

Demonstration 4: Safety and security enhanced thanks to CISE



Speaker:

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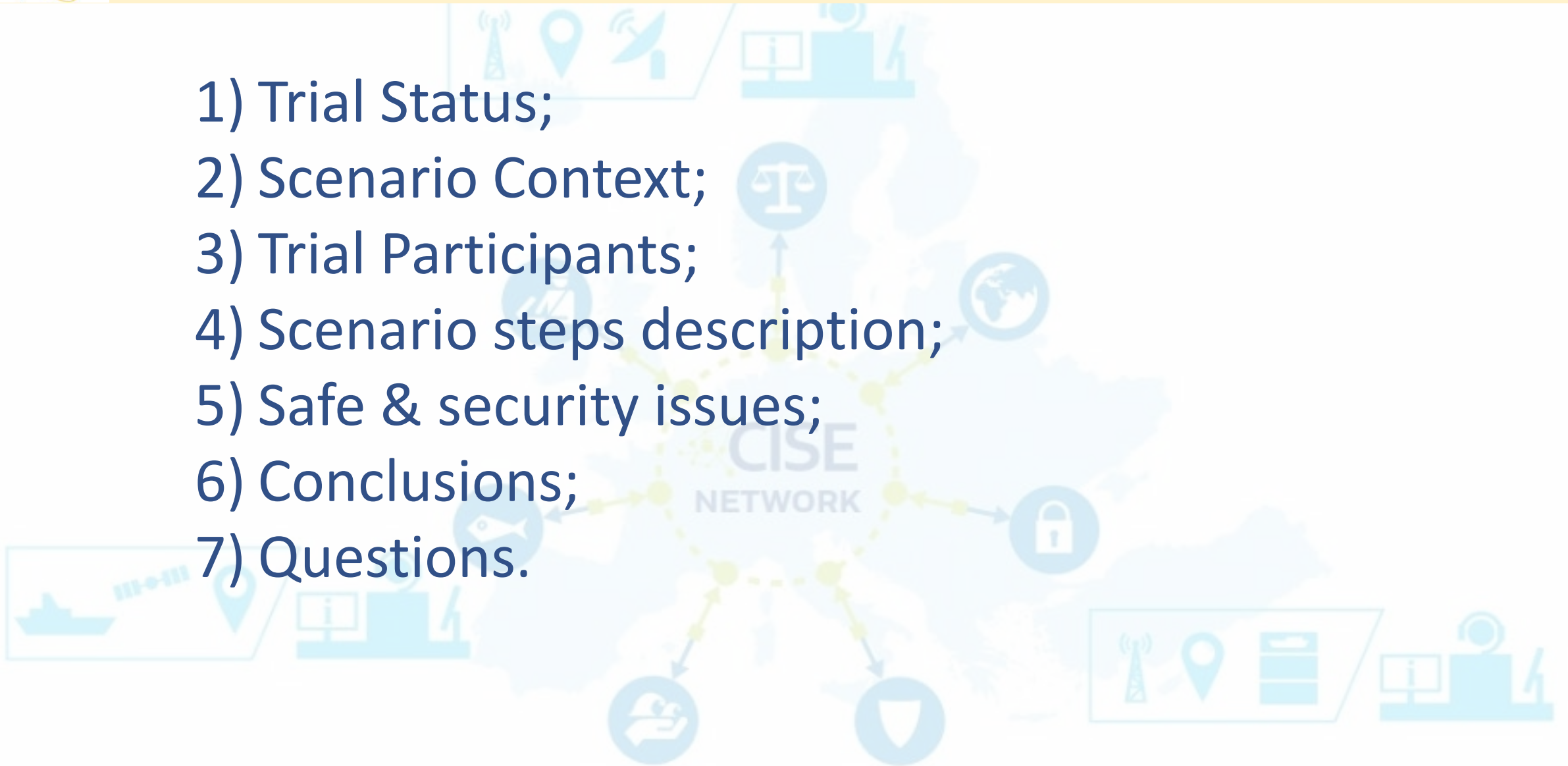


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Agenda

- 1) Trial Status;
- 2) Scenario Context;
- 3) Trial Participants;
- 4) Scenario steps description;
- 5) Safe & security issues;
- 6) Conclusions;
- 7) Questions.





Trial Status

Current status:

- 1) ADM adaptor: implemented
- 2) CISE operational services implemented : Vessel of interest (VOI) list; Event reporting (incident); Risk profile;
- 3) ASI CISE Node upgrade: implemented;
- 4) Connection between ADM Adaptor and ASI CISE Node: ongoing.

Presentation of preliminary results:

- a) In the final report





Trial Status

Scenario Trial Execution Plan:

- 1) Kick-Off Meeting: 28 of august
- 2) Follow Up Meeting: during the first week of september
- 3) Trial Preparation and Setup: during the first week of september
- 4) Trial execution: 16-18 of september



CISE
NETWORK





Trial Status

Scenario Trial Execution Plan:

- 1) Kick-Off Meeting: 28 of August **TO BE RESCHEDULED**
- 2) Follow Up Meeting: during the first week of september **POSTPONED**
- 3) Trial Preparation and Setup: during the first week of september **POSTPONED**
- 4) Trial execution: 16th-18th of September **POSTPONED**

Delays due to:

- 1) Connectivity issues



What has been done meanwhile

- 1) To ensure that the CISE Adaptor implemented is fully compliant with the CISE standard, it has been tested, before the implementation of the HTTPS protocol by ASI, and in order to guarantee the correct execution of the connectivity and coherence tests of the data, with a simulator implemented by EMSA capable of replacing a CISE node.
- 2) In June 2024, ASI has updated the CISE node to support the HTTPS protocol.
- 3) In order to establish direct communication with the ASI node while respecting every security standard, it has been necessary to implement a point-to-point VPN between our subcontractor and ASI.





What has been done meanwhile

- 4) In June, the preliminary connectivity tests between the ASI node and our subcontractor has been successfully completed; however, the dialogue between the ASI node and the ADM Adaptor remains to be tested;
- 5) the VPN has become up and running during the last days;
- 6) a problem with the message signature due to our subcontractor's cyber security rules needs to be solved.





Reference Use Case

Initiator CISE-ALERT partner: Italian Customs Agency (ADM)

Applicable Use Cases (WP2):

- Use Case 2: Spreading range for Pre-Clearing operations



Storyboard: The Italian Customs (ADM) is interested in monitoring the behavior of a cargo vessel that is expected to arrive in an Italian port. The scope is to verify if the vessel is performing suspected actions when sailing outside the Italian Territorial Waters (i.e. anomalous route, rendez-vous with small vessels, loss of AIS while sailing, discrepancy between the declared route and the effective route).

Initiator Legacy System: AIDA (owner: ADM)

Involved CISE-ALERT operational services: VOI List Service (to share a list of vessels with other authorities and to get notified when a vessel in the list is detected), Event Reporting Service (to inform other authorities about events occurring on board of vessels, seaborne or airborne assets, or at any location in the EU maritime territorial waters) and Risk Profile Service (the alert about risks in particular maritime geographical areas that may affect vessels, activities of the environment).



Trial Participants

The initiator:

- 1) ADM – the Italian European Customs Agency

Other CISE participants:

- 1) ASI - the Italian Space Agency (IT);
- 2) HMOD – the Ellenic Navy;
- 3) SatCen – the European Union Satellite Centre (EU);
- 4) MZI – the Slovenian Maritime Administration.



Agenzia Spaziale Italiana



ADM
AGENZIA DELLE DOGANE E DEI MONOPOLI

Area of interest

1.







Scenario steps description

- The **Initiator (ADM)** provides to **CISE participants** the IMO numbers of vessels of interest, the Area of Interest and the Period of Time to **CISE participants** that can provide ship information at open Sea.
- The **CISE participants** that have available information about the Vessels of Interest shared by the Initiator provides such information. The information to be shared could be at least:
 - Location (i.e. vessel position, any information of interest about the vessel from the CISE data model),
 - Event (anomalies detected by own legacy systems);
 - Risk (risk level assigned to each vessel of interest);
- The **Initiator (ADM)** receives and processes the information shared by **CISE participants**.
- **Expected information from the contributors:** from Greece anomalies on suspicious vessels; from ASI and Satcen satellite information; from Slovenia eventually alerts from the port of Koper.
- For each vessel included in the Vol list, the **Initiator Operator (ADM Officer)** communicates to ADM operators at the port of arrival to perform customs controls or to speed up the custom procedures.





Safe and Security issue

- Being part of the CISE Alert Network could help ADM to improve its mission: from our website “ ADM fosters Italy’s economic growth by facilitating the movement of goods in international trade and contributes to public health and safety, controlling goods entering the European Union and combating criminal activity such as smuggling, counterfeiting, money laundering and illicit trafficking of weapons, narcotics, refuse, foodstuffs and pharmaceuticals not compliant with current health legislation”.
- ADM is responsible for customs controls, they are based on risk analysis.
- The role of customs security control is parallel to the role of the application of procedures aimed at speeding up maritime traffic.
- The activity of risk analysis and forecasting, the early acquisition of data relating to maritime trade allow for interaction at multiple levels between the various organizations to improve and raise a greater level of contrast for security purposes.
- Exchanging information about what happens in the maritime environment could help ADM to improve the antifraud risk management framework.





Safe and Security issue

- ADM must address, especially in relation to sea ports because the majority of world trade takes place by sea, issues concerning the safety of the infrastructures as well as the safety of citizens, understood in a broad sense such as "security" and "safety".
- Risk analysis constitutes an issue of enormous complexity that cannot be addressed without a relevant collaboration between countries and without a relevant integrated intelligence activity between states. The point is of crucial importance.
- CISE Alert could be very useful for establishing stronger cooperative relationships with the other customs and maritime authorities in Europe.





Conclusions

Common Information Sharing Environment (CISE) is a very effective single tool for rapid information sharing related to safe and security.

Benefits associated are:

- **Future synergies:** opportunities for collaborations and for knowledge sharing;
- **Exchanging information** about what happens in the maritime environment could be without doubts a valuable source of knowledge for:
- **Improved data sets:** more accurate and comprehensive data for
- **Enhancing antifraud risk management** with the possibility to
- **Share information** with the other Italian authorities and
- **Establish** stronger cooperative relationships with the other customs and maritime authorities in Europe
- **Broader network** of information exchange and for
- **Strengthening international collaboration** to increase efforts to improve the protection of safe and security in terms of people and the environment





Questions

Thank you for your attention!

Any questions?

