#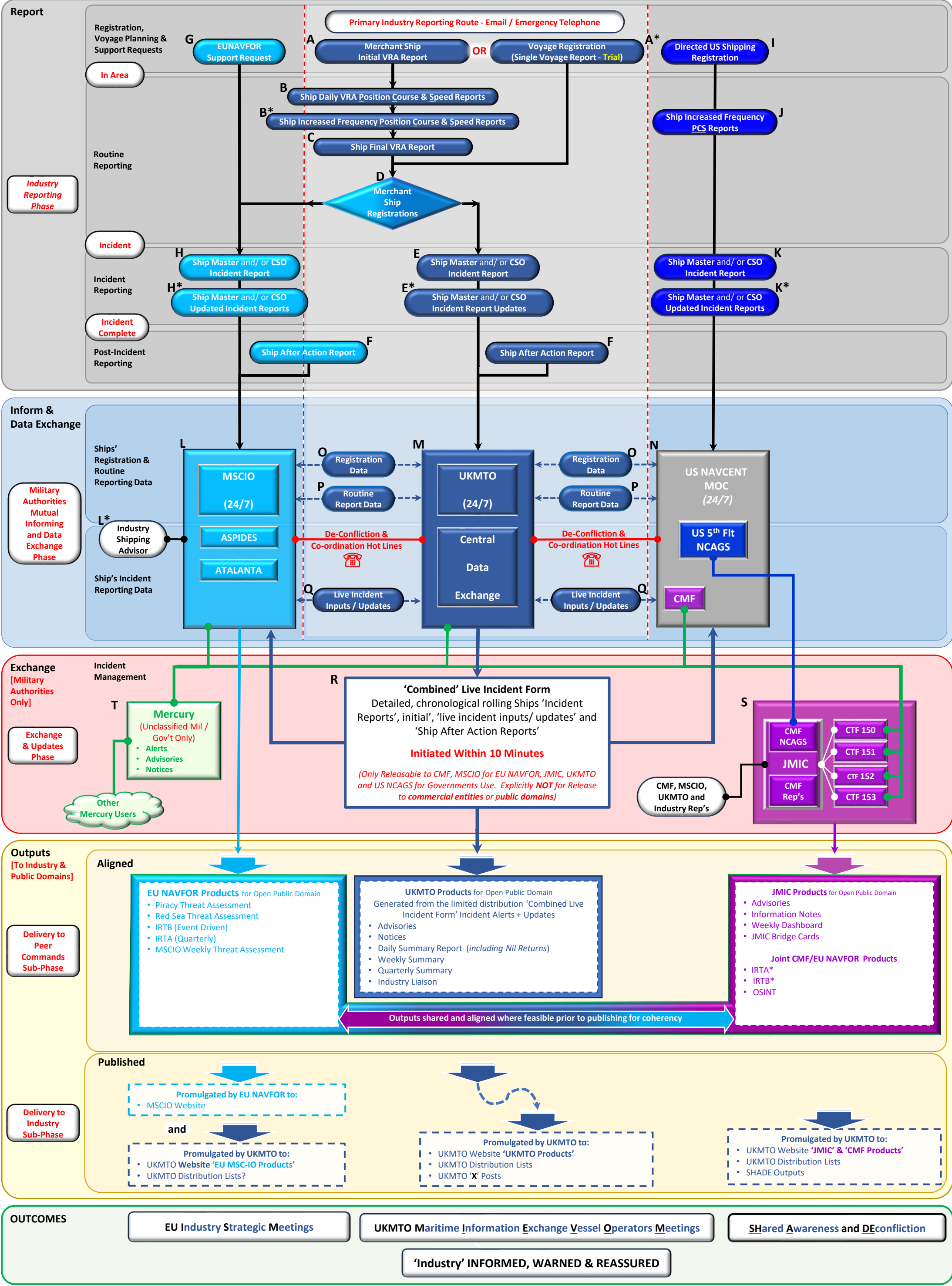 The SINGLE INFORMATION FRAMEWORK (SIF), Information Sharing (IS) in the Voluntary Reporting Area (VRA) - UKHO MarSec Chart Q6099

Report

Registration, Voyage Planning & Support Requests

Industry Reporting Phase

Primary Industry Reporting Route - Email / Emergency Telephone

G EUNAVFOR Support Request

A Merchant Ship Initial VRA Report **OR** Voyage Registration (Single Voyage Report - *Trial*) **A***

I Directed US Shipping Registration

In Area

B Ship Daily VRA Position Course & Speed Reports

B* Ship Increased Frequency Position Course & Speed Reports

J Ship Increased Frequency PCS Reports

Routine Reporting

C Ship Final VRA Report

D Merchant Ship Registrations

Incident

Incident Reporting

H Ship Master and/ or CSO Incident Report
H* Ship Master and/ or CSO Updated Incident Reports

E Ship Master and/ or CSO Incident Report
E* Ship Master and/ or CSO Incident Report Updates

K Ship Master and/ or CSO Incident Report
K* Ship Master and/ or CSO Updated Incident Reports

Incident Complete

Post-Incident Reporting

F Ship After Action Report   **F** Ship After Action Report

Inform & Data Exchange

Military Authorities Mutual Informing and Data Exchange Phase

Ships' Registration & Routine Reporting Data

L MSCIO (24/7) / ASPIDES / ATALANTA

L* Industry Shipping Advisor

M UKMTO (24/7) / Central Data Exchange

N US NAVCENT MOC (24/7) / US 5th Flt NCAGS / CMF

O Registration Data   **O** Registration Data
P Routine Report Data   **P** Routine Report Data

De-Confliction & Co-ordination Hot Lines   **De-Confliction & Co-ordination Hot Lines**

Ship's Incident Reporting Data

Q Live Incident Inputs / Updates   **Q** Live Incident Inputs / Updates

Exchange [Military Authorities Only]

Incident Management

Exchange & Updates Phase

T Mercury (Unclassified Mil / Gov't Only)
• Alerts
• Advisories
• Notices

Other Mercury Users

R **'Combined' Live Incident Form**
Detailed, chronological rolling Ships 'Incident Reports', initial', 'live incident inputs/ updates' and 'Ship After Action Reports'

Initiated Within 10 Minutes

(Only Releasable to CMF, MSCIO for EU NAVFOR, JMIC, UKMTO and US NCAGS for Governments Use. Explicitly NOT for Release to commercial entities or public domains)

S JMIC — CMF NCAGS / CMF Rep's / CTF 150 / CTF 151 / CTF 152 / CTF 153

CMF, MSCIO, UKMTO and Industry Rep's

Outputs [To Industry & Public Domains]

Aligned

Delivery to Peer Commands Sub-Phase

EU NAVFOR Products *for Open Public Domain*
• Piracy Threat Assessment
• Red Sea Threat Assessment
• IRTB (Event Driven)
• IRTA (Quarterly)
• MSCIO Weekly Threat Assessment

UKMTO Products *for Open Public Domain*
Generated from the limited distribution 'Combined Live Incident Form' Incident Alerts + Updates
• Advisories
• Notices
• Daily Summary Report *(including Nil Returns)*
• Weekly Summary
• Quarterly Summary
• Industry Liaison

JMIC Products *for Open Public Domain*
• Advisories
• Information Notes
• Weekly Dashboard
• JMIC Bridge Cards

Joint CMF/EU NAVFOR Products
• IRTA*
• IRTB*
• OSINT

Outputs shared and aligned where feasible prior to publishing for coherency

Published

Delivery to Industry Sub-Phase

Promulgated by EU NAVFOR to:
• MSCIO Website

and

Promulgated by UKMTO to:
• UKMTO **Website 'EU MSC-IO Products'**
• UKMTO Distribution Lists?

Promulgated by UKMTO to:
• UKMTO Website **'UKMTO Products'**
• UKMTO Distribution Lists
• UKMTO **'X'** Posts

Promulgated by UKMTO to:
• UKMTO Website **'JMIC' & 'CMF Products'**
• UKMTO Distribution Lists
• SHADE Outputs

OUTCOMES

EU Industry Strategic Meetings

UKMTO Maritime Information Exchange Vessel Operators Meetings

SHared Awareness and DEconfliction

'Industry' INFORMED, WARNED & REASSURED

Note ID	Field Name	Field Description
	Note 1	The VRA is described on Maritime Security Chart UKHO Q6099.
A	Merchant Ship Initial VRA Report	Ships entering and operating within the Voluntary Reporting Area (VRA) are encouraged to voluntarily report to UKMTO and MSCIO. Registration allows more rapid direct communications between the reporting ship and UKMTO & MSCIO. An agreed standardised format. The format of the Incident Report(s) is at **Section 6 Item 1** – 'Merchant *Ship VRA Report*'
A*	Voyage Registration	An alternative approach to registration in the VRA is being trialled in order to reduce the need for daily updates. In due course it is hoped that this can be offered to a wider cross section of industry. Note: A separate work strand to the SHADE IX WG.
B	Ship Daily VRA Position Course & Speed (PCS) Report	This is a Daily/ Transit Position report. It supplements AIS and is most useful when a vessel has elected to turn AIS 'OFF'. An agreed standardised format. The format of the Ship Daily VRA Position Course & Speed (PCS) Report is at **Section 6 Item 2** – '*Ship Daily VRA Position Course & Speed (PCS) Report*'
B*	Ship Increased Frequency Position Course (PCS) & Speed Reports	This report is requested when the Master elects to switch AIS OFF. It is the daily/ transit position report in format, but submitted more regularly, ideally at intervals of 2 to 3 hours. This enables 'manual plotting and tracking' in lieu of AIS positional data. An agreed standardised format. The format of the Ship Increased Frequency Position Course & Speed (PCS) Report is at **Section 6 Item 2** – '*Ship Increased Frequency Position Course & Speed (PCS) Report*'
C	Ship Final VRA Report	Ships exiting the Voluntary Reporting Area (VRA) are encouraged to inform UKMTO and MSCIO that they are leaving/ have left the VRA. An agreed standardised format. The format of the Ship Final VRA Report is at **Section 6 Item 3** – '*Ship Final VRA Report*'
D	Merchant Ship Registration	Addressed To Action Addressees: • watchkeepers@UKMTO.org • postmaster@MSCIO.eu Masters may add other Cc Information addressees.

Note ID	Field Name	Field Description
		Merchant Ship Registration is achieved through the Merchant Ship Initial VRA Report or Voyage Registration.
E	Incident Report(s) (UKMTO)	All 'Incident Reports' from Masters/ CSOs should be sent directly to UKMTO in the first instance. This does not preclude reports being made to either MSCIO and/ or US NCAGS. In this event this information must be shared with UKMTO immediately so that it can be collated into the 'Combined Live Incident Form'. However, all detail must be exchanged promptly so that it may be consolidated into a 'Combined Live Incident Form' (CLIF. The CLIF is distributed **only** between Military Authorities. An agreed standardised format. The format of the Incident Report(s) is at **Section 6 Item 4** – '*Ship Incident Report(s)*'
E*	Incident Report Update(s) (UKMTO)	When additional detail is available to update the previous Incident Report(s) this information should be sent to UKMTO who in turn will share the updates with MSCIO and US NCAGS. These Incident Report Updates are added to the CLIF, and, the updated CLIF(s) are circulated to MSCIO and US NCAGS by UKMTO. The CLIF and CLIF Updates are distributed **only** between Military Authorities. An agreed standardised format. The format of the Incident Report Update(s) is at **Section 6 Item 4** – '*Ship Incident Report Update(s)*'
F	Ship After Action Report (SAAR)	A post-incident, follow-up report from the Ship to UKMTO and MSCIO. Following any attack or suspicious activity, it is vital that a detailed report of the event is provided to UKMTO and MSCIO, to take account of details that may have been missed in earlier communications or requires correction. Ships may also send a copy of this report to the IMB. An agreed standardised format. The format of the SAAR is at **Section 6 Item 5** – '*Ship After Action Report*'
G	EUNAVFOR Support Request	Vessels requiring direct support from EUNAVFOR Op ATALANTA or Op ASPIDES, should use this form to supplement VRA Registration. E.g. accompaniment, escort etc This is in addition to the '**A**' - Merchant Ship Initial VRA Report. This supplementary request is found on the MSCIO website. This form is subject to change as the needs of the operation dictate and will therefore be amended as required by MSCIO on the MSCIO website. The format of the EUNAVFOR Support Request is at **Section 6 Item 6** – '*EUNAVFOR Support Request*'
H	Incident Report(s) (EUNAVFOR)	'Incident Reports' be made direct to EUNAVFOR in the first instance should be forwarded to UKMTO for inclusion in the 'Combined Live Incident Form' (CLIF) This is distributed **only** between Military Authorities.

Note ID	Field Name	Field Description
		An agreed standardised format.
H*	Incident Report Update(s) (EUNAVFOR)	When additional detail is available to update the previous Incident Report(s) this information should be sent to UKMTO who in turn will share all updates with MSCIO and US NCAGS. These Incident Report Updates are added to the CLIF. This is distributed **only** between Military Authorities. An agreed standardised format.
I	Directed US Shipping Registration	US Flagged Vessels may be obliged to 'register' with US NCAGS to administer specific US NCAGS services/ arrangements.
J	Ship Increased Frequency PCS Reports (US NCAGS)	This report is requested by US NCAGS when the Master elects to switch AIS OFF. It is the daily/ transit position report in format, but submitted more regularly, ideally at intervals of 2 to 3 hours. This enables 'manual plotting and tracking' in lieu of AIS positional data. An agreed standardised format.
K	Incident Report(s) (US NCAGS)	'Incident Reports' be made direct to US NCAGS in the first instance should be forwarded to UKMTO for inclusion in the 'Combined Live Incident Form' (CLIF) This is distributed **only** between Military Authorities. An agreed standardised format.
K*	Incident Report Update(s) (US NCAGS)	When additional detail is available to update the previous Incident Report(s) this information should be sent to UKMTO who in turn will share all updates with MSCIO and US NCAGS. These Incident Report Updates are added to the CLIF. This is distributed only between Military Authorities. An agreed standardised format.
L	MSCIO	A 24/ 7 watchkeeping organisation and is the provider of MERCURY for IX. 'MSCIO' is the data management centre for both Op ASPIDES and Op ATALANTA.
L*	Industry Shipping Advisor	Both Operations ATALANTA and ASPIDES have their own separate Industry Shipping Advisor.
M	UKMTO	A 24/ 7 watchkeeping organisation and key user of MERCURY for IX. UKMTO provides the **Central Data Exchange** between military coordinating authorities. Notwithstanding the parallel registration and reporting process at 'D', UKMTO performs as the principal point of contact for general registrations and maritime security incident reporting.
N	US NAVCENT MOC & US NCAGS	A 24/ 7 watchkeeping organisation. The USN 5TH Fleet (NAVCENT) MOC Floor hosts the USN 5TH Flt NCAGS cell as well as a CMF Element. The CMF Element is a key user of MERCURY for IX, in support of the process already in place for IX between UKMO and MSCIO.
O	Registration Data	This is **data** received in the various registration reports, which has been extracted

Note ID	Field Name	Field Description
	(MSCIO-UKMTO-US NCAGS)	and then **exchanged promptly and accurately** with the other **military stakeholders** See Note on De-confliction and coordination.
P	Routine Report Data (MSCIO-UKMTO-US NCAGS)	This is **data** received in the various registration reports, which has been extracted and then **exchanged promptly and accurately** with the other **military stakeholders** See Note on De-confliction and coordination.
Q	Live Incident Inputs/ Updates (MSCIO-UKMTO-US NCAGS)	This is **data** received in the various registration reports, which has been extracted and then **exchanged promptly and accurately** with the other **military stakeholders** See Note on De-confliction and coordination.
R	Combined Live Incident Form (CLIF)	A detailed rolling summary and narrative report of all the detail received **on a single incident**; distributed as a single live document, which is updated incrementally. The CLIF contains detailed factual and potentially sensitive information, so its distribution is necessarily limited to military authorities only. The CLIF is not intended for use outside of the immediate UKMTO/ EUNAVFOR / USNCAGS community as shown in this process. The CLIF is not for public release, and it is explicitly not for sharing with any Private Maritime Security Company (PMSC). Any outputs that are published in the public domain will be derived from the CLIF, but will necessarily have sensitive detail stripped out, whether it be for military OPSEC, commercial or politically sensitive reasons.
N/N	De-Confliction & Coordination Hot Lines	Maritime Trade, White Shipping information is fundamentally OFFICIAL SENSITIVE, but must be managed with a 'Commercially Sensitive' caveat in accordance with GDPR rules. Notwithstanding, there will often be a requirement to discuss matters that are subject to national Government/ Military classifications, particularly where information that is useful to any belligerent needs to be discussed. Routinely, there will be a need to de-conflict, coordinate and make coherent incident assessments. Some elements of incidents may need to be managed via secure communications means. If a matter is urgent, follow-up promptly with discussion on appropriately classified military secure communications.
S	JMIC	JMIC provides Information Notes on individual incidents once the activity has come to a conclusion. The aim of these products is to provide further incident detail (once declassified), where possible N2 assessments and military guidance to shipping. It also provides a Weekly Dashboard summarising the weekly activity. Both products are distributed by UKMTO. Composition of the JMIC is drawn from, US NCAGS as well as other CMF NCAGS SME, UKMTO, MSCIO and industry.
T	MERCURY:	Provided by MSCIO, is the principal, **UNCLASSIFIED** IX and chat room between MarSec stakeholders in the Indian Ocean.