



Border Force



Border Force Maritime Command Centre

MCC Operation DEVERAN Standard Operating Procedures.

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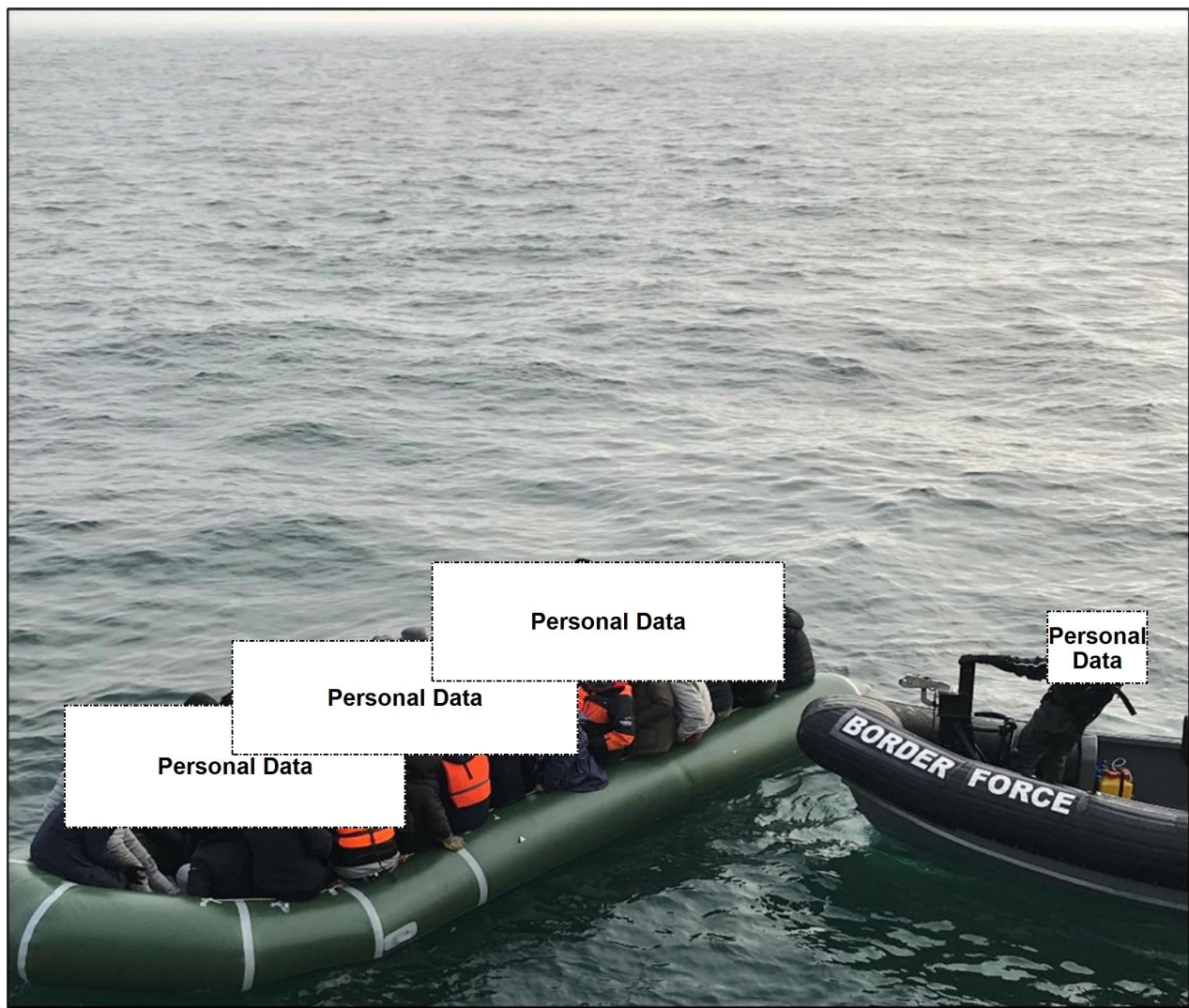
Commissioned by: HQ **Name**

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A migrant vessel during Border Force Maritime interception.

Intention

Operation DEVERAN is the Border Force led response at sea to the threat of either opportunistic and/or facilitated illegal migration, seeking to breach or evade UK border controls using small craft, fishing vessels or yachts. It covers the tactical and operational response to deliver the **Joint Action Plan** for combating illegal migration involving small boats in the eastern Channel agreed between the UK and French Governments and signed on 24 January 2019.

Powers and policy

This section provides the legal and policy framework to support tactical and operational decision making.

It is provided as guidance to those deployed at sea (as designated Immigration and Customs Officers) and those in command and outlines the balance necessary between protecting UK borders and saving life.

The primary role of Border Force is border security and our maritime BF priorities include the following relevant to this operation:

- Tackling organised immigration crime with a focus on safeguarding and Human Trafficking. **Priority A – BF Control Strategy.**
- Preventing and detecting clandestine entry by sea using general maritime. **Priority A – BF Control Strategy.**
- Support to SAR and SOLAS.

BF officers are deployed as Law Enforcement officers but, due to the specific nature of this operation and the risk to life to all persons at sea especially that of migrants crossing the channel in unsuitable vessels, safety must take priority. The first consideration for officers deployed at sea will be SOLAS.

Decisions and action at sea by BF officers must also be:

- **Proportionate (interference into the Human Rights of others must be minimum necessary in achieving a legitimate aim)**
- **Legal (sound basis in Law)**
- **Auditable (appropriately recorded)**
- **Necessary (there is no other less intrusive option)**
- **Ethical (action which is morally acceptable and able to be justified to the wider public)**

SOLAS Operations

SOLAS will always take priority in support of the state's obligations to UNCLOS and Article 2 of the Human Rights Act (Right to life) and will take precedence in any decision-making regarding action at sea.

Whilst deployed on this operation Border Force vessels are likely to be required to rescue migrants or support a declared SAR. Those rescued and taken onboard a Border Force vessel should be taken to a place of safety as decided by the Commander and in consultation with appropriate coordinating authority. Given that patrol plans for this operation for BF vessels will routinely be in UK waters it is likely the nearest safe port will be the UK. Where Border Force are directed to assist in a rescue in international or French waters by the appropriate coordinating authority, then Border Force should routinely look to land those rescued at the nearest appropriate port within France as identified by the co-ordinating authority.

Law enforcement activity leading to an investigation must result in migrants being taken into a UK Port to allow due process and facilitate the on-going investigation.

SOLAS Legislation

Her Majesty's Coastguard (HMCG) will be the lead coordination agency for all SAR activity in UK TTW's. Key legislation being –

- Article 98 of UNCLOS (United Nations Convention on the Law of the Sea) which provides the basis for a state's obligations regarding safety at sea;
- SOLAS (Safety of Life at Sea) 1974 provides an obligation for Masters of all vessels to respond.
- HM coast guard operates to SOLAS and the International Convention on Maritime Search and Rescue (IAMSAR). The IAMSAR gives formal guidance on certain incident phases of a Search and Rescue and HM Coastguard operate to these distress phases for all incidents.

Legislation specifies that those rescued must be taken to a place of safety and SOLAS guidance defines a place of safety as:

1. Where the rescued persons' safety of life is no longer threatened;
2. basic human needs (such as food, shelter and medical needs) can be met; and
3. transportation arrangements can be made for the rescued persons' next or final destination.

A place of safety is unlikely to be a vessel and should be considered when those rescued have disembarked at a safe Port

When to declare a SOLAS incident: guidance

If a BF asset locates a migrant vessel, either in response to an incident or whilst on patrol, the Commander of the BF vessel will need to consider whether a SAR should be called and notified to the appropriate coordinating authority. It is reasonable to assume that as a result of intelligence from previous incident debriefs that those on board these vessels have no maritime experience, may fear for their safety, are vulnerable, are transiting the Channel Traffic Separation Scheme (TSS) (one of the busiest waterways in the world) and there is a risk to not only themselves on that vessel but to other mariners transiting that area. It is, therefore, likely that rescue should be instigated irrespective of whether assistance has been asked for.

Officer's should in particular consider;

4. the existence of a request for assistance;
5. the seaworthiness of the vessel;
6. whether the vessel is overloaded with passengers;
7. whether it has sufficient supplies to reach shore;
8. whether it has qualified crew;
9. its safety, navigation and communication equipment;
10. whether anyone aboard has an urgent need of medical assistance;
11. whether there are any deceased persons aboard;
12. the presence of pregnant women or children on board; and
13. the weather and sea conditions.

Legislative powers and authorities

Border Force officers have a range of LE powers that can be considered in the maritime environment. This includes a general power to exercise a right of visit to board un-flagged vessels on the High seas to check on the nationality of the vessel. (UNCLOS 1982 Art 110) Or indeed under CEMA 1979 Section 27 and 28 in UK TW for Customs purposes.

Immigration Enforcement Powers to combat immigration offences are found in Part 3A of and Schedule 4A to the Immigration Act 1971 ("the 1971 Act"). The relevant sections for this operation are;

- Immigration Act 1971 Section 25A, 25B and 25C – specifies the relevant facilitation Offences
- Immigration Act 1971 Part 3A – Maritime Enforcement Powers: specifies enforcement powers

- Immigration Act 1971 Schedule 4A – enforcement powers in relation to ships: this gives authority to stop, board, divert and detain ships and search occupants

These powers are the most appropriate powers where acting in a LE capacity targeting illegal migration. They enable the officer to intercept a suspected migrant vessel at sea in the UK TTW and search that vessel and persons and seize evidence relating to offences (paragraphs 3 and 4 of Schedule 4A). Searches can also be for protective purposes to protect against physical injury, damage to property or endanger the safety of the ship. This search can be exercised on the ship or elsewhere (paragraph 5 of Schedule 4A). Authority through the NCC to take enforcement action on any vessel other than a UK flagged or a vessel without nationality is required.

SOLAS considerations will initially take priority when encountering a small boat that falls under this operation. There has been instance where the vessel has refused to stop or at a certain point in the transit they become disabled for whatever reason. However, where upon engaging with the vessel the Border Force Officer's considers that enforcement action would be the most appropriate course of action then, once a vessel has been safely stopped and the safety of life secured, the powers in the Immigration Act can be relied on.

The transfer of migrants to a BF vessel will usually take place as part of a SAR but only with their cooperation.

If there are reasonable grounds to suspect a facilitation offence under immigration legislation is being committed powers bestowed by immigration legislation [IA 1971 schedule 4A para 3(2)] should then be relied upon for further action. In these circumstances officers should use immigration powers to conduct a protective search of individuals. If no evidence of immigration or other offences are found, or a decision is made not to pursue these, as consideration is being given to return the migrants to France, then officers can switch to dealing with an incident under SOLAS legislation

Authority to detain and carry out protective searches of migrants rescued at sea;

Commanders (Master's) of BF Vessels have the authority under common law to search migrants on boarding their vessel if they reasonably believe they pose a risk to themselves or others and to detain them on board using reasonable force on the basis that such force is necessary for the safety of persons on board. This is considered the only power of search if acting in a SAR capacity and persons are not suspected of Immigration facilitation offenses regardless of the place of safety being in the UK or elsewhere. All action must, however, be justified and reasonable in the circumstances.

This authority to search does not provide for the seizing of articles as suspected evidence of offences, such as cash and mobile phones.

If evidence of an offence is found whilst conducting a common law search then the officer must consider whether it is justified and necessary to further investigate offences and seize evidence and therefore switch to law enforcement activity.

Use of Force

An individual commits an offence under para 11(1) and/or (2) of Schedule 4(a) 1971 Immigration Act if they fail to comply with directions made or obstruct an officer in the performance of their duties under the Act. This includes a failure to stop a vessel when directed. As described above, officers may adopt enforcement action where otherwise justified providing that safety of life is no longer an issue (the incident is no-longer under SOLAS). Common law, PACE and the Criminal Law Act 1967 then allow reasonable use of force by officers in the performance of their duties

BUT: there is no power to use force to rescue a person subject to a SAR.

AND: if in French TTW's BF have no enforcement powers and so the legal framework surrounding any action is restricted to the Master's right to maintain safety and discipline on their vessel and the right to protect yourself and others.

Asylum Claims – if BF are acting in a LE capacity within UK TTW's then any asylum claims must be processed in the UK. If part of a SAR operation then a Policy decision has been made by Gold that it is appropriate not to consider any Asylum claim whilst a sea, as the person making the claim is not in the UK or France, in the specific circumstances of the Channel and to only consider the claim when the migrant has been taken to a place of safety, which could be either a UK or French Port. **Any Asylum claim in France would be to the French authorities.**

Indictable criminal offences committed on a Cutter whilst outside UK TTW's can be prosecuted in the UK under the Aviation and Maritime Security Act.

If officers suspect Section 25 and 25A of IA 1971 offences (Facilitation) then suspects should be taken to the UK to facilitate the on-going investigation. Other rescued migrants could still be returned to France under the SAR operation if in the appropriate circumstances and operationally viable by transshipment to a second vessel. It is, however, important to assess the evidential impact of this on the on-going investigation such as the loss of witnesses/evidence from others returned to France.

Welfare of Children

All staff have a duty under section 55 of the Borders Citizenship and Immigration Act to have regard to the welfare of children in all our actions and policies.

Recording of decisions

Decisions made in relation to this operation must be recorded in appropriate documents as soon as is reasonably practicable (Day book, Ships log and/or pocketbook). This should include the supporting rationale for the decision made.

RIPA and Directed surveillance

Although pre-planned this operation is overt and not likely to covertly obtain private material or result in covert collateral intrusion.

Where there is intelligence to support a more cover response or aerial assets are being tasked then the tasking authority must consider the need for a DSA and document their decisions.

BFBPS response and MCC role

Both the Maritime Command Centre, and The Maritime Command Liaison Officer embedded in the Dover Clandestine Threat Command Joint Control Room (JCR) tasks BF assets to conduct Search and Rescue (SAR) missions on behalf of the Maritime and Coastguard Agency.

The Liaison Officer, when on duty, has primacy for this role - and the MCC is responsible when the Liaison Officer is off duty.

MCC officers and the CG LO must work closely together to ensure accurate reporting of events. As well as time critical deployment of assets.

The LO undertakes all direct communications between BF assets and relays all information to the MCC, Tug Haven, relevant RCCU, Police, and Coastguard to ensure all small migrants arriving on small boats are intercepted and handed over for processing.

Consideration must always be given to the safety of the BFMC crews and that of the migrants at all times. They must also take into consideration crew fatigue, overcrowding on assets, and the state of the weather. However, the final decision with regard to safety always lies with the Commander of the vessel.

MCC officers must record their decisions and actions taken in day books.

MCC officers are responsible for providing timely, accurate and updates to partner agencies and departments, and compile case files and a register.

MCC officers undertake vital case filing duties.

When the Dover Liaison Officer is not on Duty, the MCC should open and maintain a SKYPE link with the Altair Silver Commander in order to keep Altair Silver updated as regards significant developments.

Asset Availability

The MCC produces a daily planning document detailing the intended operational response. It contains an up to date weather forecast; intel; and information of recent interceptions and preventions in French territorial waters.

BFBPS will have the following available in the operational area:

- One Cutter (a second cutter outside of the operational area for resilience).
- Two Coastal Patrol Vessels (with a 3rd on standby in the event of unserviceability)
- Two / Three RHIBs
- Tactical Watercraft (Jet Ski's)
- There may also be a regional RHIB available

Cutters deploy from either Ramsgate, Folkestone or Dover. From Dover and Folkestone, they can deploy at 30 minutes notice. They are tidal bound at Ramsgate, requiring 3 meters of water to deploy. Also taking into account returning to berth with the tide.

Coastal Patrol Vessels are berthed at Dover and can deploy also with 30 minutes notice. CPVs work to a roster with regard to which of the two assets gets deployed first.

Both Cutters and Coastal Patrol Vessels can be tasked to intercept migrant vessels offshore.

The primary function of RHIBs are to patrol the shoreline to prevent beach landings. They can also be utilised to assist in the towing of empty migrant craft, but this should be based on the fact that the Commander/OIC of the cutter/CPV has specific concerns regarding the welfare of the migrants once embarked. This decision to deploy the BFBPS RHIB to this task should be noted in the case log together with the reason for the deployment. Regional RHIBs may also be utilised to assist in towing migrant craft to shore.

Actions upon initial notification of an event

Undertake the following actions in readiness:

- Consult the daily planning document.
- Open [[HYPERLINK "http://www.windy.com"](http://www.windy.com)] . This indicates the current / forecasted wind speed and wave height in the operational area for the purposes of the case file register.
- Open [[HYPERLINK "https://www.geoplaner.com/"](https://www.geoplaner.com/)] ready to plot positions
- Log into [[HYPERLINK "https://rntelesto.uk/TelestoWebViewer-web/"](https://rntelesto.uk/TelestoWebViewer-web/) \l "/Telesto"] (or Marine Traffic or Vesselfinder) to track French Navy vessels undertaking SAR missions and any other vessels who report having sighted migrant vessels
- Log into [[HYPERLINK "https://core.rock7.com/Operations"](https://core.rock7.com/Operations)] specifically to track BF assets
- Day book ready
- Ensure that two airwave radio handsets are operational:
 - One radio should be on channel 315 (XMAMA01) to monitor communications between Coastguard and BF Assets.
 - Second handset on channel 378 (VIGILANT) - for communications between the MCC and BF Assets.

French Navy Command

French Navy Command in Cherbourg have a link into the MCC via Skype messenger. In the event that they get first notification of a migrant event ongoing in French waters, they notify the MCC via Skype. They can provide timely updates regarding position and which (if any) French Navy vessel has been tasked.

Should the Skype link be unavailable, the MCC must contact French Navy Command via email for updates - [[HYPERLINK "file:///C:/Users/duffiej/AppData/Local/Microsoft/Windows/INetCache/Content.Outlook/HVMMRM3ZU/comar-manche.off-permanence.fct@intradef.gouv.fr"](mailto:3ZU\comar-manche.off-permanence.fct@intradef.gouv.fr)]

Details to obtain

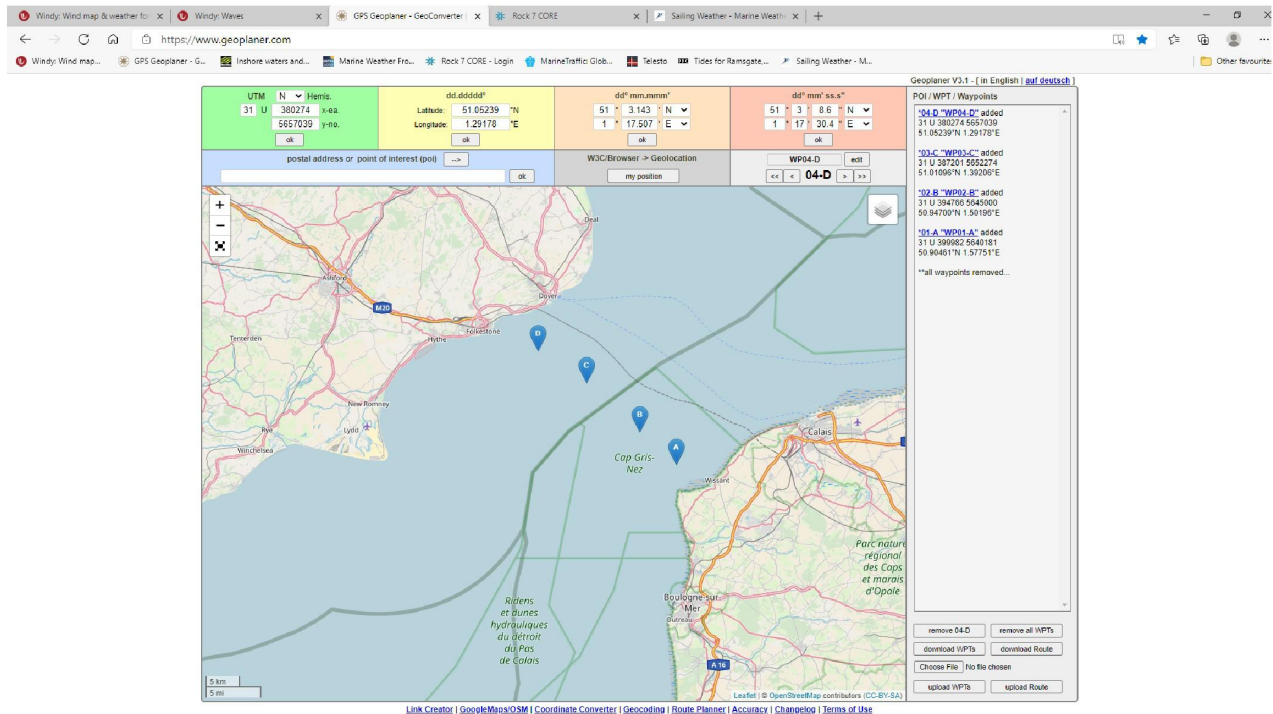
- Who notified & what time
- Last known position
- Course [bearing in degrees]
- Speed [knots]
- Under power/ paddling
- Number on board
- Type of vessel
- Is it relatively safe? [is it taking on water? Sitting low in water]
- Lifejackets [all, some, none]
- Medical issues
- ETA to UK TTW [this can be estimated using position, speed & heading on Geoplaner]
- Being shadowed by an asset? [French, Belgium]
- Is there a DCG ref? [A, B]

Consequent actions

Plotting the position of migrant vessel

- Utilise Geoplaner to establish the last known position.

- Determine if craft is in UK or French Territorial Waters (TTW).
- Using the heading and speed an estimate to UK TTW or landfall can be calculated.
- Continue to plot as you receive update.



An example of how one event could develop from first notification to interdiction.

Tasking a BF asset

Which asset to task

Location, speed and capability should be considered when tasking assets. During 'red days' a Cutter will be on patrol overnight. The Cutter on patrol should be tasked initially. Especially for the first of numerous live incidents. Unless the craft is deemed in distress and the Cutter is too far away to arrive on scene within good time. In this instance, a Coastal Patrol Vessel in Dover should be considered instead.

Refer to the Deveran daily planning document to ascertain which assets are located where.

During multiple events, either the closest asset or an asset already deployed to another incident should be tasked. Consideration should still be applied to craft being in distress, overcrowding etc.

When to task an asset

Consideration should be given to location and time of that location of the migrant craft. If near the French coastline, an asset would not be tasked until it has or is estimated to have reached the Median Line. If already in UK TTW, the closest asset (or primary on call CPV if no assets already deployed) should be tasked.

Consideration should also be given to allowing crews as much rest as possible before tasking from berth.

More than one asset may be tasked in the event of large numbers onboard, a declared Search and Rescue, or any other urgency.

French territorial waters

Any request from an asset to enter French TTW must be escalated to the duty Senior Officer in the MCC for approval unless there is a time critical SOLAS requirement.

It is vital that we ensure that our assets do not become a pull factor for migrant craft on the median line. Commanders/OICs should be briefed by the MCC, CG LO when they are deployed.

We must prioritise migrant vessels that are not being shadowed by French assets.

If a deployment into French TTW is authorised, then the Duty Senior Officer will immediately update the SLT and will also brief CTC Silver.

International Waters

Deployments can be made in international waters but the MCC should engage with the Coastguard and the Commander/OIC to confirm that the migrant craft is inside the UK Search & Rescue Zones.

Comms during taskings

Best practice is to conduct communications over airwave (unless this is not possible) and to use their call sign.

Vessel	Callsign	Telephone	MMSI
HMC Searcher	Cosmos 6	236	235081000
HMC Seeker	Cosmos 7	238	235082000
HMC Valiant	Cosmos 2	232	235745000
HMC Vigilant	Cosmos 1	226	235521000
HMC Protector	Cosmos 5	224	235101211
CPV Active	Cosmos 23	231	235118132
CPV Alert	Cosmos 24	544	235118131
CPV Eagle	Cosmos 21	291	235118128
CPV Hunter	Cosmos 26	397	235118313
CPV Nimrod	Cosmos 22	139	235118129
CPV Speedwell	Cosmos 27	242	235118134
Rhib Champion	Champion		
Rhib Neptune	Neptune		
Rhib Safeguard	Safeguard		
Rhib Swift	Swift		
BF Maritime Control Centre	MCC	952	
Dover Coastguard		008	
BF MC CG Liaison Officer	CG1		

Notification to stakeholders

Shore based assets require as much notice as reasonably possible from Maritime Command of inbound migrant vessels, in order to process the migrants once transferred to land.

The notification process is as follows:

- **Initial call to the appropriate RCCU** advising of the incident and all known details
- **Create a notification email** using the required template (see below) and send to current distribution list for Op Deveran live updates.
- **Provide subsequent email updates** using the same template to the same distribution list. Adding details such as: assets tasked, migrant numbers embarked / medical conditions / male female breakdowns etc and ETA to Tug haven. As well as new incidents. The live update template is as per below, found in the shared drive under Operation Deveran.

Live updates must be worded appropriately. They must be factual, accurate and without emotion.



OFFICIAL SENSITIVE

All,

Status	MCGA Ref.	M Ref.	Lat/Long	Territorial Waters	Vessel Type	POB	Overview	ETA	Asset Assigned
	A	M134	51 05.4N / 002 00.9E	FR	Inflatable	27	0020 – Dover CG advise Dunkirk Seaways ferry spotted a grey inflatable near Gravelines beach. 0150 – French asset Flamant now alongside migrant vessel, approx 9 miles from UK waters. 25-30 pob. Speedwell tasked. 0450 – Speedwell on scene. 0500 – Full embarkation confirmed. 22 adult males, 5 adult females. ETA Tughaven 0640hrs. 0545 figures revised 16 adult males, 5 adult females, 6 minors. SPEEDWELL disembarking. DISEMBARKATION Complete.		
	B	M135	51 01.8N / 001 42.1E	FR	Inflatable	19	0230 – Dover CG advise of new event approx 5 miles from UK waters. French asset Escaut en route to scene. Valiant tasked. 0448 – Valiant confirm full embarkation, ETA Tughaven 0530. 18 adult males, 1 adult female. DISEMBARKATION Complete.		
	C	M136	50 59.41N / 001 36.41E	FR	Inflatable	32	0535 – Dover CG advise of event C, spotted by aerial asset and Calais Seaways ferry. VALIANT interdicting at present time. 28 POB (27 Males, 1 female, 4 minors) No medical issues. Disembarking at Tughaven.		VALIANT
	D		51 01.6N / 001 41.62	FR	Inflatable		0634- Sighted by Cote Des Flandres Ferry. NFD. DCG Reconfirming this incident, await update. SPEEDWELL will reconnoitre area. NFD on position, SPEEDWELL retasked. CG CONFIRM RETURNED TO FRANCE BY FRENCH LAW ENFORCEMENT		
	E	M137	50 58.9N / 001 26.3E	FR	Inflatable	8	0721- Spotted by French vessel Freedom. Sighted by VALIANT whilst interdicting C. VALIANT to begin interdiction at 0755hrs. 8POB (3 Males, 5 minors). No COVID concerns, 1 poss slight leg injury. Disembarking at Tughaven.		VALIANT
	F	M138	51 04.34N / 001 46.43E	FR	Grey/Silver Inflatable	19	07:13 hrs French warship FLAMANT is with 2 vessels one with 20POB other with 30POB (NFD) doing approx. 5 knts. 0950hrs CPV HUNTER embarked 19 POB (7 adult males, 12 males stating they are minors at present time). ETA TBA once out of TSS. ETA TUGHAVEN 40 mins.		HUNTER
	G	M139	51 04.34N / 001 46.43E	FR	Blue/black Inflatable	28	07:13hrs French warship FLAMANT is with 2 vessels, one with 20POB other with 30POB (NFD) doing approx. 5knts. 0950hrs CPV SPEEDWELL embarked migrants. 28 POB (14 adult males, 3 females, 11 minors) no medical issues. ETA 15 Mins		SPEEDWELL
	H		51 10N / 002 15E	FR	Inflatable	25	French vessel ESCAUT with inflatable with 25POB NFD.		

Live update template - \\Poise.homeoffice.local\data\PNH\SiteGroup\Common\BFBPS-maritimecommand\04 OPERATION DEVERAN\Op DEVERAN Documentation

Incidents are colour coded according to status:

- Incident open
- Migrants embarked onto asset
- Incident closed

Details updating existing events are written in red. Any confirmed duplicated incidents are written in ~~strikethrough~~.

Case references

'M' references

These are owned by the MCC. They are issued only upon interception of a migrant vessel, or and not before. The next 'M' reference to be issued can be found in the Case File Register. All agencies will refer to this reference number. 'M' references are also assigned to beach landings.

MCGA references

Dover Coastguard assign letters of the alphabet for each notification of an event, regardless of whether or not it gets intercepted.

Status	MCGA Ref.	M Ref.	Lat/Long	Territorial Waters	Vessel	POB	
	A	M100	51 01.05N / 001 22.05E	UK	Inflatable	14	Report of 999 call from with 1 child and 4 female Valiant has target in sight migrants. 9 males & 5 female
	B	M102	51 06.44N / 001 31.41E	FR	Inflatable	36	FR asset ESCAUT shadow HUNTER tasked.
	C	M101	Dungeness	UK	Inflatable	44	Beach landing. Approx. 10 children identified. A full absconded. Total number
	D	M103	Dungeness	UK	Inflatable	29	Beach Landing. 27 male NEPTUNE.
	E	M104	50 49.50N / 001 15.13E	FR	Inflatable	17	FR asset NORDET shadow SPEEDWELL tasked. SPE migrants
	F			FR	Inflatable	7	Report of migrant vessel tasked Duplicate of J
	G	M108	50 57.48N / 001 32.12E	FR	Inflatable	11	FR asset Abeille Langue vessel with 10 POB. SPE
	H	M105	51 02.00N / 001 19.55E	UK	Inflatable	12	Sighting of migrant craft
	I	M106	51 11.20N / 001 35.04E	UK	Inflatable	25	Report of green migrant SAFEGUARD tasked with
	J	M107	50' 49.9 N / 001 02.5 E	UK	Inflatable	21	Report of migrant craft HUNTER now intercepting
	K		CS3 Bouy	UK	Inflatable		Report of migrant vessel point. HUNTER tasked. DCG concluded is a duplicate

Note that the MCGA references appear in alphabetical order. But the 'M' references are not usually in chronological order, as this depends on time and order of interception.

The Coastguard event status should also be recorded. This will usually be MONITOR when the migrant vessel is in French TTW. This should change to DISTRESS when the vessel enters UK TTW. All MCC officers should familiarise themselves with the relevant Coastguard terminology.

National decision model

All actions and decision making during live events should be according to the framework below and documented in personal day books. Actions must be **justified, proportionate and legal**.



Day book entries

SOLAS 1974 and Criminal Procedures and Investigations Act 1996

(Record/Retain/Reveal) require all actions and decision making to be recorded. Day book entries must be in chronological order, factual, and accurate, with awareness that these may be used in evidence.

Escalation to the duty SO / AD / DD

Authority to enter French TTW must always be sought from the duty SO or above, unless during a SOLAS situation.

The duty SO must be advised immediately in the event of:

- Serious urgent medical conditions of an intercepted migrant embarked onto an asset
- Violence
- Injury of BFMC crew
- Deceased persons
- Missing persons

MCC HO role

The HO undertakes the lead operational role within the MCC, overseeing correct deployment of assets, and all reporting and communications functions.

The HO is responsible for the response to critical incidents (and referring up the chain of command, and where appropriate, to Maritime Safety such as (but not limited to):

- Violence
- Injuries
- Man overboard
- Serious and urgent medical conditions
- Deaths
- Significant delays disembarking migrants from assets

The HO is also responsible for undertaking welfare communications to the assets in the event of:

- Large numbers of migrants onboard one vessel / intercepted by one vessel
- Violence
- Crew fatigue
- Adverse weather conditions.

Response to casualty Reports.

- Separate updates have been issued to the MCC consolidating the relevant risk assessments and guidance that have been issued to Squadron Commanders and OICs regarding casualty and body handling.
- This can be found at [[HYPERLINK "file:///\\\\Poise.homeoffice.local\\data\\PNH\\SiteGroup\\Common\\BFBPS-maritimecommand\\04%20OPERATION%20DEVERAN\\Op%20DEVERAN%20Documentation\\Operation%20DEVERAN%20SOP's\\Body%20Recover.%20Body%20Fatality%20SOP"](file:///\\\\Poise.homeoffice.local\\data\\PNH\\SiteGroup\\Common\\BFBPS-maritimecommand\\04%20OPERATION%20DEVERAN\\Op%20DEVERAN%20Documentation\\Operation%20DEVERAN%20SOP's\\Body%20Recover.%20Body%20Fatality%20SOP)] in the MCC case file.
- In the event of a Maritime Command vessel being involved in a fatality or fatalities during a deployment, the coordinating authority will remain HM Coastguard.
- HMCG will advise the Commander and OICs as to immediate actions.
- On receiving a report of possible fatalities, the MCC should obtain as much information as possible and seek to undertake an initial assessment of the situation.
- It is recognised that initial updates may be limited as the Commander/OIC assesses and controls the incident.
- If the initial report is received from a Maritime Command vessel, the MCC should ensure that HMCG are immediately informed.
- As soon as possible, the Coastguard should be notified of first aid/CPR actions undertaken by the crews.
- If, at all possible, communications should remain within Airwave Channel XMAMA1.
- Once an initial assessment has been obtained, the matter should then be escalated to the Duty Senior Officer.
- The Duty SO will brief the SLT and confirm next steps.
- This will include, notifying the CTC, RCCU and NCC.
- The MCC will also liaise with the Altair Silver in order to ensure that the relevant assets are in place at Dover to allow the situation to be managed appropriately.
- A separate berth may be allocated for the disembarking of critical/non-responsive casualties. Numerous options are available including the Dover RNLI station in the events of a single casualty, the new Jet Foil Berth in Dover or the Ro-Ro Berth in Ramsgate. However, the final decision as to berthing will be an operational one on the day and will be based on a number of factors.
- The on-going welfare of the crews will be particularly important and the MCC should support this process by coordinating TRIM and MHFA support.

- Once fully established, Post Incident Management (PIM) support will be available if required.
- The welfare of MCC staff will also be a key priority and TRIM support will be made available immediately.
- As per any other events, all notes and records should be retained.
- Any such event could impact on crews' ability to continue to deploy into Deveran. Therefore, the MCC should brief the Duty Senior Officer regarding additional vessel availability.

Case file register

The Operation Deveran case file register records all incidents where a BF asset was tasked and intercepted a migrant craft. As well as beach landings.

Cases appear in order of interception, or notification of beach landing.

Each case must only be assigned an 'M' reference number at the point of interception. Enter case details according to Commander updates.

Best practice is to start the precis with the CG reference letter. With regard to the wind speed and wave height sections, utilise www.windy.com

ADMIN														
Enter M Ref	Enter MCGA Category	Enter MCGA Category	Enter MCGA Category	Enter Interdiction by	Select MCC Officer	Select Case Status	Select Op Debrief Received ?	Select Small Boat Proforma Received	Enter Incident Date	Enter MCC first called ?	Select MCC first notified by ?	Enter Vessel Type in Initial report	Enter Clandestine Entry (No.)	
M157				BF Asset	Duffield	Closed	Yes		15/05/2021	08:00:00	HM CG	Inflatable	23	O: Small grey rhib with engine and approx 1 female
M158				BF Asset	Duffield	Closed	Yes		15/05/2021	06:20:00	HM CG	Inflatable	23	H: Vessel sighted in Dunkirk approaches. No covid or other medical conditions.
M160				BF Asset	Sul6	Closed	Yes		20/05/2021	03:00:00	HM CG	Inflatable	18	B: DCG called reporting their fixed wing aircraft shadowing. SPEEDWELL interdicted at 04 disembarked. No Covid or health concern.
M161				BF Asset	Sul6	Closed	Yes		20/05/2021	04:32:00	HM CG	Inflatable	11	C. DCG advised that Belgium warship BNS vessel. Returning to Dover on one engine migrants. 08:47 migrants disembarked. H
M162														
M163														
M164														
M165														
M166														
M167														
M168														
M169														
M170														
M171														
M172														

The current case handling system is under review. A new system is being investigated with regard to the MCC inputting information into a live document for many users to have access to and removes the requirement for saving emails into separate folders.

Case files

Case files hold all documents regarding each incident or group of incidents in one day, including emails, debriefs, reports, photos. Shared drive – 04. Operation Deveran refers.

Create a new folder named from the first M number you have or will issue. Inside this folder create the following sub folders as detailed below:

SiteGroup > Common > BFBPS-maritimecommand > 04 OPERATION DEVERAN > Op DEVERAN 2021 > 2021 Casefiles > M159 - M161 >					
<input type="checkbox"/>	Name	Date modified	Type	Size	
	Correspondence	20/05/2021 11:54	File folder		
	Covid	20/05/2021 03:12	File folder		
	Debriefs	20/05/2021 10:50	File folder		
	Flight report	20/05/2021 08:37	File folder		
	Intel	20/05/2021 16:30	File folder		
	Photos	20/05/2021 08:37	File folder		

As emails are sent, they are renamed and numbered in order of receipt; filed in the 'Correspondence' folder as below.

View					
Common > BFBPS-maritimecommand > 04 OPERATION DEVERAN > Op DEVERAN 2021 > 2021 Casefiles > M134 - M141 > Correspondence					
<input type="checkbox"/>	Name	Date modified	Type	Size	
	1 - Op Deveran live update 1 11_05_2021	11/05/2021 02:11	Outlook Item	254 KB	
	2 - Op Deveran live update 2 11_05_2021	11/05/2021 02:42	Outlook Item	259 KB	
	3 - OFFICIAL SENSITIVE_ Initial notification o...	11/05/2021 02:47	Outlook Item	594 KB	
	4 - OFFICIAL SENSITIVE_ Update of ongoing...	11/05/2021 02:47	Outlook Item	595 KB	
	5 - Op Deveran live update 3 11_05_2021	11/05/2021 03:57	Outlook Item	260 KB	
	6 - OFFICIAL SENSITIVE_ Update of ongoing...	11/05/2021 04:23	Outlook Item	595 KB	
	7 - Op Deveran live update 4 11_05_2021	11/05/2021 04:53	Outlook Item	261 KB	
	8 - OFFICIAL SENSITIVE_ Update of ongoing...	11/05/2021 05:00	Outlook Item	596 KB	
	9 - Op Deveran live update 5 11_05_2021	11/05/2021 05:04	Outlook Item	260 KB	
	10 - OFFICIAL SENSITIVE_ Update of ongoing...	11/05/2021 05:13	Outlook Item	596 KB	
	11 - Op Deveran live update 6 11_05_2021	11/05/2021 05:25	Outlook Item	261 KB	
	12 - OFFICIAL SENSITIVE_ Update of ongoing...	11/05/2021 05:36	Outlook Item	602 KB	
	13 - OFFICIAL SENSITIVE_ Update of ongoing...	11/05/2021 06:48	Outlook Item	606 KB	
	14 - Op Deveran live update 7 11_05_2021	11/05/2021 06:49	Outlook Item	265 KB	
	15 - OFFICIAL SENSITIVE_ Update of ongoing...	11/05/2021 06:49	Outlook Item	600 KB	
	16 - Op Deveran live update 8 11_05_2021	11/05/2021 06:55	Outlook Item	282 KB	
	17 - OFFICIAL SENSITIVE_ Update of ongoing...	11/05/2021 06:55	Outlook Item	579 KB	
	18 - Op Deveran live update 9 11_05_2021	11/05/2021 07:14	Outlook Item	306 KB	
	19 - OFFICIAL SENSITIVE_ Update of ongoing...	11/05/2021 07:55	Outlook Item	584 KB	
	20 - Op Deveran live update 10 11_05_2021	11/05/2021 07:55	Outlook Item	300 KB	
	21 - OFFICIAL SENSITIVE_ Update of ongoing...	11/05/2021 08:04	Outlook Item	594 KB	
	22 - OFF-SEN 08_00 Clandestine Threat Com...	11/05/2021 08:04	Outlook Item	841 KB	
	23 - Op Deveran live update 11 11_05_2021	11/05/2021 08:37	Outlook Item	302 KB	
	24 - OFFICIAL SENSITIVE_ Update of ongoing...	11/05/2021 08:46	Outlook Item	590 KB	
	25 - CCIC_21_1056_Fiche 227 - 4 x SDN Retur...	11/05/2021 10:22	Outlook Item	362 KB	
	26 - OFFICIAL SENSITIVE_ Update of ongoing...	11/05/2021 10:23	Outlook Item	596 KB	
	27 - Op Deveran live update 12 11_05_2021	11/05/2021 10:23	Outlook Item	306 KB	

Event conclusion

The event is declared closed when the migrants have disembarked an asset and handed to Immigration Enforcement shoreside. Or when the coastguard has closed the event. This could involve other agencies completing the rescue e.g. RNLI, French authorities returning the vessel to France or that the event has been a duplication of another event reference.

Consideration must be given to crew fatigue - have been deployed and when they may be deployed next. Crews also have a considerable amount of work before departing assets to get rest.

The relevant Commanders forward-debrief documents which are to be copied and pasted into the case register against the correct case number.

COVID-19

If a migrant intercepted displays Covid symptoms, the Commander will inform the MCC and the relevant RCCU / Tug Haven must be made aware immediately.

If the MCC is advised that a migrant who had been embarked on an asset later tests positive for Covid 19, the appropriate crew(s) must be advised by telephone, with guidance given. Followed up by a confirmation email, copying in the duty SO. The following template can be used:

“Good afternoon,

Please be aware of the information below [initial email notification] relating to a migrant that has tested positive from event MXXX which you interdicted [day] at [time].

Could you please identify the officers who had contact with them and instruct to commence 7 day LTF serial testing. We are keeping the situation under constant review.

Please do not hesitate to call at any stage should you have any concerns

In the event of a positive test, please refer to the guidance:

“Any positive COVID test should be reported by the line manager via the COVID-19 incident reporting form which goes directly to COVID silver, please see below link.

[HYPERLINK

"https://gbr01.safelinks.protection.outlook.com/?url=https%3A%2F%2Fhorizon.homeoffice.gov.uk%2Fsection%2Fhr-and-wellbeing%2Fcoronavirus-covid-19%2Freporting-covid-19-cases-workplace&data=04%7C01%7CBFBPS-maritimecommand%40homeoffice.gov.uk%7C6c980addb7b44f117fa408d8f5fa628b%7Cf24d93ccb2914192a08af182245945c2%7C0%7C0%7C637529803026114991%7CUnknown%7CTWFpbGZsb3d8eyJWIjoiMC4wLjAwMDAiLCJQIjoiV2luMzliLCJBTiI6IklhaWwiLCJXVCIMn0%3D%7C1000&sdata=xttG0wA%2FLvXjuUnUqdtmyqNE3%2FSM1CA6%2F4%2FURPDroXM%3D&reserved=0"]”

I have attached the LFT testing SOP for ease of reference – particularly page 5 regarding a positive test.”

Emails relating to positive tests on intercepted vessels should be filed in the appropriate file in the shared drive.