



CISE's operationalization launch through A Long Endurance and Real live Test

CISE-ALERT eNewsletter №4

April 2025

Project CISE-ALERT – towards operational CISE

What we have achieved

During the final months of the CISE-ALERT project implementation, the members of the CISE-ALERT Consortium have put all their efforts and focus towards achieving the general goal of the project – to test and validate the real live use of the Common Information Sharing Environment – CISE.

During the project lifetime, the partners upgraded and updated some of their existing nodes and adaptors and developed new ones. In parallel, for the purpose of deploying the CISE-ALERT operational trials, the Consortium created seven realistic operational scenarios, dedicated to Drug trafficking, SAR, Pollution response, Pre-clearing operations, Illegal fishing, Protection of critical maritime infrastructure and Illegal Immigration.

Starting from April 2024, four of the seven scenarios – Illegal immigration, SAR, Pollution response and Protection of critical maritime infrastructure, were successfully deployed through the CISE-ALERT operational trials. As a result, by October 2024, five CISE operational services were tested in real-life environment, proving CISE as operational and ready-to-use. By that time, the project has successfully achieved the overall goal set by the EU, namely to have at least two CISE services tested through the deployment of at least three use cases within the CISE-ALERT project.

Due to technical issues faced by some of the project partners, the deployment of the remaining three operational trials was delayed, requiring more time for the involved parties to achieve the needed technical readiness. The ambition of the participating Member States pushed them to continue with their work, and to do so, the Consortium requested an extension of the project implementation period until the end of April 2025, which later on received approval by the European Commission. During the extended period, the remaining scenarios - Illegal fishing, Pre-clearing operations and Drug trafficking, were successfully deployed through the CISE-ALERT operational trials.

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CISE-ALERT OPERATIONAL TRIALS

The operational trials follow pre-defined scenarios, which address critical issues in the EU maritime domain, such as: drug trafficking, search and rescue (SAR), pollution response, protection of critical maritime infrastructure and illegal immigration and will demonstrate the added value of CISE, by testing the interoperability between the partners' information systems under real operational conditions.



CISE-ALERT Operational Trial: ILLEGAL TRAFFICKING AT SEA

CONTEXT

Irregular migration remains one of the most significant challenges for the EU and continues to be characterized by mixed migration flows, often with the assistance of well-established smuggling networks.

This scenario of the CISE-ALERT project probed the level of operational maturity of the CISE

system against illegal migration smuggling networks. The scenario tested the effectiveness of the CISE used by Maritime operational centers (MOCs) to seamlessly exchange operational information and to Command and Control their assets on scene, in the best way possible.

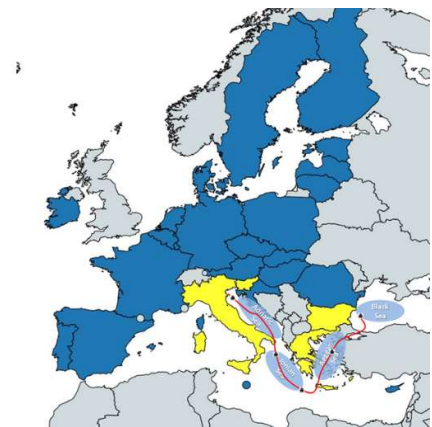
INVOLVED END-USERS

Scenario initiator: Hellenic Ministry of Defence (HMOD)

Contributors: Bulgarian Executive Agency "Maritime Administration" (EAMA) and Slovenian Maritime Administration (MZI)

THE SCENARIO

The primary action in the implemented scenario is through the Common Information Sharing Environment (CISE) to detect, monitor and intercept vessels, suspected of illegal trafficking in the Black Sea, Aegean Sea, Ionian Sea and Adriatic Sea. The purpose of this action is to observe the exchange of information from national or EU legacy systems, on suspicious vessels entering or sailing in the vicinity of partners' territorial waters, through the Common Information Sharing Environment.



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TRIAL EXECUTION:*25 - 26 April 2024***ADDED VALUE OF CISE IN EU MARITIME OPERATIONS**

The results of the scenario justify how CISE tackles some of the most challenging obstacles when it comes to combating illegal migration. By using CISE, for the first time, MOCs within the EU are capable of obtaining:

- A common operational picture to coordinate their actions
- A single operational tool to disseminate orders to their assets

The Common Information Sharing Environment fuses together all different Legacy Systems and procedures dispersed across the EU, into a single operational tool. Operational information seamlessly circulates through the CISE and it reaches any interested partner at any time.

CISE inaugurates a whole new working environment where partners share the EU values, and they all speak the common 'CISE language'.



CISE-ALERT Operational Trial:
PROTECTION OF CRITICAL INFRASTRUCTURE

CONTEXT

According to the Action plan of the EU Maritime Security Strategy, the use of CISE intends to exchange maritime surveillance information to boost resilience and protect the critical maritime infrastructure (CMI). Furthermore, the Maritime Domain Awareness (MDA), which aims to detect threats and provide solutions, requires effective understanding of anything

associated with the maritime domain that could impact the security, safety, economy, or marine environment. In this context, the implemented scenario focuses on the use of CISE in operations against possible cyber and hybrid threats to the critical maritime infrastructure, which can be unintentional harms as well as deliberate actions.

INVOLVED END-USERS

Scenario initiator: **Slovenian Maritime Administration (MZI)**

Contributors: Hellenic Ministry of Defence, Greece (HMOD), Agenzia Spaziale Italiana (ASI), European Union Satellite Centre (SatCen), European Maritime Safety Agency (EMSA)

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THE SCENARIO



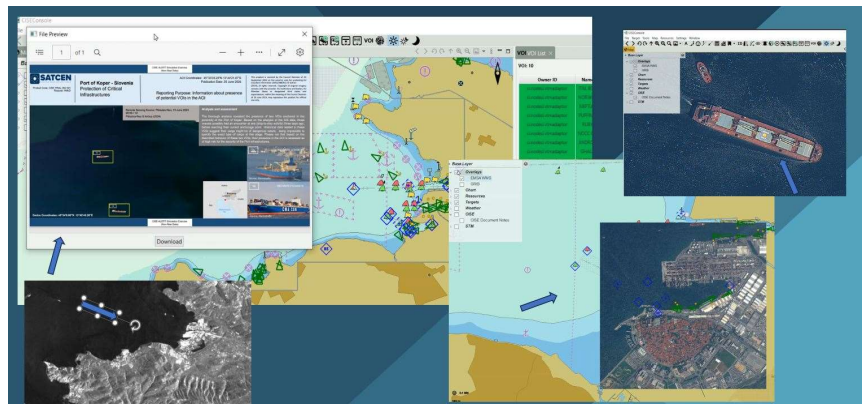
The executed scenario showcases how, with the use of the CISE exchange mechanism, the involved actors can obtain the needed information and perform the necessary actions in the Area of Interest (AOI), when it comes to potential threats, such as: presence of suspicious Vessel of Interest (VOI), vessel with an abnormal behavior, unreliable information from a vessel etc.

According to the scenario, a maritime authority or an EU Agency connected to CISE has an interest in a specific maritime geographical area, in this case the Adriatic Sea, Central Mediterranean / Port of Koper & its anchorage area (polygon), for security, safety or other reasons, and is requesting through CISE a specific information that other participants may have in their legacy systems about the area.

By systematically analyzing the data received through CISE from the contributors, the initiator strengthens its maritime security posture.

TRIAL EXECUTION:

- 01.06.2024 – 30.06.2024
- 01.09.2024 – 30.09.2024



ADDED VALUE OF CISE IN EU MARITIME OPERATIONS

The combination of different data obtained through CISE from various sources, such as satellite imagery, AIS, VTS etc., interconnecting national and sectorial surveillance systems, contributes to a more comprehensive understanding of the maritime domain within the AOI, identifying potential risks and other relevant information for safety and security.

It enables the Maritime Operational Centers (MOCs) to proactively identify and mitigate security threats, as well as undertaking necessary actions in a timely and efficient manner. The data fusion, possible through CISE, allows better coordination, allocation, and utilization of resources, providing detailed insights into maritime operations.

Through strategic collaboration and operational integration made possible by CISE, MOCs remain at the forefront of safeguarding critical maritime infrastructures and ensuring the safety and security of the AOI.





CISE-ALERT operational trial: SEARCH & RESCUE

CONTEXT

The scenario demonstrates the use of two CISE operational services: VOI list service (in the first sequence of the scenario) and Risk profile service (in the second sequence of the scenario).

INVOLVED END-USERS

Scenario initiator: Ministère de la Transition Écologique – Direction Générale des Affaires Maritimes de la Pêche et de l’Aquaculture (MTE-DGAMPA)

Contributors: Hellenic Ministry of Defence, Greece (HMOD), Bulgarian Executive Agency “Maritime Administration” (EAMA), French MRCC LA GARDE.

THE SCENARIO

A 56 meters length pleasure yacht flying Bulgarian Flag is detected by MRCC LA GARDE Early Warning System (EWS), which reports an alert due to an abnormal situation “not under command”. The SAR mission coordinator (SMC) of the French MOCs (MRCC LA GARDE) tries to contact the ship by VHF. Without response from the ship, the French SMC uses VOI CISE operational service to request information that they do not have.

Bulgarian and Greek MOCs had subscribed to the list and reply by giving essential complementary data about VOI through CISE services. Thanks to Bulgarian/Greek information, MRCC LA GARDE succeeds in contacting the yacht by INMARSAT and had the confirmation of the situation, as well as the number of Persons On Board. The vessel is adrift with a major leak of water due to a collision with a container adrift. Four persons are still on board but one man over board is missing since the collision.

Following a number of actions, facilitated by CISE, the missing person is localized and all crew members are reported safe. A tug is tasked to catch the pleasure ship and to eliminate the danger.

TRIAL EXECUTION:

- 01.07.2024
- 03.07.2024



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ADDED VALUE OF CISE IN EU MARITIME OPERATIONS

In the SAR use-case, CISE facilitates information sharing and enhances coordination and cooperation between civilian and military authorities. By providing a common platform for information sharing, CISE enables different agencies to work together more effectively, improving overall mission success.

The use of CISE can lead to positive changes in the work habits of the Maritime Operational Centres, fostering a more connected, informed, and efficient maritime operational environment.



CISE-ALERT Operational Trial: POLLUTION RESPONSE

CONTEXT

The Pollution Response scenario represents example of probable actions and information exchange through CISE, aiming to elaborate a pattern for operational use between the CISE Node holders, allowing them to react in similar cases.

The operational trial is focused on sharing or getting early warning notice on maritime pollution conditions. In case of early detection of ships that may be responsible for illegal oil dumping (referring to Clean Sea Net), the

authorities may place the ship with a risk profile (as potential polluter), after which the environmental authorities in a subsequent port may inspect, prove a claim, impose a fine or arrest the vessel.

Such use of CISE will reduce time for communication, investigation, and workload of the persons involved in the mutual environment protection activity in the European waters.

INVOLVED END-USERS

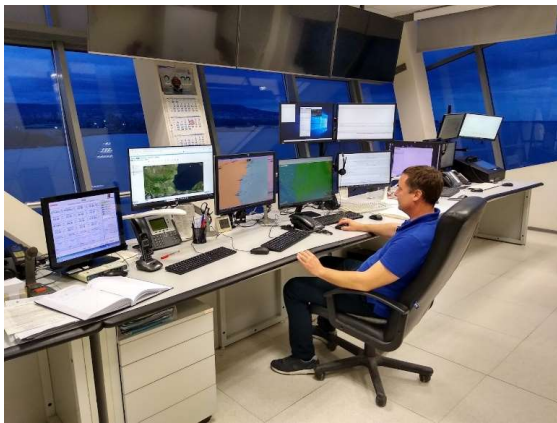
Scenario initiator: Executive Agency “Maritime Administration” (EAMA), Bulgaria

Contributors: Hellenic Ministry of Defence, Greece (HMOD), Italian Space Agency (ASI), French Hydrography and Oceanography Service (SHOM), Ministère de la Transition Écologique – Direction Générale des Affaires Maritimes de la Pêche et de l’Aquaculture (MTE-DGAMPA), France, Direction Nationale Garde-Côtes des Douanes (DNGCD), France



THE SCENARIO

In order to address a pollution incident, EAMA requires initial information (VOI List) from the respective authorities in Greece and France, to assess the situation and movement of a vessel, suspected in pollution. EAMA assumes the vessel as a potential polluter, determines its route on the basis of the information received and warns the other authorities concerned about the potential associated risk (Risk Profile Service) for that vessel. As a result, the involved authorities increase the attention on this vessel and monitor its movement and actions.



Next, ASI obtains evidence of pollution (Satellite Image) and confirms that real pollution exists and issues (Event Report “Incident”) for a very high probability for pollution by this vessel. EAMA increases the risk associated to the vessel as very probable and promulgates it to the other Member States along its route (Risk Profile Service). SHOM issues NAVWARN to increase the vigilance and to advise the shipping and authorities in the region about the associated hazards (Risk Profile Service). The French authorities take legal actions to inspect the vessel at the port of destination and give feedback on the actions to all.

TRIAL EXECUTION:

26 July 2024

ADDED VALUE OF CISE IN EU MARITIME OPERATIONS

CISE is a powerful single tool for rapid exchange of safety and security information among EU stakeholders, presenting an important feature to the Maritime Domain Awareness. The benefits of using CISE related to the maritime pollution response are:

- Increasing the attention over a marine object or area between each stakeholder, regardless the location, track, activities and type of the object and allowing them to take appropriate measures according to their involvement in administrative or operational duties;
- Further improvement of collecting and exchanging additional information for the object/area of interest through CISE, enabling in-depth analysis over complete real-time data;
- Allowing decentralized reaction of the EU Member States without having a leading authority (applicable for the current scenario only) and avoiding common operational procedure.





CISE-ALERT Operational Trial: PRE-CLEARING OPERATIONS

CONTEXT

The Italian Customs and Monopolies Agency (ADM) is responsible for customs controls, 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.

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.

That's why CISE-ALERT could be very useful for establishing stronger cooperative relationships with the other customs and maritime authorities in Europe.

INVOLVED END-USERS

Scenario initiator: Italian Customs and Monopolies Agency (ADM)

Contributors: Italian Space Agency (ASI), Hellenic Ministry of Defence, Greece (HMOD), European Union Satellite Centre (SatCen), Slovenian Maritime Administration (MZI)

THE SCENARIO



The Italian Customs and Monopolies Agency 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. abnormal route, rendez-vous with small vessels, loss of AIS while sailing, discrepancy between the declared route and the effective route).

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This scenario involves especially the countries facing the Aegean and Adriatic Seas, as well as the operators of Italian and European satellite systems.

ADM as an Initiator 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). ADM receives and processes the information shared by CISE participants.

For each vessel included in the Vol list, the Initiator Operator (ADM Officer) indicates to ADM operators at the port of arrival to perform customs controls or to speed up the custom procedures.

TRIAL EXECUTION:

28.01.2025



ADDED VALUE OF CISE IN EU MARITIME OPERATIONS

Being part of the CISE-ALERT Network could help ADM to improve its mission, namely “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”.

The secure exchange of information and data among European authorities, involved in maritime surveillance, could add value to the work carried out for the protection of the Italian coasts, for speeding up the controls of goods entering the EU, for increasing the protection of the European citizens in terms of safety and security.



CISE-ALERT Operational Trial: ILLEGAL FISHING

CONTEXT

As part of a system to prevent, deter and eliminate illegal, unreported and unregulated (IUU) fishing, the EU maintains a list of IUU vessels that were identified to be engaged in illegal fishing. This list is updated periodically and shared with the EU Member States for their authorities to take the corresponding actions.

In the context of CISE, the best way to share this list with relevant authorities is through the VOI List Service, which has an additional benefit that relevant authorities can contribute with new information related to the vessels, which is then shared back to all authorities. Besides improving cross-border/cross-sector cooperation, the main benefit of using CISE is the speed at which the EU IUU List information is shared and enriched with improved reaction times.

INVOLVED END-USERS

Scenario initiator: The Portuguese Navy, Portuguese Ministry of Defence (DEFESA)

Contributors: Hellenic Ministry of Defence (HMOD), Greece, Italian Space Agency (ASI), Italy, European Union Satellite Centre (SatCen), European Fisheries Control Agency (EFCA)

THE SCENARIO

As part of a system to prevent, deter and eliminate illegal, unreported and unregulated (IUU) fishing, the EU maintains a list of IUU vessels that were identified to be engaged in illegal fishing. This list is updated periodically and shared with the EU Member States for their authorities to take the corresponding actions. The Illegal Fishing scenario focuses on the operations to share that list and update the information on the listed vessels. In order to address Illegal Fishing actions, following an update of the EU IUU list by the European Commission, EFCA shares the updated list with the relevant authorities.





The authorities receive the updated list and update this information in their systems. In this scenario, it's HMOD who plays the role of List Publisher by sharing this list with the different subscribers, namely DEFESA. During the trial, different contributions are provided to augment the information on listed vessels. First, using the CISE Action Service, an Intelligence Report is sent by SatCen to DEFESA, which in turn correlates with a vessel in the list and shares it with the VOI List Publisher. Meanwhile, DEFESA is notified by ASI that new Satellite Imagery is available. From the processing of the imagery, a Vessel Detection report, correlated with a vessel in the list, is also shared with the VOI List Publisher. Later on, the crew on a Portuguese fishing vessel, notices in the Portuguese EEZ, the presence of a strange rusty vessel which they suspect of doing illegal fishing. The fishing vessel captain take some photos of the ship and reports to the national Fishery Monitoring Center (FMC) the information that he obtained (colours, external markings, position, etc...). The FMC, using traditional channels, shares that information with other national entities, which includes the Portuguese Navy (DEFESA).

By receiving the IUU Sighting Report, DEFESA registers it in its MSA system and, because it's connected to CISE, the new information is cross-checked with the EU IUU List module and matches a vessel in the list (external markings match) which triggers an information update related to that vessel. Because the MMSI of a vessel in the IUU List is known, DEFESA automatically and continuously shares information based on AIS regarding that vessel. For some days, no more suspicious activity is detected but the participants keep exchanging information updates on the listed vessels. Some days later the same MMSI is detected in Spanish Territorial Waters by Guardia Civil and transits the strait of Gibraltar. This new information (position update) is also shared through the EU IUU List service with the other participants until the vessel is no longer in range. For another couple of days, the participants keep exchanging information updates on the listed vessels. Later on, a ship with the same MMSI is detected in Italian waters by Guardia Costiera. Knowing that this might be a vessel from the EU IUU List, it requests an asset to confirm if this is the same vessel that was reported by the Portuguese Authorities. A drone/patrol vessel/other asset in the area, take photos and confirm that this is the same ship and reports back the confirmation. By receiving the confirmation that it is the same vessel, an inspection at sea in territorial waters is performed to check for any evidence of irregularities. The inspection report is then shared back as a vessel information update.



TRIAL EXECUTION:

30.10.2024

**ADDED VALUE OF CISE IN EU MARITIME OPERATIONS**

The main benefit of using CISE instead of traditional channels of communication is the speed at which information is shared. Before using the CISE VOI List service, the EU IUU List was usually shared as a document which then needed to be manually consulted when needed or in a best case manually processed into the legacy system of each authority. The current methods of filling an IUU sighting form and report it are slow compared to the real-time feedback from a VOI List publisher.

Fast exchange of information and enhancement of the EU IUU list information through CISE, allows quicker reaction times, and authorities to contribute with more information even if they couldn't correlate with information from the original IUU List.



CISE-ALERT Operational Trial: DRUG TRAFFICKING

CONTEXT

Drug seizures in Europe reflect an exponential increase in illegal trafficking by sea. Cocaine flows are discreetly integrated into regular routes between South America, West Africa and Europe. Potentially contaminated vessels are complex to identify due to the large amount of data required. Data exchange remains slow, or even non-existent. Increased cooperation is now necessary. Each European agency holds part of the information allowing these “vessels of interest” (VOI) to be located. CISE fills the current gaps by providing a network for exchanging VOIs and associated documents. It offers greater operational responsiveness by facilitating the sharing of useful information conducive to decision-making.

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INVOLVED END-USERS

Scenario initiator: **French Customs Coast Guard National Directorate (DNGCD)**

Contributors: Hellenic Ministry of Defence (HMOD), Greece, Executive Agency „Maritime Administration“ (EAMA), Bulgaria, Ministrstvo za Infrastrukturo (Mzi), Slovenia and Dirección Adjunta de Vigilancia Aduanera (DAVA), Spain as a partner organization, external to CISE-ALERT.

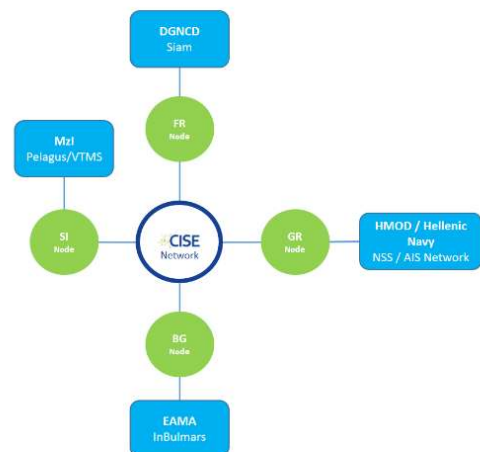
THE SCENARIO

DAVA triggers a CISE-ALERT for a VOI suspected of transporting drugs to a European country. Participants feed the alert by transmitting information confirming the suspicion. The scenario makes it possible to verify the ability of each participant to monitor the navigation. Thanks to all these contributions, the DNGCD is able to prepare the reception and inspection visit of the ship upon its arrival in France. As DAVA is not a partner of CISE-ALERT, it may be replaced by another authority as a whistleblower.

TRIAL EXECUTION:

Since the scenario was a series of exchanges of VOIs and attachments between different agencies, it was divided into several phases of interoperability testing.

- 14-16 January 2025
- 6-7 February 2025 (DAVA not available, was replaced by DNGCD and EMSA)



ADDED VALUE OF CISE IN EU MARITIME OPERATIONS

CISE facilitates information sharing through the creation of a common language. This standardization ensures that all stakeholders can leverage high-value elements within a robust data model via a secure end-to-end network. The CISE constitutes a unique tool to better guide controls at sea. Each operational center exchanges data directly with its partners and saves processing time. No more need to go through a tedious email circuit to send data or attachments. The CISE improves coordination between civil and military authorities within the same country and from one country to another. This common information sharing platform allows different actors to work together more effectively, thereby improving the overall success of the mission.



Events

5th Steering Committee and 4th Consortium meetings

On the 15th and 16th of May 2024, Project CISE-ALERT held its 5th Steering Committee and 4th Consortium meetings.

The events were hosted by the French Customs Coast Guard National Directorate (DNGCD) in Le Havre, France and gathered (in person and online) representatives of the CISE-ALERT Consortium, European Commission's Directorate General for Maritime Affairs and Fisheries, European Maritime Safety Agency (EMSA), European Fisheries Control Agency (EFCA), European Union Satellite Centre (SatCen), French General Directorate of Defense Technologies (DGA), Spanish Guardia Civil and End-Users.

The project partners presented the ongoing activities related to the CISE-ALERT trials preparation, execution and assessment.

A key point of the meetings was the work in progress under WP 5 "Operational validation", which aims to confirm operational interoperability between partners' systems under real operational conditions and on an adequate scale.

Special focus was put on the feedback and lessons learned from the first CISE-ALERT trial executed by the Hellenic Ministry of Defence that took place on the 25th and 26th of April.

This trial that was dedicated to combatting illegal trafficking at sea was successfully completed with the participation of the Bulgarian Executive Agency "Maritime Administration" (EAMA) and the Slovenian Maritime Administration (MzI).



CISE-ALERT presented during the European Maritime Day 2024

The Workshop “CISE-ALERT: towards CISE’s operationalization”, which took place on the 30th of May, 2024, was organized by project CISE-ALERT as part of the European Maritime Days, held on the 30th and 31st of May, 2024 in Svendborg, Denmark.

The workshop illustrated, in an interactive and understandable way, how the CISE-ALERT project will support and test the real use of CISE which, on its turn, will foster the cooperation and synergies among EU/EEA Member States, EU agencies and institutions and will make their maritime surveillance activities more effective, responsive, and cost-efficient.

The Workshop provided a visual demonstration of the use of CISE in a potential maritime operation, into which several Member States and the European Union Satellite Centre (SatCen) are involved.

Furthermore, through the planned interactive activities, the audience had the opportunity to see and assess the added-value of CISE and its relevance to the maritime domain, by providing a comparison between the conduct of such maritime operation with and without CISE.

The Workshop gave the floor for discussions and experience sharing in the field of CISE by experts from different Member States, engaged in the project implementation.

Among the other participants, the CISE-ALERT Workshop was also attended by Mr. Christos ECONOMOU, Deputy Director of DGMARE/Head of Unit “Sea basin strategies, Maritime Regional Cooperation and Maritime Security” at the European Commission, who spoke about the importance of having as much as possible Member States joining the CISE network in the Operational phase. In this context, the execution of the CISE-ALERT operational trials will bring the real added value of the project, by allowing the CISE-ALERT Consortium to share valuable experience and lessons learned with the CISE newcomers.



CISE-ALERT during the 10th North Sea North Atlantic Expert Meeting



The CISE-ALERT project was also presented during the 10th North Sea North Atlantic Expert Meeting.

On 6 June 2024, the CISE-ALERT project was presented at the 10th meeting of the North Atlantic North Sea (NSATL) Expert Working Group, organised by the Ministry of the Flemish Community (Division Assistance to Navigation) in the premises of the Belgium Maritime Rescue and Coordination Centre (Ostend MRCC).

This meeting is governed by the NSATL agreement, established following the decisions of the European Commission (Directive 2002/59/EC VTMIS) on the sharing of data required for maritime surveillance in the North Sea and North Atlantic area.

CISE-ALERT VIP Days

The execution of the CISE-ALERT operational trials and the exchange of best practices and recommendations for the Operational phase of the European Union's Common Information Sharing Environment (CISE) were among the main topics, discussed during the CISE-ALERT VIP Days.

Along with the discussions, the event featured demonstration of the use of CISE through predefined by the CISE-ALERT project operational scenarios, addressing highly relevant issues of the EU maritime domain: Drug trafficking, SAR, Pollution, Pre-arrival clearing, Illegal fishing, Protection of critical infrastructure, Illegal Immigration.

The interactive event was organized by the CISE-ALERT consortium on the 11th and 12th September 2024 at the headquarters of the Italian Space Agency (ASI) in Rome, Italy and gathered high-level experts among which representatives of the European Commission and the European Maritime Safety Agency (EMSA), members of the CISE community and potential newcomers to the Common Environment.

The two-day event fostered discussions and outlined the benefits of CISE, by deepening the analysis of the CISE-ALERT trials and providing insights for new services and functionalities for improving the exploitation of the CISE infrastructure.



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CISE-ALERT National event organized in Slovenia

On the 30th of September 2024, in parallel with the "Adriatic Sea SARex exercise 2024", the Ministry of Infrastructure, Slovenian Maritime Administration - partner in Project CISE-ALERT, organized CISE-ALERT National event. The meeting, which was attended by representatives of identified target groups, was dedicated to Project CISE-ALERT outcomes and the operational use of the CISE services, developed during the project.



Adriatic Sea SARex exercise 2024

On the 1st and 2nd of October 2024, Ministry of Infrastructure, Slovenian Maritime Administration actively participated in the "Adriatic Sea SARex exercise 2024", where in parallel with the exercise at sea, CISE related activities, such as connectivity tests and communication activities, were conducted with the involvement of the Italian Coast Guard, the European Fisheries Control Agency and the European Maritime Safety Agency.



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CISE-ALERT Final Conference during CISE High Level Event

The CISE-ALERT Final Conference took place on the 17th of October 2024 in Brussels, as part of the CISE High Level Event, jointly organized by the European Commission, European Maritime Safety Agency and Project CISE-ALERT. Its purpose was to promote the launch of the Operational phase of CISE and to provide an update of the results and operational trials, carried out within the CISE-ALERT project.

The discussions were organized in four panels, involving high-level speakers from the European Commission's DG MARE, DG MOVE, DG HOME, EMSA, EEAS, EDA, SATCen, FRONTEX, representatives of the Member States maritime and coast guard authorities and partners of CISE-ALERT project.

The CISE High Level Event was defined by the participants as a success and an actual milestone. Given that CISE is operational and ready to use, the efforts to build upon the already achieved should continue, in order to encourage civilian and military authorities involved in coast-guard functions to join CISE. CISE is one of the key deliverables of the European Maritime Security Strategy and it helps to build the community that needs to be engaged to prepare, anticipate and respond to crises securely on multisectoral level.



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CISE-ALERT Final Event

On the 10th of April 2025 CISE-ALERT Project held its final event in Rome, marking the wrap-up of the project activities. The hybrid event was hosted by the Italian Space Agency – partner in the project and was attended (in person and online) by representatives of the European Commission's Directorate-General for Maritime Affairs and Fisheries (DG MARE), European Maritime Safety Agency (EMSA), European Fisheries Control Agency (EFCA), project partners and representatives of the CISE stakeholders' community in Italy.

As a retrospection of the implemented tasks, the project partners have successfully tested CISE in an operational environment by deploying realistic scenarios dedicated to Drug trafficking, SAR, Pollution response, Pre-clearing operations, Illegal fishing, Protection of critical infrastructure and Illegal Immigration. The performed trials proved CISE as operational and ready to use, by validating the efficacy and interoperability of the CISE services in different maritime operational contexts.

The project partners formulated some of the key lessons-learned from the project implementation. At strategic level, the success of CISE relies heavily on robust engagement at national level, involving various authorities and organizations committed to sharing a broad spectrum of maritime information. Identifying the types of data to be accessed or provided, along with the specific organizations for potential information exchange, help in tailoring the CISE operational strategies to the real needs of the EU maritime community. Furthermore, a focus was put on the necessity of allocating dedicated time and resources effective participation in CISE by bridging operational and technical expertise for synchronizing efforts and facilitating communications.

From operational point of view, it was stressed on the importance of designing operational services that are closely aligned with the specific needs of maritime operations, ensuring that operational and technical teams collaborate closely to developed services both practical and efficient. Another important lesson is that engaging with targeted organizations is vital to confirm the feasibility of the data exchange within the CISE framework, ensuring that the information shared is useful and that the technical specifications are compatible with existing systems.

Key conclusion from the project implementation is that the effective use of the CISE network is greatly enhanced by EMSA tools. Comprehensive training sessions help participants understand and utilize these tools effectively. And last, but not least, the integration between CISE network and MARSUR network could enhance the contribution of defense authorities to EU maritime situational awareness. The CISE-ALERT project has significantly demonstrated the use of CISE in the maritime domain awareness for improving decision-making capabilities, and facilitating coordinated responses across different jurisdictions and sectors. The project has paved the way to the fully operational use of CISE and its key deliverables will serve as an example and know-how to help the entire CISE community to step-up their efforts in that direction.



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