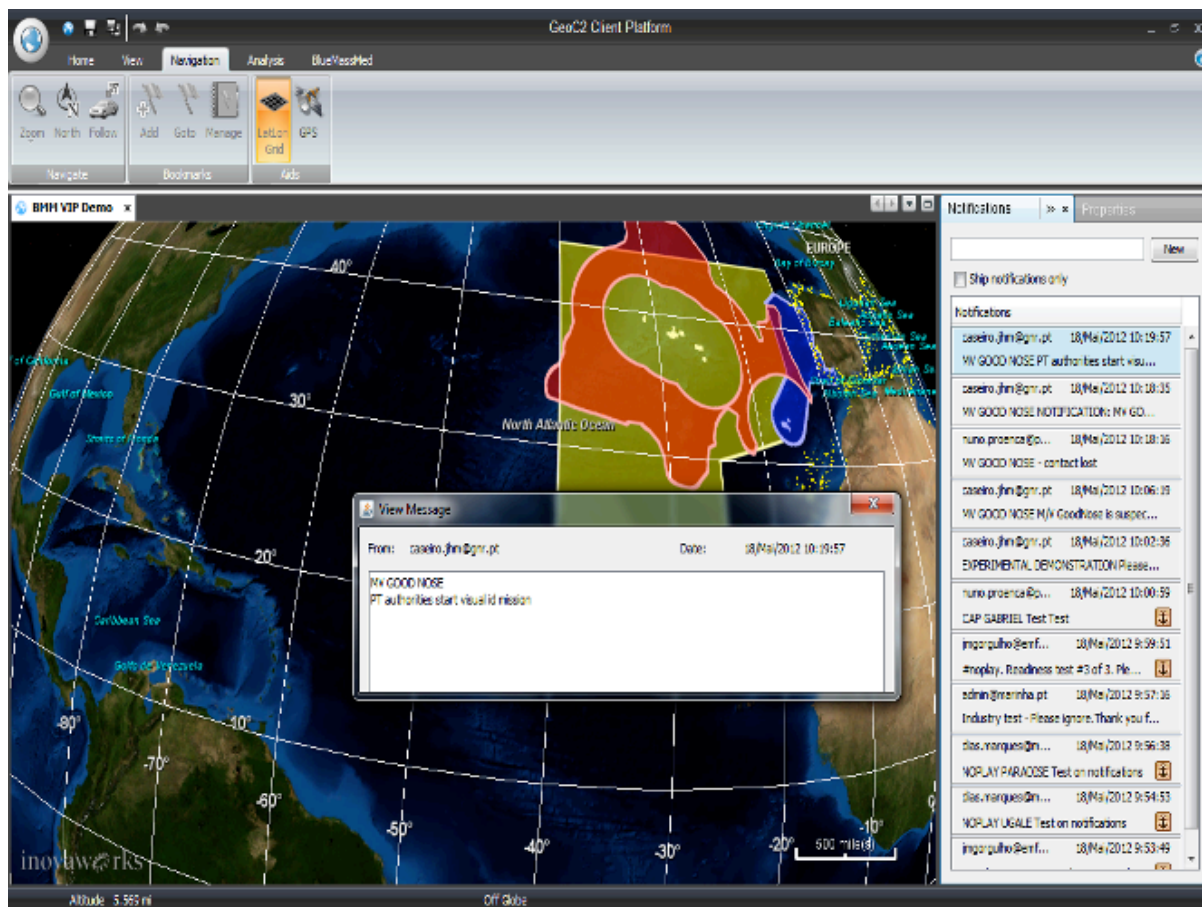
Afterwards, the FR Navy provides the last known position of the M/V GOODNOSE obtained by the S-AIS reporting systems.
VIP 2C

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.



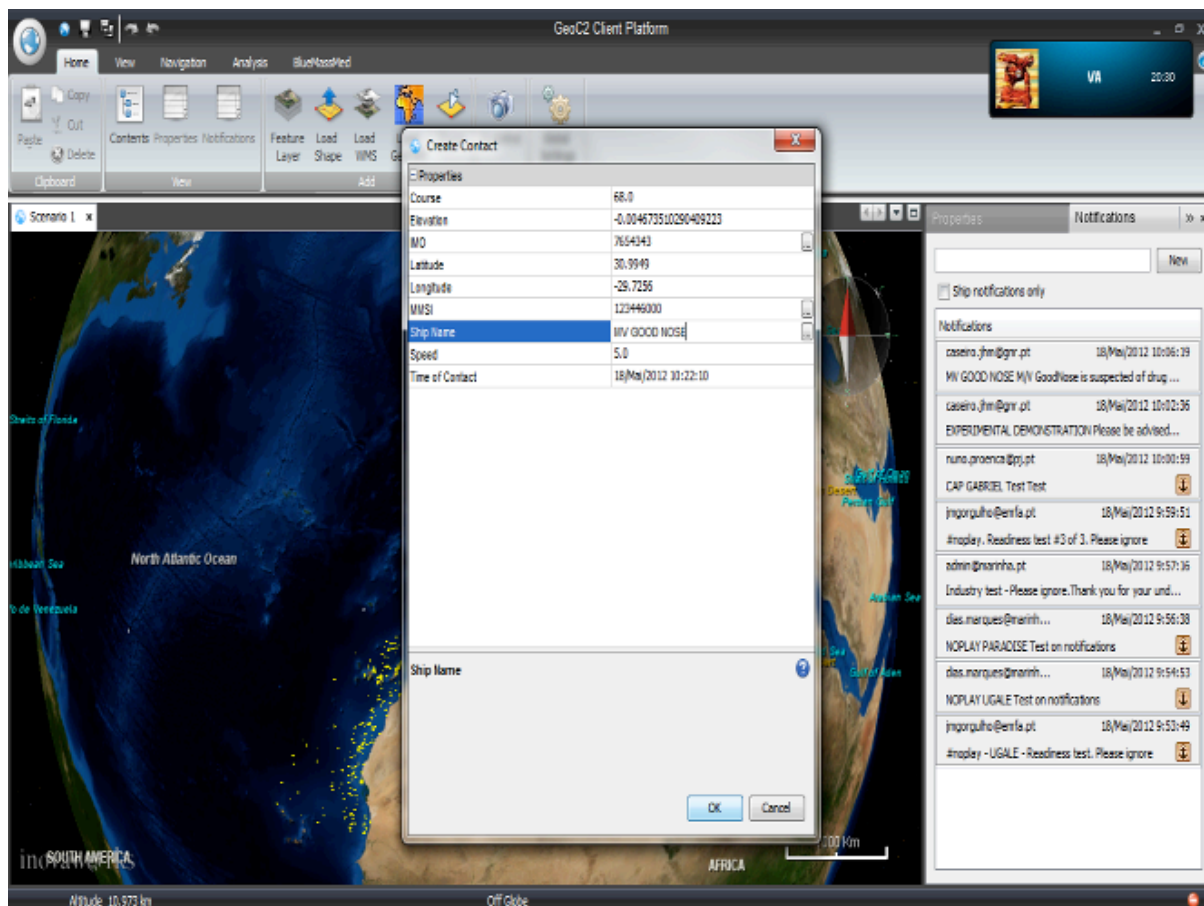


3 days after, in order to locate the M/V GOODNOSE, PT GNR notifies the launch of a visual identification mission





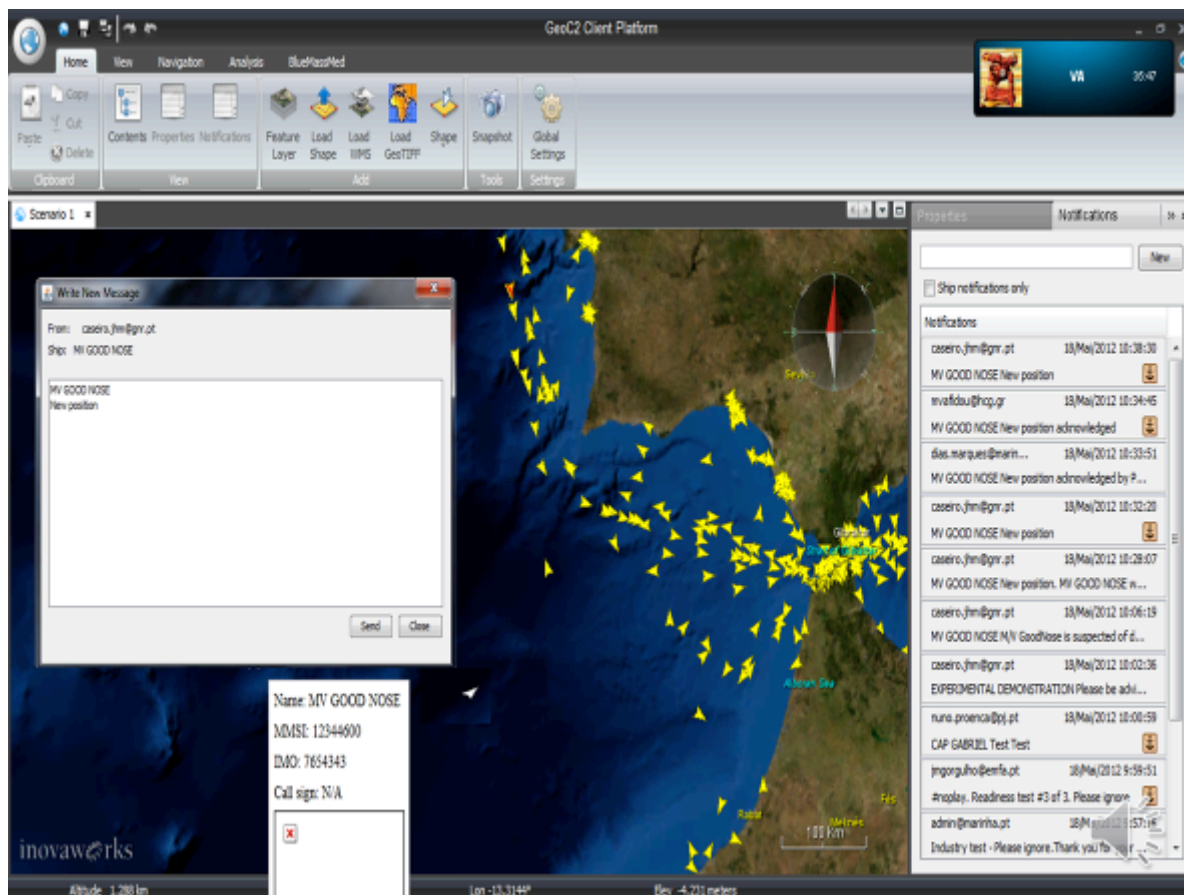
Four hours later the M/V GOODNOSE is located and identified by the PT Maritime Patrol Aircraft and PT GNR injects the updated position and ship id information in the Maritime Picture through the PT Navy Primary Node





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

Visualizza Eventi Designazione Classificazione Stampi Torna al servizio

Totale Alerti

ID Operatore: DCL_FUOZ_BM_010 Data Operatore: PS

Evento Immigrazione Clandestina

Salva Iniziativa

Designazione: **Gestione Evento**

Colore Evento: **Stato:** Aperto

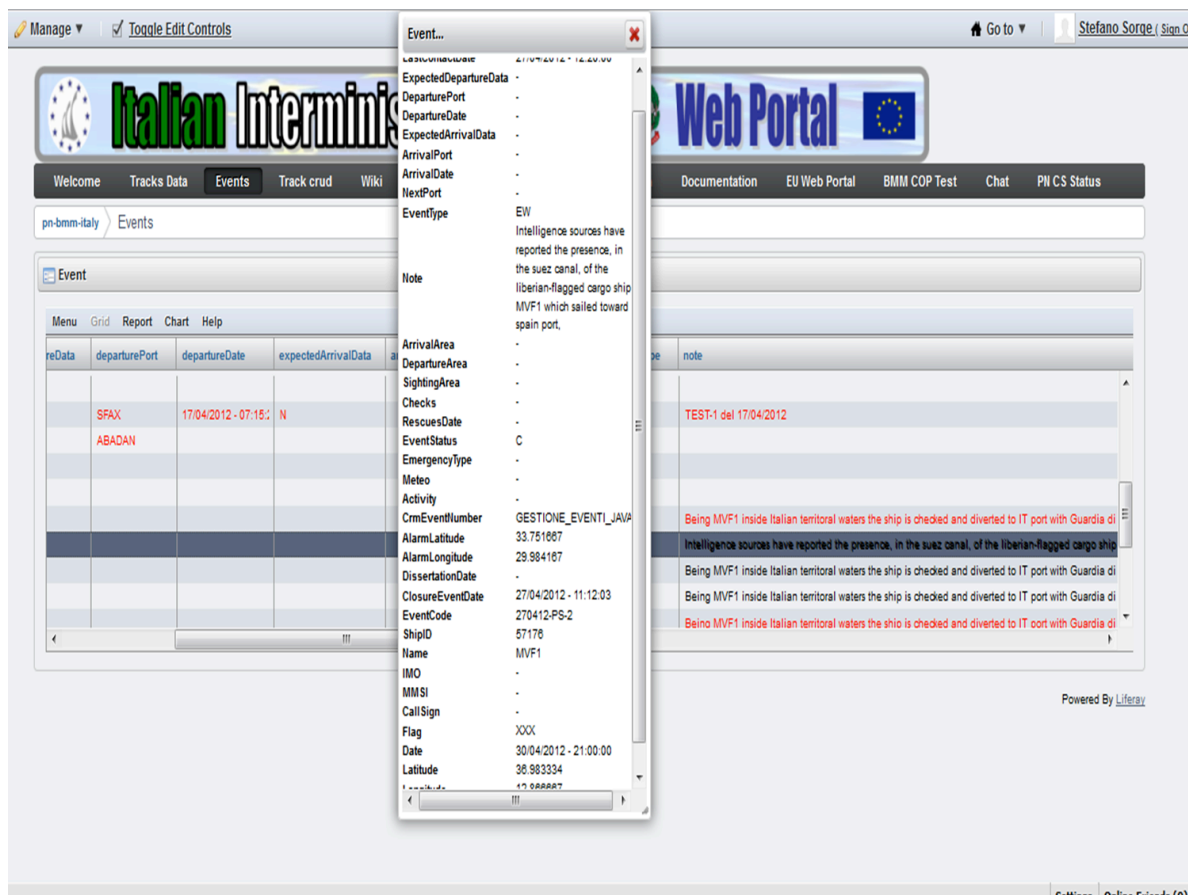
Insediamento: Informazione in SAR:

Dettaglio Evento

Orario:	07/07/2012 16:28:00	Emergenza Medica:	<input type="checkbox"/>
Numero Avvistamento:	Alfano	Rischio Infiltr. Terror.:	<input type="checkbox"/>
Nome Navante:	BPC	Altezza Mare:	
Caratteristiche navante:		Partenza Presunta:	<input type="checkbox"/>
ODG:		Area Partenza:	
SOG:		Porto Partenza:	
Direzione:		Approdo presunta:	<input type="checkbox"/>
Latitudine:	33 Gradi 00 Minuti 00 Secondi	Area Approdo:	
Longitudine:	20 Gradi 00 Minuti 00 Secondi	Porto Approdo:	
Distanza da costa:		Data Sbarca:	
N. Clandestini:			
Autore Avvistamento:			
Mezzo più vicino:			
Note Evento:	MFL suspected of illegal trafficking		



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



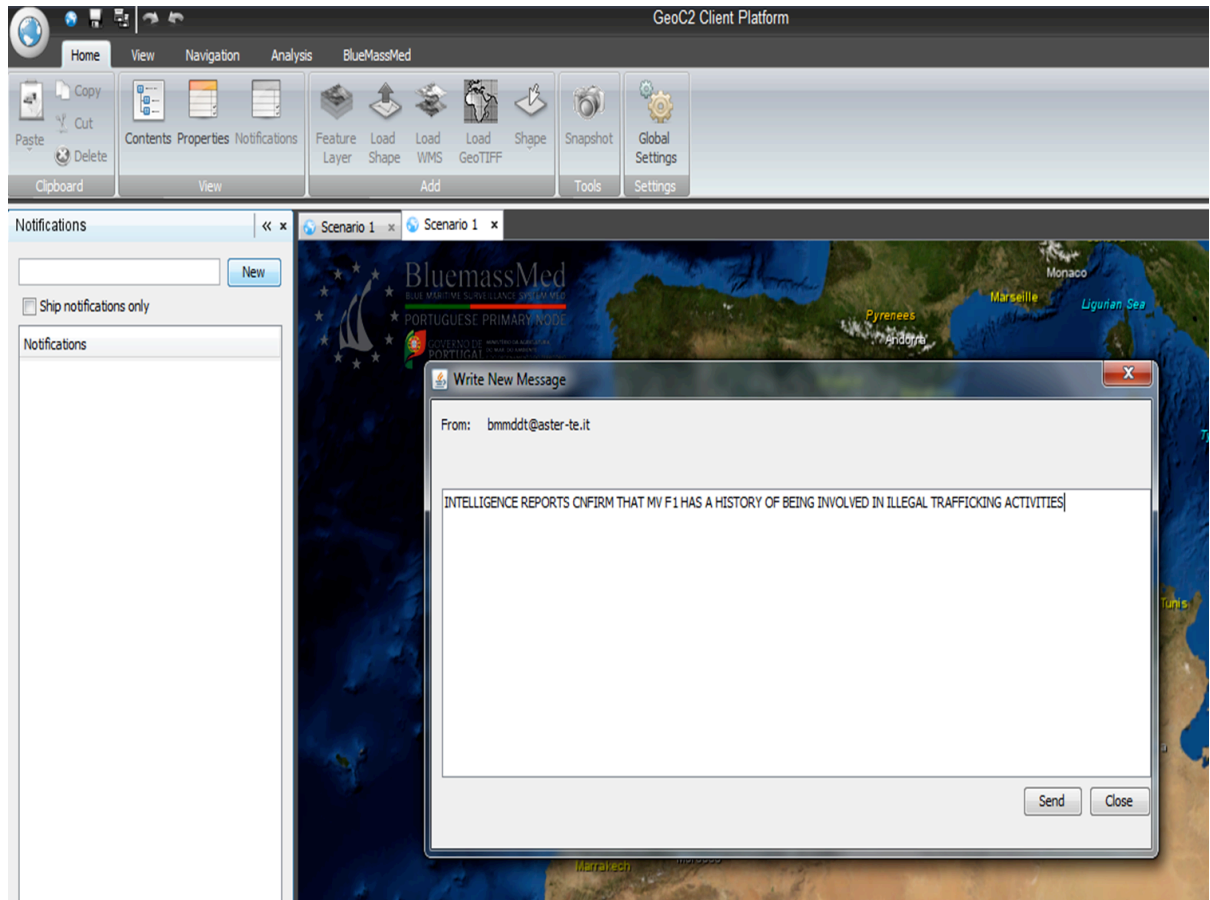
The screenshot shows the 'Italian Interministerial Web Portal' interface. A modal window titled 'Event...' is open, displaying the following details for an event:

- ExpectedDepartureData: -
- DeparturePort: -
- DepartureDate: -
- ExpectedArrivalData: -
- ArrivalPort: -
- ArrivalDate: -
- NextPort: -
- Eventtype: EW
- Note: Intelligence sources have reported the presence, in the suez canal, of the liberian-flagged cargo ship MVF1 which sailed toward spain port.
- ArrivalArea: -
- DepartureArea: -
- SightingArea: -
- Checks: -
- RescuesDate: -
- EventStatus: C
- EmergencyType: -
- Meteo: -
- Activity: -
- CrmEventNumber: GESTIONE_EVENTI_JAVA
- AlarmLatitude: 33.751667
- AlarmLongitude: 29.984167
- DissertationDate: -
- ClosureEventDate: 27/04/2012 - 11:12:03
- EventCode: 270412-PS-2
- ShipID: 57178
- Name: MVF1
- IMO: -
- MMSI: -
- CallSign: -
- Flag: XXXX
- Date: 30/04/2012 - 21:00:00
- Latitude: 38.983334
- Longitude: 17.888887

The background interface shows a table with columns: reData, departurePort, departureDate, and expectedArrivalData. The table contains one entry with 'SFAX' in the departurePort column and 'ABADAN' in the departureDate column. The event status is 'C'. The background also shows a 'Web Portal' header with navigation links like 'Documentation', 'EU Web Portal', 'BMM COP Test', 'Chat', and 'PII CS Status'. A note section contains the text: 'TEST-1 del 17/04/2012' and 'Intelligence sources have reported the presence, in the suez canal, of the liberian-flagged cargo ship MVF1 inside Italian territorial waters the ship is checked and diverted to IT port with Guardia di Finanza'.



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

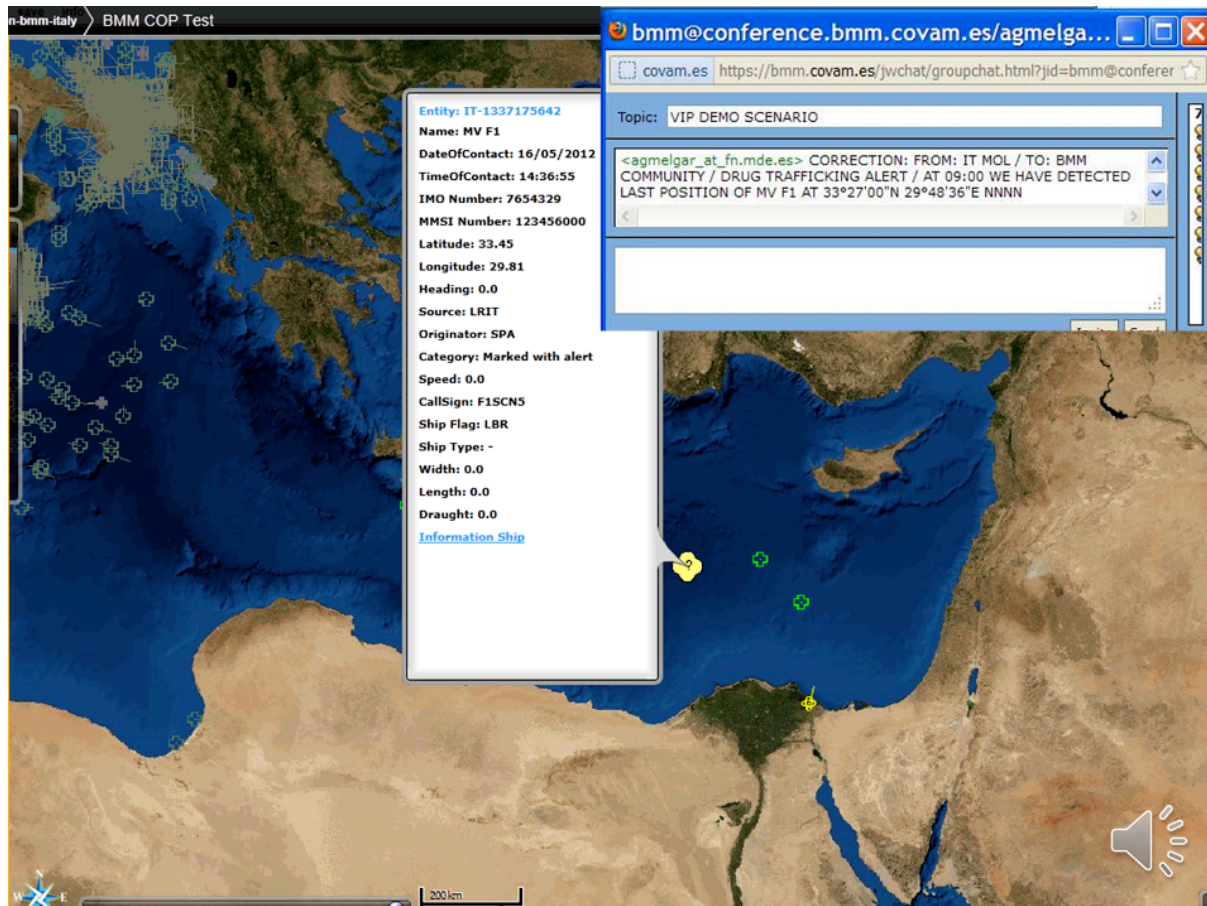




The Spanish SASEMAR injects LRIT track information of the M/V F1 ship heading to Barcelona and notifies the last known position of the Ship. Thanks to the BMM connection, the LRIT information is immediately available to all the involved authorities

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.



The screenshot displays the BlueMassMed web interface. At the top, there is a header with the European Union flag, the Spanish Navy Primary Node logo, and the Spanish flag. Below the header, the navigation menu includes SBCMP, Web Services, WMS, Chat, and Forum. The main content area shows a maritime surveillance map with various vessel tracks and labels. A 'Create Track' dialog box is open, allowing the user to input vessel details. A popup window for 'MV GN' provides specific information about the vessel.

Field	Value
Name	MV GN
Ship type	Unknown
MMSI	123446000
IMO	7654343
Longitude	1°50'38.20" W
Latitude	36°02'46.41" N
Speed	5
Heading	080
Cog (Course over ground)	080
DimensionA	
DimensionB	
DimensionC	
DimensionD	
Destination	
Status	Underway(Engine)
CallSign	F4SCN4
Flag	COLOMBIA

Field	Value
Flag	CO
Ship Type	Unknown
MMSI	123446000
IMO	7654343
Status	Underway(Engine)
Call Sign	F4SCN4
Cargo	undefined
Destination	null
Longitude	01°50'38.2"W
Latitude	36°02'46.4"N
Speed	5.0
Heading	0
Source	SPA
Date	Fri, 18 May 2012 08:47:37 GMT
Photos	External Resource



3 hours later, the ship Pedro y Nines VIII send an EPIRB emergency message (from an unknow 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.





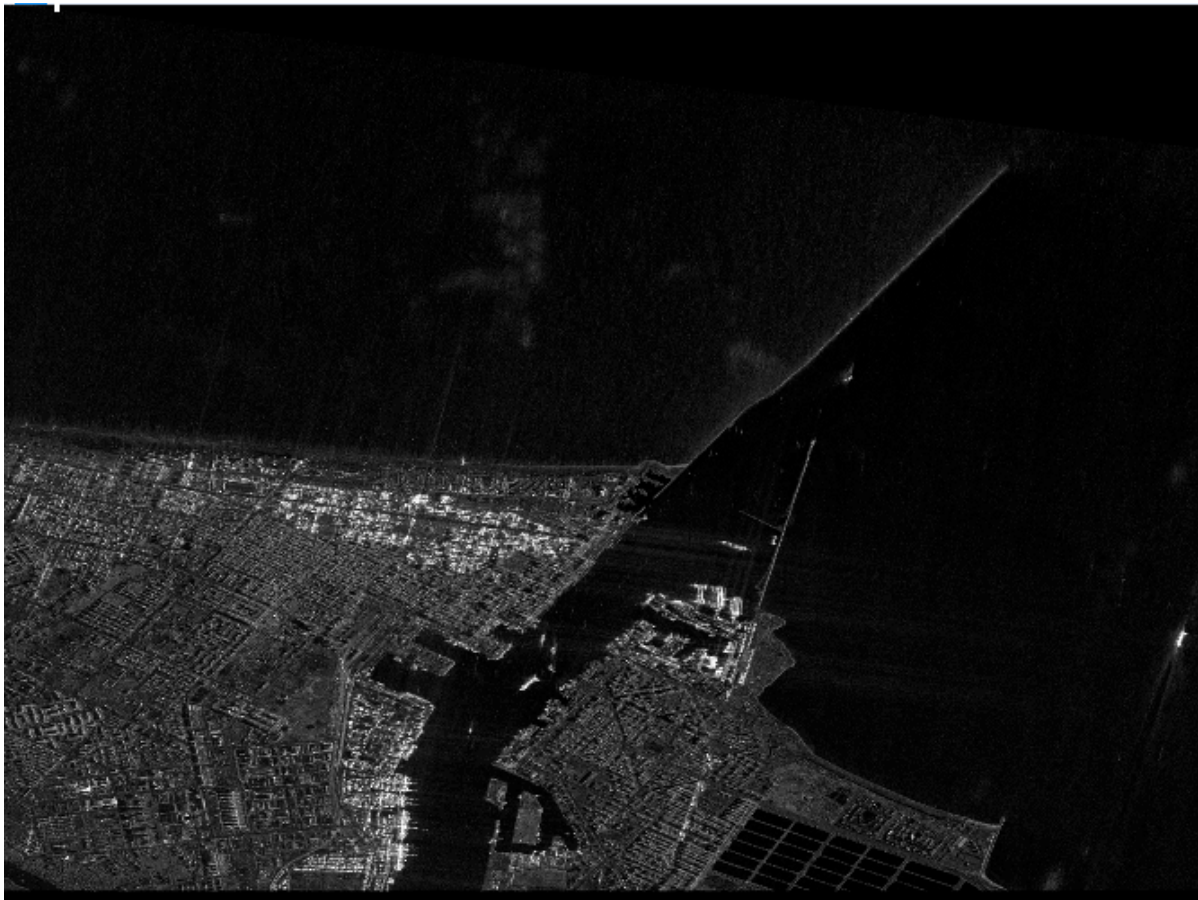
Thanks to the direct connection to the BMM Network, IT ASI provides satellite images on Suez Channel, on the Sicily Channel and in the Eastern Med area where no coverage from terrestrial sensors is available.

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



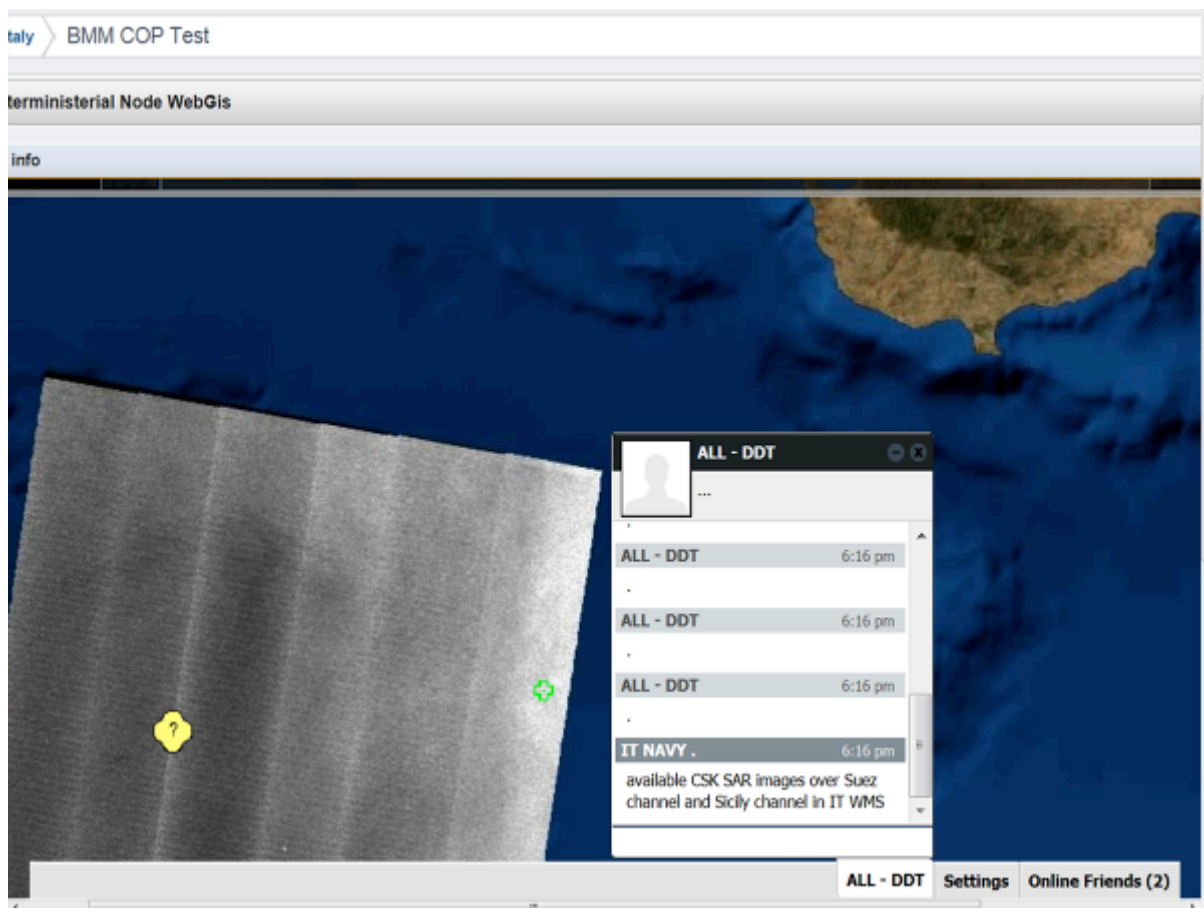


The Italian Ministry of Interior analyses a SAR image of the Suez Channel (Port Said) area showing a ship with features compatible with the M/V F1. This confirms the information received from the intelligence report.



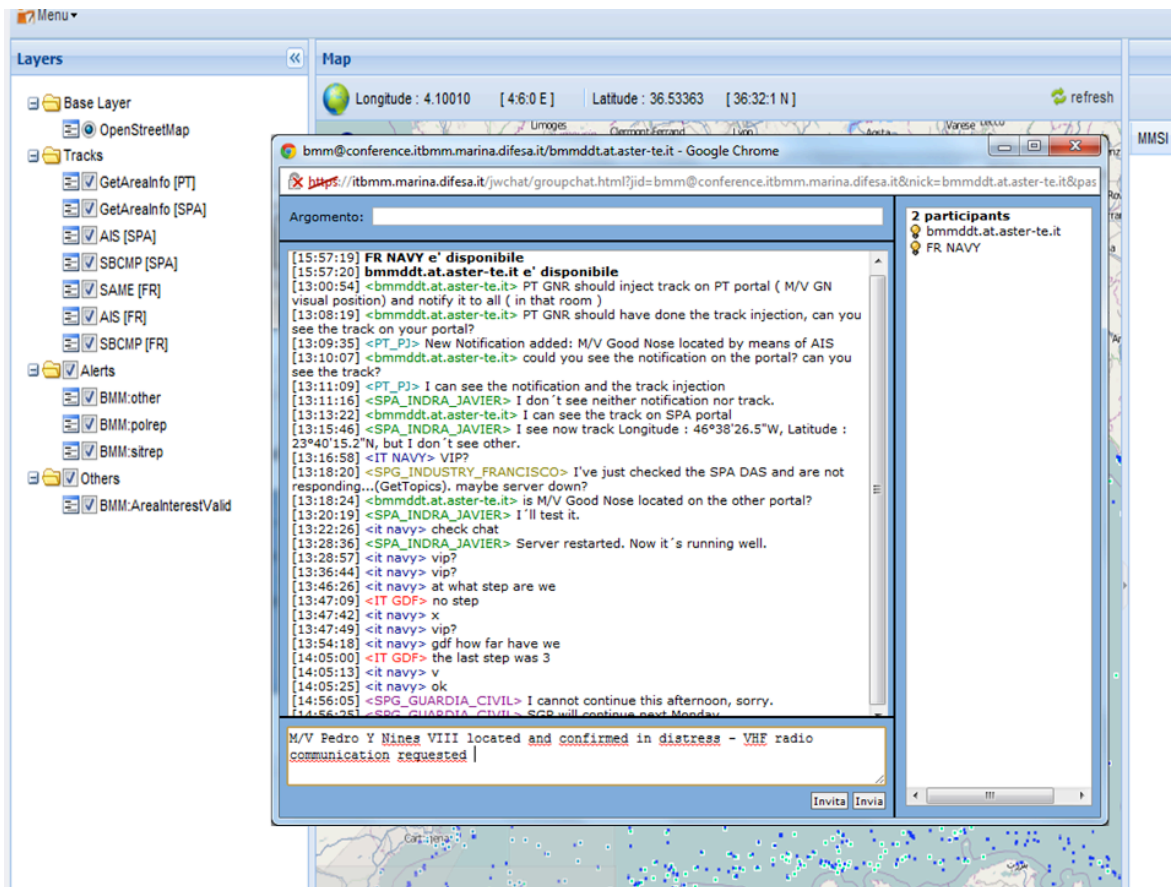


The last LRIT report position of the M/V F1 provided by Spanish SASEMAR is correlated to a Ship Detection Report coming from the provided SAR images. The M/V F1 position is correspondingly updated on the Maritime Picture.



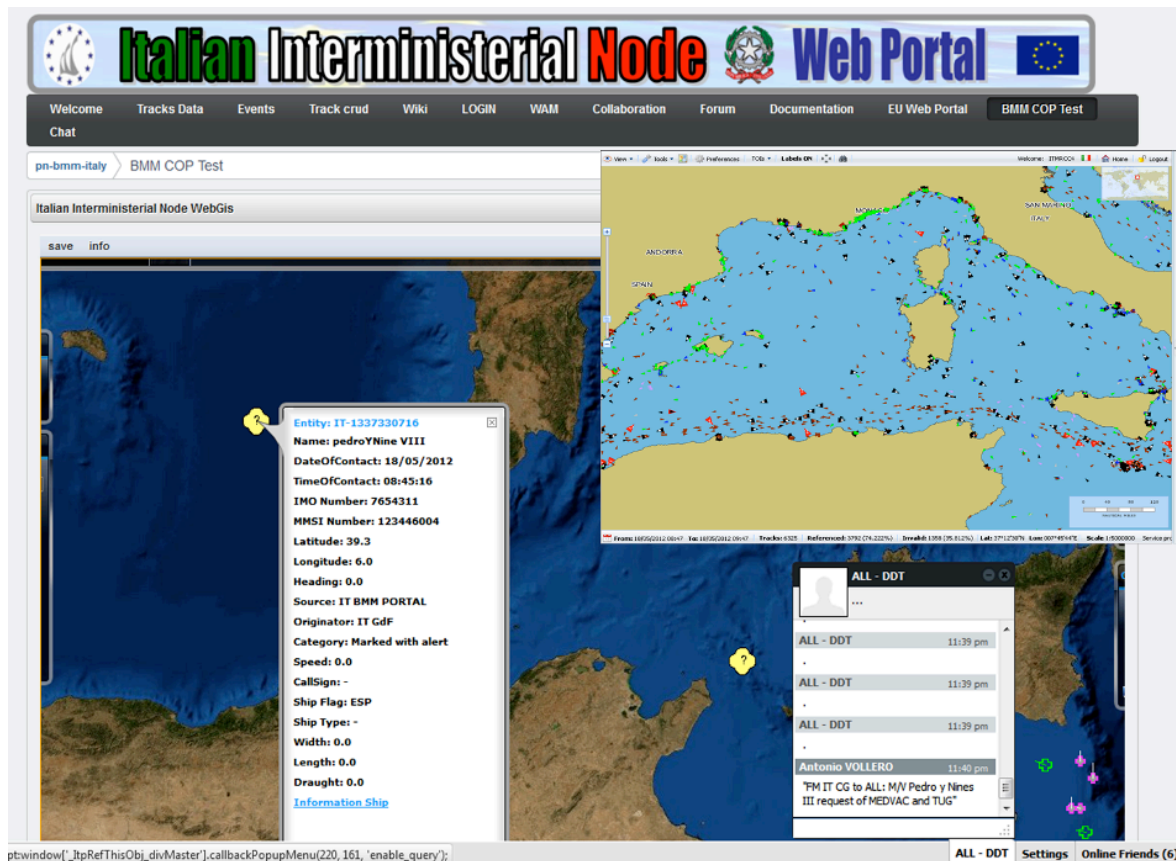


FR MRCC notifies that Pedro Y Nines VIII has been located and requests the SAR community to try establishing radio communications with the Ship in distress





The 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.



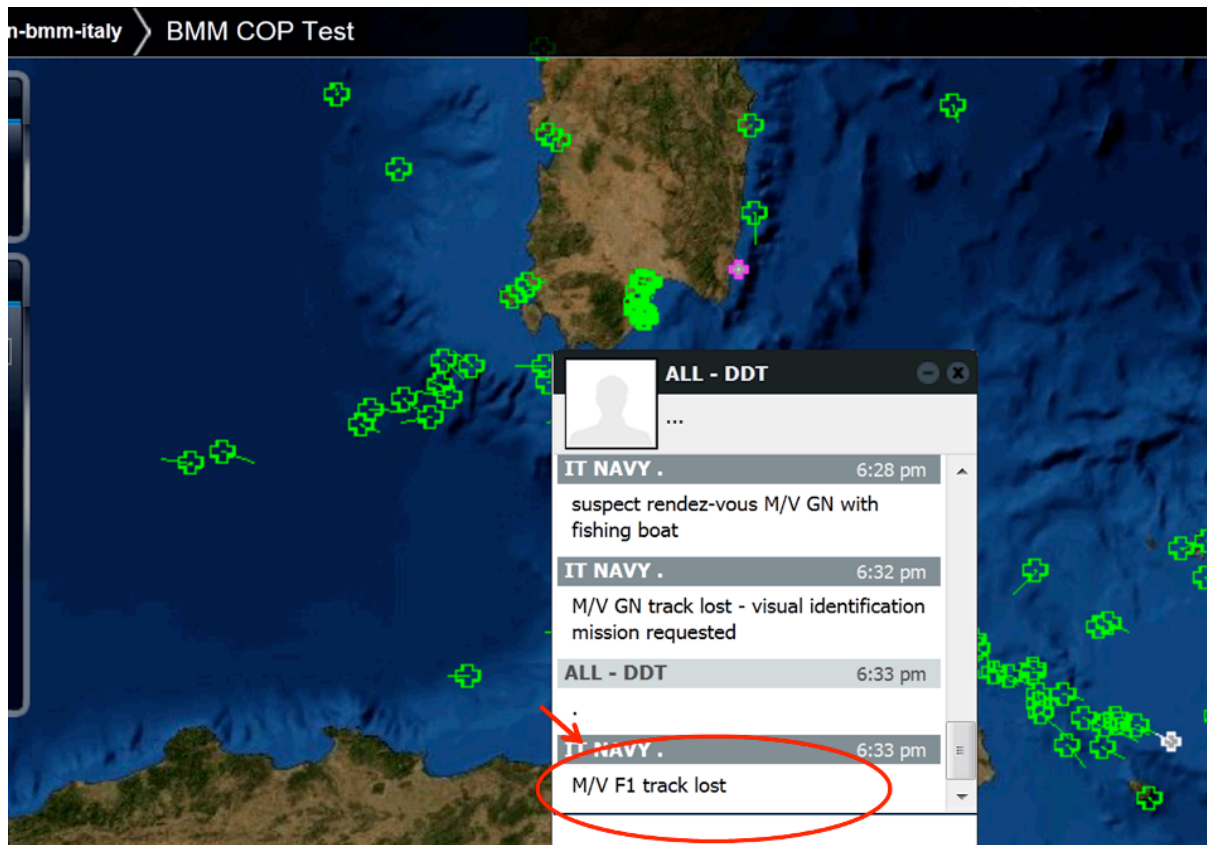


SP SASEMAR notifies that an helicopter and a vessel will be sent to rescue Pedro y Nines VIII



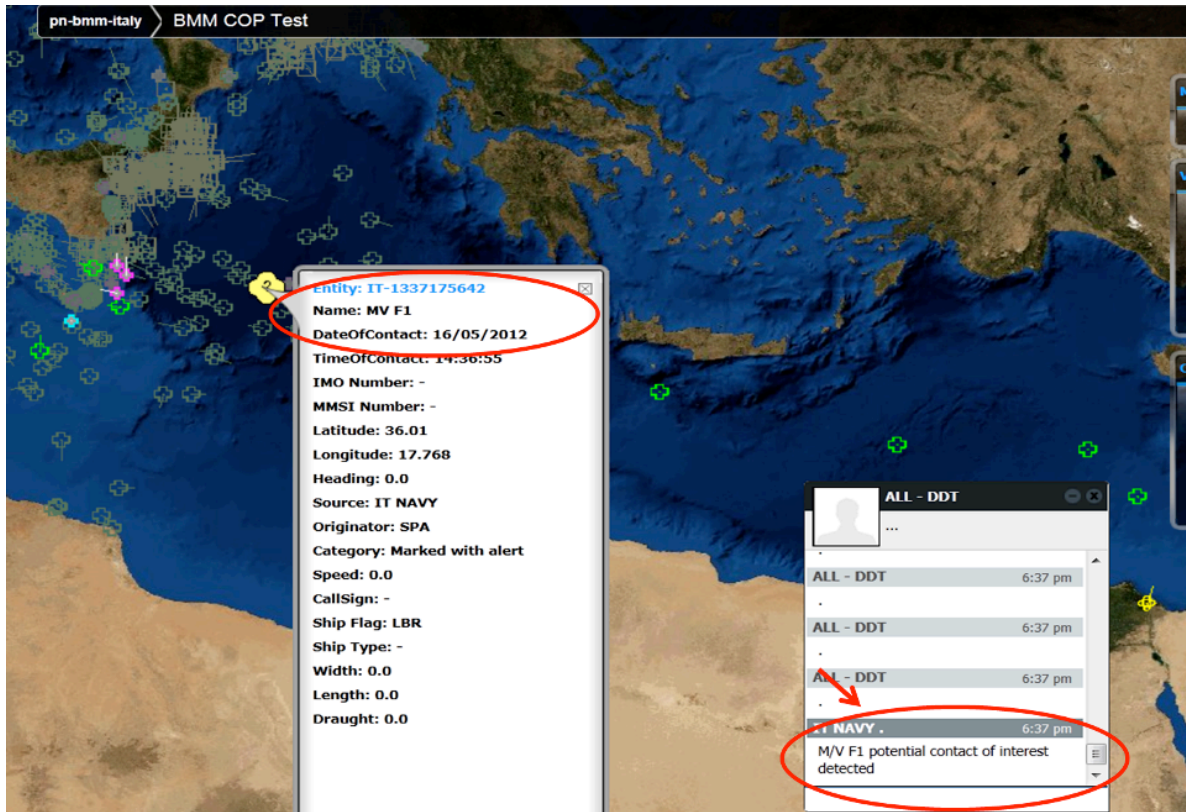


IT Navy notifies that M/V F1 contact is lost on the Maritime Picture because of a probable diversion maneuver and AIS switch off. IT Navy orders a naval patrol active in the area to survey the area in order to identify potential non cooperative ships



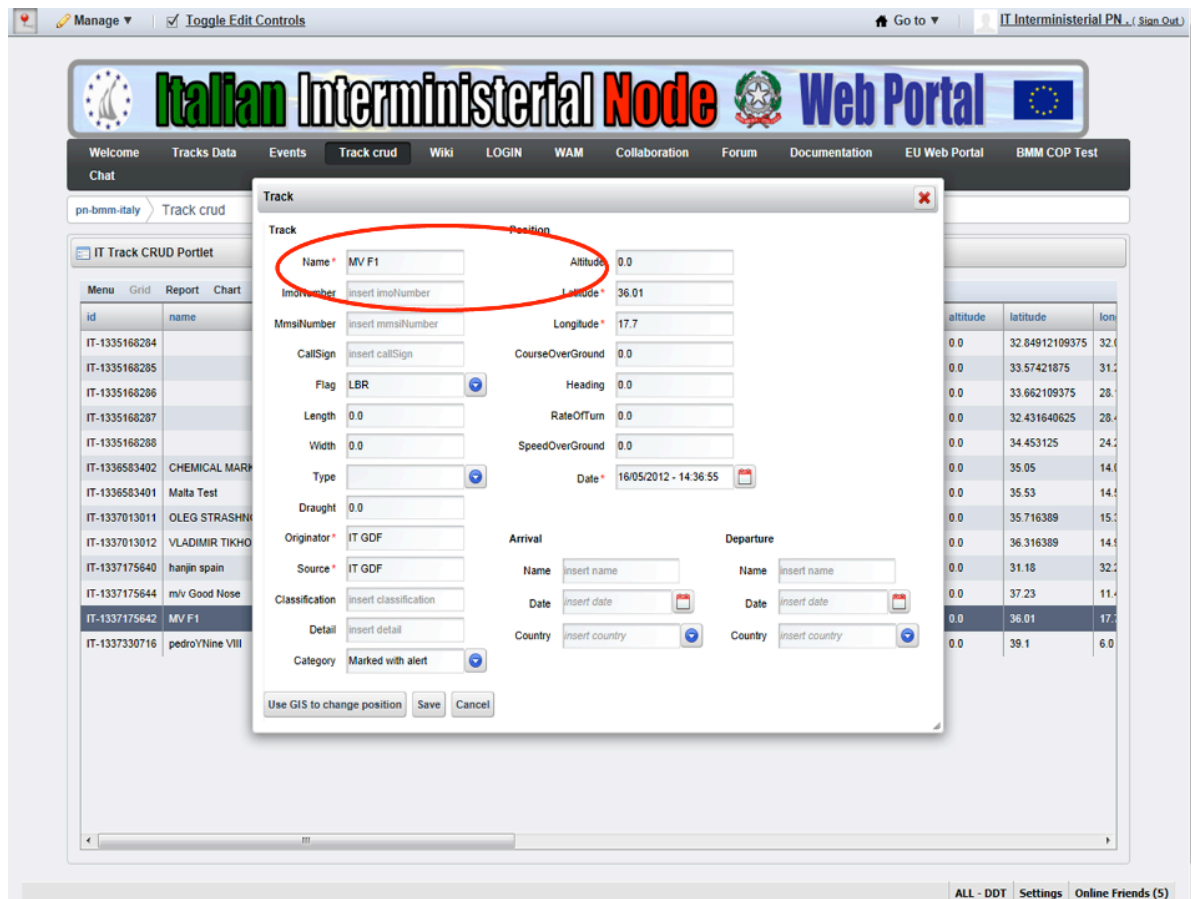


After 10 hours, IT Navy notifies to the BMM community that a contact of interest matching with the M/V F1 features and voyage data has been detected by the Maritime Patrol Vessel. A visual identification mission is requested through a MPA of the Italian GdF in order to confirm identification.





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.



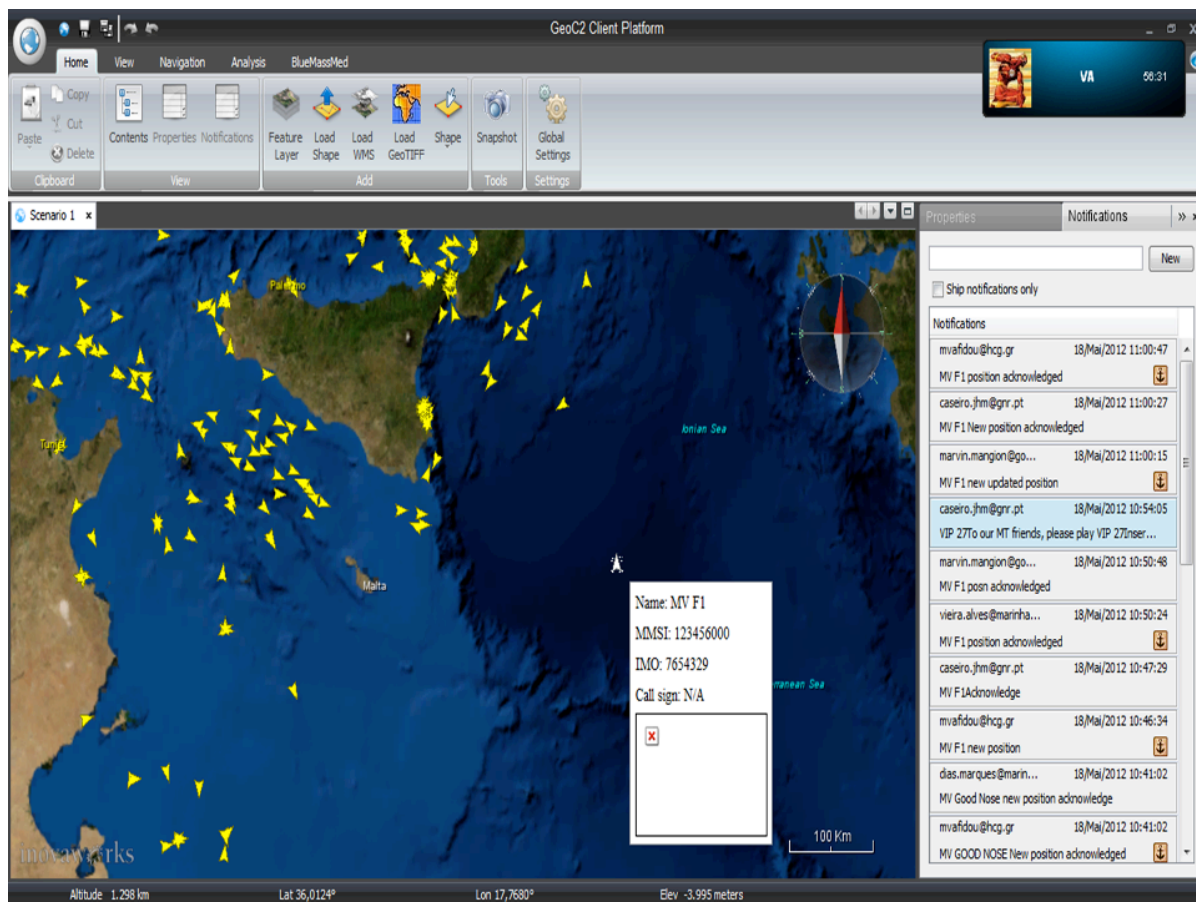


The updated identification and position of the M/V F1 is notified by the Italian Interministerial PN to the BMM Community. Italian MOI requests continuous monitoring and confirms suspect involvement of the M/V F1 in illegal activities



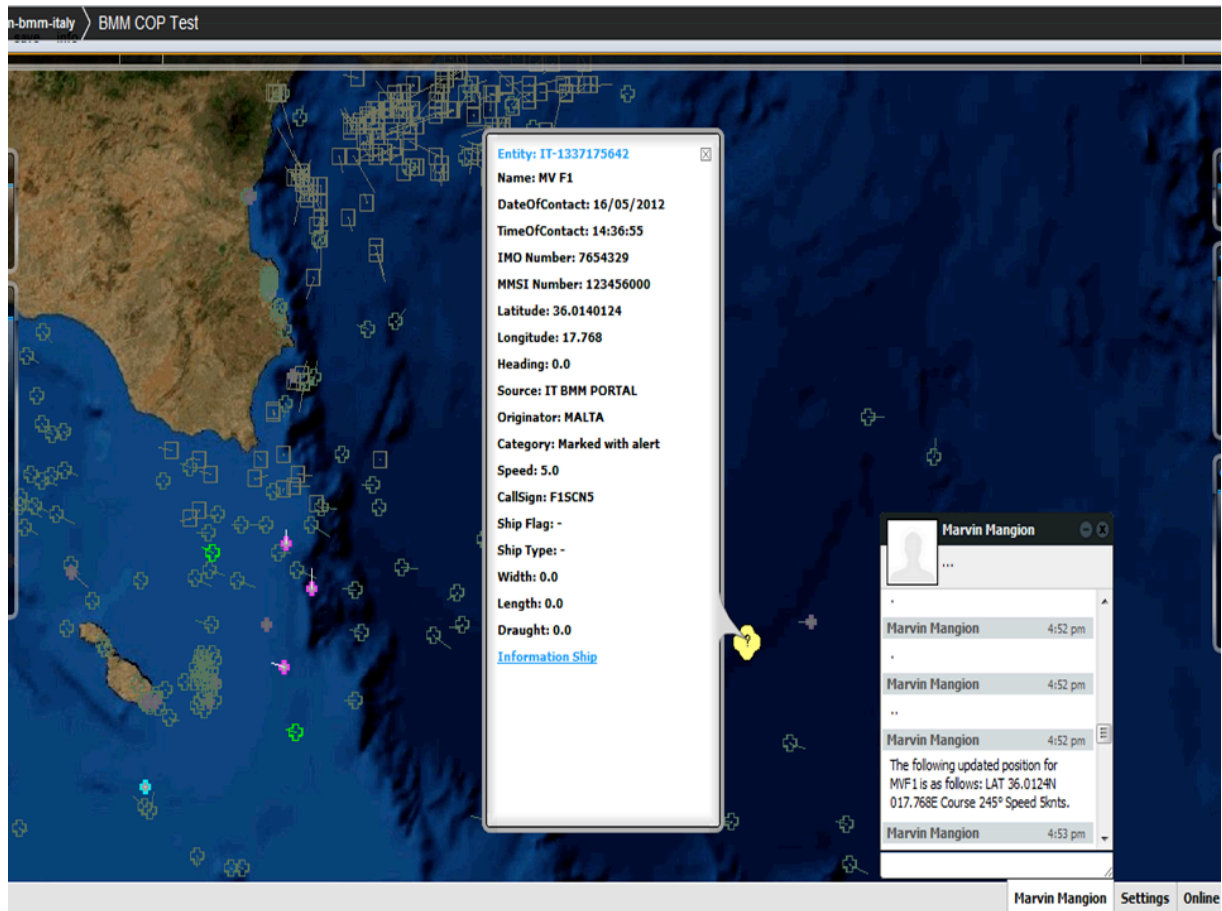


The Malta Armed Forces detect the M/V F1 through a Maritime Surveillance Helo and inject the updated position of the M/V F1 into the Maritime Picture through the Portuguese Navy PN.





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



The screenshot displays a maritime surveillance interface. At the top left, the text 'n-bmm-italy BMM COP Test' is visible. The main area is a map of the Mediterranean Sea with numerous ship icons. A central popup window provides details for a specific ship:

- Entity: IT-1337175642
- Name: MV F1
- DateOfContact: 16/05/2012
- TimeOfContact: 14:36:55
- IMO Number: 7654329
- MMSI Number: 123456000
- Latitude: 36.0140124
- Longitude: 17.768
- Heading: 0.0
- Source: IT BMM PORTAL
- Originator: MALTA
- Category: Marked with alert
- Speed: 5.0
- CallSign: F1SCN5
- Ship Flag: -
- Ship Type: -
- Width: 0.0
- Length: 0.0
- Draught: 0.0
- [Information Ship](#)

On the right side, a chat window titled 'Marvin Mangion' is open, showing a conversation log:

- Marvin Mangion 4:52 pm
- Marvin Mangion 4:52 pm
- Marvin Mangion 4:52 pm
- The following updated position for M/V F1 is as follows: LAT 36.0124N 017.768E Course 245° Speed 5knts.
- Marvin Mangion 4:53 pm

At the bottom right, there are buttons for 'Marvin Mangion', 'Settings', and 'Online'.



BlueMassMed Final Report – TWG



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.

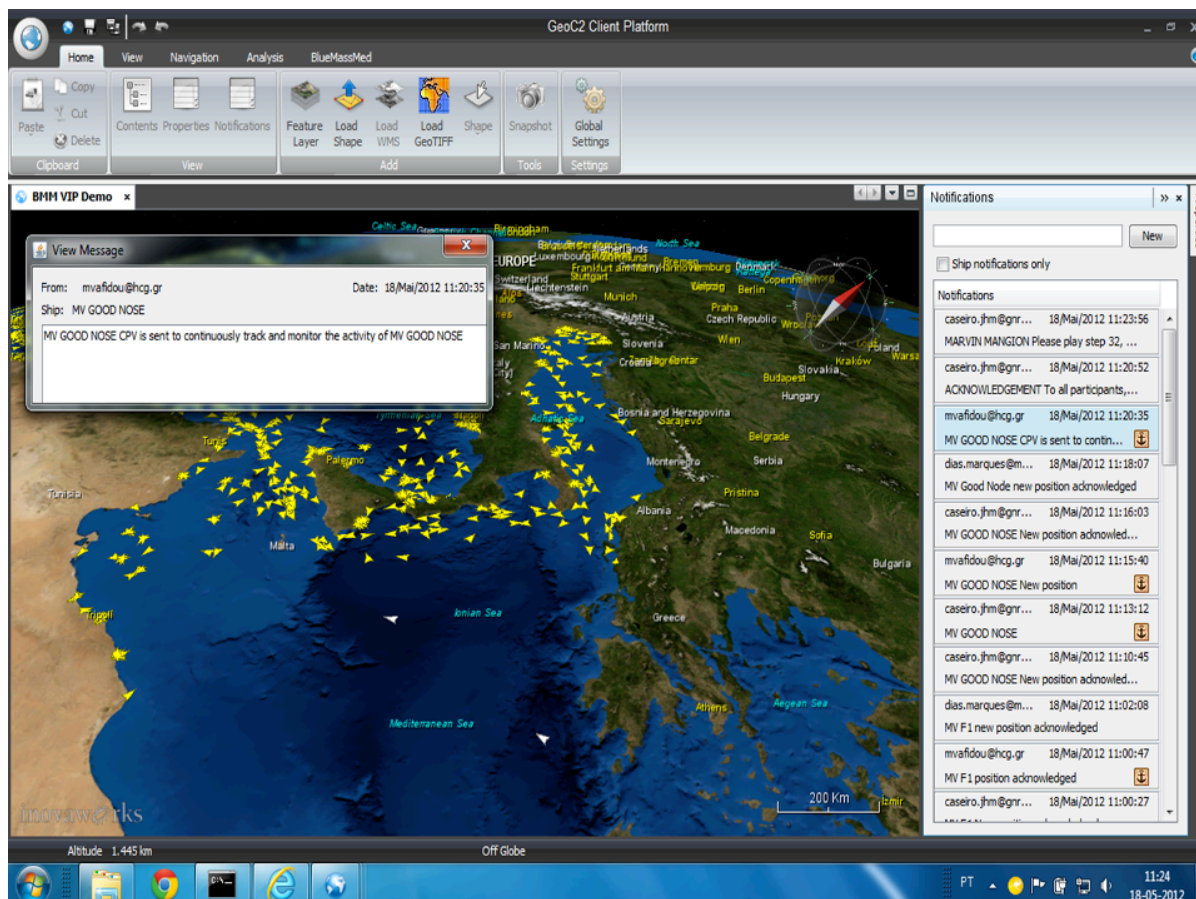
Moreover Reports from EUSC are attached to the tracks and made available on the BMM network, supporting analysis of the situation at sea

PLEAYDES IMAGES AND EUSC REPORT TO BE INSERTED



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

Gestione Eventi
Visualizza
Eventi Immigrazione Clandestina
Stampa
Torna al portale

Id Operatore: DCI_FUNZ_RM_018 Ente Operatore: PS

Evento Immigrazione Clandestina

[Salva](#) [Indietro](#)

Originatore: **Gestione Evento**

Codice Evento*:

Stato*: Trasferito

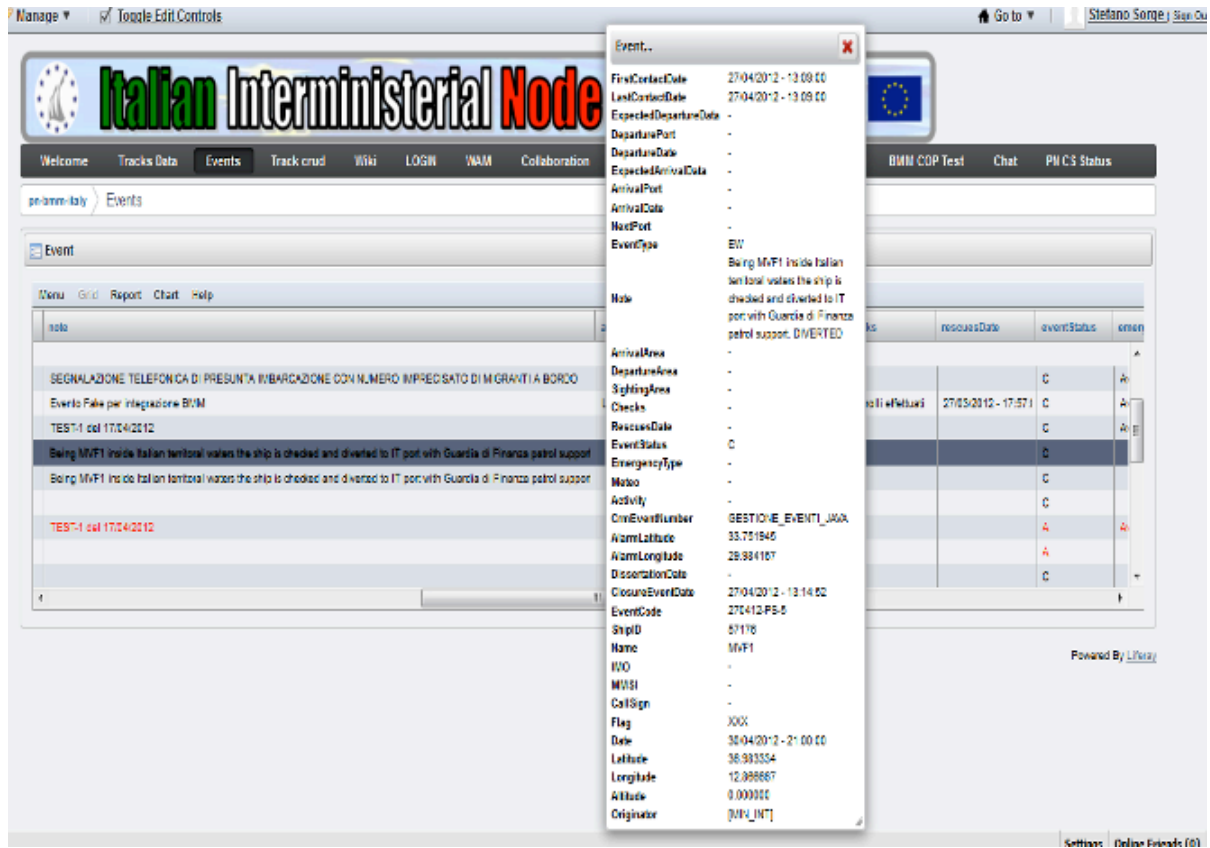
Trasferito a: Guardia di Finanza Trasforma in SAR:

Dettaglio Evento

<p>Orario*: 13 June</p> <p>Natura Avvistamento: Avvistamento da dispositivo</p> <p>Nome Natante: M/F1</p> <p>Caratteristiche natante: suspected vessel</p> <p>COG: <input type="text"/></p> <p>SOG: <input type="text"/></p> <p>Direzione: <input type="text"/></p> <p>Latitudine*: 37 Gradi 20 Minuti Secondi</p> <p>Longitudine*: 13 Gradi 00 Minuti Secondi</p> <p>Distanza da costa: Entro le 24 miglia</p> <p>N. Clandestini*: n.a</p> <p>Autore Avvistamento: GDF</p> <p>Mezzo più vicino: GDF</p> <p>Note Evento: Alert is close</p>	<p>Emergenza Medica: <input type="checkbox"/></p> <p>Rischio Infiltr. Terror.: <input type="checkbox"/></p> <p>Situazione Meteo: </p> <p>Partenza Presunta: <input type="checkbox"/></p> <p>Area Partenza: <input type="text"/></p> <p>Porto Partenza: </p> <p>Approdo presunto: <input type="checkbox"/></p> <p>Area Approdo: <input type="text"/></p> <p>Porto Approdo: </p> <p>Data Sbarco: </p>
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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.



The screenshot shows the 'Italian Interministerial Node' web application. A modal window titled 'Event...' is open, displaying the following details for an event:

- FirstContactDate: 27/04/2012 - 13:09:00
- LastContactDate: 27/04/2012 - 13:09:00
- ExpectedDepartureDate: -
- DeparturePort: -
- DepartureDate: -
- ExpectedArrivalDate: -
- ArrivalPort: -
- ArrivalDate: -
- NextPort: -
- EventType: EW
- Note: Being MVF1 inside Italian territorial waters the ship is checked and diverted to IT port with Guardia di Finanza patrol support. DIVERTED
- ArrivalArea: -
- DepartureArea: -
- SightingArea: -
- Checks: -
- RescueDate: -
- EventStatus: C
- EmergencyType: -
- Web: -
- Activity: -
- CivEventNumber: GESTIONE_EVENTI_JWA
- AlarmLatitude: 33.751840
- AlarmLongitude: 28.984167
- DissolutionDate: -
- ClosureEventDate: 27/04/2012 - 13:14:02
- EventCode: 270412-PS-8
- ShipID: 87176
- Name: MVF1
- IHO: -
- MMSI: -
- CallSign: -
- Flag: XXX
- Date: 2012-04-27 13:00:00
- Latitude: 36.93354
- Longitude: 12.888667
- Altitude: 0.000000
- Originator: [MVF_INT]

The background interface shows a table of events with columns for 'rescueDate', 'eventStatus', and 'origin'. The event being viewed is highlighted in blue.