



Shared Awareness and De-Confliction (SHADE) Conference

**Information Sharing
Working Group**



ISWG Agenda – Day One –AM Session



Agenda Item	Time (Mins)	Topic	Remarks	Action or Lead
Day 1 – Monday 16 Dec 24				
1	13:00-13:05	IX WS Chair Introduction & Opening Remarks: <ul style="list-style-type: none"> • Aim. • Objectives. <ul style="list-style-type: none"> ○ Standardise registration and reporting format within the VRA. ○ Develop comprehensive reporting and information flow diagram. ○ Identify all Primary and secondary stakeholders and their mandates. ○ Discuss strategic communication, <u>guidance</u> and outputs to industry. ○ Plan quarterly stakeholder meetings. • Deliverables. • Legal Disclaimer. 		Chair: Capt Lee Stuart USN
2	13:05-11:15	Attendee – Individual Introductions: <ul style="list-style-type: none"> • IWSG Member/ SHADE Participant Introductions. • Observer Introductions. 	Introductions Format: <ul style="list-style-type: none"> • Name: • Organisation: • Role at SHADE i.e. Participant or Observer • Representing: 	All
3	13:15-13:25	ISWG Terms of Reference: <ul style="list-style-type: none"> • Key Stakeholders • Frequency of Meetings • Future Planning Milestones • Objectives • Standardise Registration & Reporting within the VRA • Develop Comprehensive Reporting and Information Flow Diagram • Identify all Key Stakeholders and their Mandates • Discuss strategic communication, <u>guidance</u> and Outputs to Industry • Quarterly Stakeholder meetings. • Composition: CMF, EU NAVFOR, Independent Deployers, Maritime Information Fusion Centres (IFC), Industry Representatives, Regional States, and Relevant International Organisations 		Chair: Capt Lee Stuart USN



ISWG Agenda – Day One - PM Session



Agenda Item	Time (Mins)	Topic	Remarks	Action or Lead
4	13:30-A/R	<p>A Single Information Environment – Information Exchange in the Voluntary Reporting Area (VRA)</p> <p>Who? - Review of Key SHADE Entities & Organisations.</p> <ul style="list-style-type: none"> • Mission Statements. • Roles. • CMF, JMIC, MSCIO, Operation ATALANTA, Operation ASPIDES, UKMTO, USNCAGS, IFCs. <p>Where?</p> <ul style="list-style-type: none"> • Review of Proposed Voluntary Reporting Area. • Review of Proposed Changes to MarSec Chart Q6099. <p>What? When? & How?</p> <p>Review of Reference Document(s)</p> <ul style="list-style-type: none"> • Reminder of Current BMP 5 Definitions – Acknowledging revision to BMP 2025. • Intention to align a single set of mutually agreed definitions. Consultation with Industry Representatives. 		Lead: Steve Smith
5	A/R	<p>Review of Proposed SIE IX in the VRA – Flow Diagrams</p> <ul style="list-style-type: none"> • Review Single Information Environment Flow Diagram. • Review Single Information Environment Detailed Flow Diagram. 		Lead: Steve Smith
6	A/R	<p>Review of Proposed Flow Diagram Abbreviations and Definitions</p>		Lead: Steve Smith
7	15:00-15:30	Coffee Break		All



ISWG Agenda – Day One – PM Final Session



Agenda Item	Time (Mins)	Topic	Remarks	Action or Lead
8	A/R	<p>Review Proposed Standard Message Formats Ship Initial VRA Report. <i>(Steve Smith)</i></p> <ul style="list-style-type: none"> • Ship Daily/ VRA Transit Position Report. <i>(Steve Smith)</i> • Ship Final VRA Report. <i>(Steve Smith)</i> • Ship Incident Report / Incident Report Update(s). <i>(Steve Smith)</i> • Ship After Action Report. <i>(Steve Smith)</i> • EU NAVFOR Support Request. <i>(Cdr Thomas Scalabre RN)</i> 		<p>Lead: Steve Smith</p> <p>Lead: Cdr Thomas Scalabre FN</p>
9	A/R	UKMTO and MSCIO Website Utilisation		<p>Lead: Andy Brown Captain (ESP Navy) Rafael Torrecillas</p>
		Indian Ocean Region Information Fusion Centre (IOR IFC)	Chair to introduce	tbc
10	No Later Than 16:30-16:45	End of Day One – Session Review and Record of Decisions and Actions		<p>Secretary: Lt Antonio Martorell Dominguez SpN</p>
11	16:45-1700	AOB: Final Day One Questions and Answers Session.		<p>Chair: Capt Lee Stuart USN</p>
Day 2 – Tuesday 17 Dec 24				
12	09:00-09:05	Chairman's Day 2 Opening Remarks		<p>Chair: Capt Lee Stuart USN</p>
13	09:05-09:15	Review and Update of Day One WS Activities		<p>Lead: Steve Smith</p>



ISWG Agenda – Day Two



Agenda Item	Time (Mins)	Topic	Remarks	Action or Lead
14	09:15 -10:35	Continue from Day One Agenda as required, if required.		Chair: Capt Lee Stuart USN
15	10:35 to 10:40	End of Day 2 Session Review and Record of Decisions and Actions		Secretary: Lt Antonio Martorell Dominguez SpN
16	10:40 to 10:50	AOB: Final Day 2 Questions and Answers Session		Chair: Capt Lee Stuart USN
17	10:50 to 11:00	IX WS Chairman's Closing Remarks		Chair: Capt Lee Stuart USN
18	11:00 - 11:30	Coffee Break	On completion return to main SHADE agenda.	All



Item 1 – ISWG Chair Introduction and Opening Remarks



- Overview of Agenda
- **The Issues**



The Issues



- Standardisation Issues
- Multiple Message Formats
- Diverse Reporting Systems
- Political Context
- Requirement for the Protection of Sensitive / Commercial Information - Trust
- Coordination and Deconfliction Challenges
- Industry revision to BMP (Best Management Practices)



Item 1 – ISWG Chair Introduction and Opening Remarks



- Overview of Agenda
- The Issues
- Aim
- Objectives
 - **Standardise** registration and reporting format within the UKMTO VRA
 - **Develop** comprehensive reporting and information flow diagram
 - Identify all Primary and secondary stakeholders and their mandates
 - Discuss **strategic communication**, guidance and outputs to industry
 - Plan quarterly stakeholder meetings
- Deliverables



Item 2 – Attendee Individual Introductions



- **Introductions:**
 - Panel
 - Attendees
- **Format:**
 - Name:
 - Organisation:
 - Role at SHADE i.e. Participant or Observer
 - Representing:



Item 3 – ISWG Terms of Reference



- Key Stakeholders
- Frequency of Meetings
- Future Planning Milestones
- Objectives
- Composition:
 - CMF
 - EU NAVFOR
 - Independent Deployers
 - Maritime Information Fusion Centres (IFC)
 - Industry Representatives
 - Regional States
 - Relevant International Organisations



Item 4 – Single Information Environment in the UKMTO VRA



Who? - Review of Key SHADE Entities and Organisations

- Mission Statements
- Roles
 - CMF
 - JMIC
 - MSCIO (formerly MSCHoA)
 - Operation ATALANTA
 - Operation ASPIDES
 - UKMTO
 - US NCAGS



Item 4 – Combined Maritime Forces (CMF)



- **CMF** is a multi-national naval partnership, which exists to promote security, stability and prosperity across approximately 3.2 million square miles of international waters, which encompass some of the world's most important shipping lanes. CMF's main focus areas are defeating terrorism, preventing piracy, encouraging regional cooperation, and promoting a safe maritime environment. CMF counters violent extremism and terrorist networks in maritime areas of responsibility; works with regional and other partners to improve overall security and stability; helps strengthen regional nations' maritime capabilities and, when requested, responds to environmental and humanitarian crises. Comprised of five Task Forces:
 - **CTF 150** - Gulf of Oman security and Counter-Terrorism
 - **CTF 151** - Counter Piracy
 - **CTF 152** - Arabian Gulf security and cooperation
 - **CTF 153** - Red Sea / Gulf of Aden security and cooperation
 - **CTF 154** - Maritime security training



Item 4 – Joint Maritime Information Centre (JMIC)



- **Mission Statement:** The JMIC seeks, where possible, participation from multiple military stakeholders including Naval Cooperation and Guidance for Shipping (NCAGS) and Information Fusion Centres (IFC) specialists to fuse open-source unclassified information into a truthful messaging service for the maritime industry
- **Role:**
 - Provide accurate and timely incident information to enable risk assessment by shipping industry to support operational planning and decision making
 - Provide clear and concise updates and guidance to the shipping industry - where possible, to aim to be the "*authoritative source of information*"
 - Collaborate with maritime industry and organisations to develop and sustain critical relationships towards improved information sharing and reassurance



Item 4 – Maritime Security Centre for the Indian Ocean (MSCIO) (formerly MSCHoA)



- **Mission Statement:** The mission of the MSCIO is to safeguard global maritime trade and uphold the freedom of navigation in some of the world's most strategically significant waterways. By fostering cooperation between naval forces, shipping companies, and regional stakeholders, MSCIO strives to mitigate maritime threats, protect vessels and their crews, and promote the safety and security of international shipping. Its commitment underscores the European Union's dedication to securing vital trade routes, ensuring economic stability, and supporting the prosperity of nations reliant on maritime commerce
- **Role:** The MSCIO acts as a dedicated interface between the EU NAVFOR and the international shipping community. Its primary role is to enhance maritime security and ensure the safe passage of merchant vessels in the Red Sea, Gulf of Aden, Indian Ocean, and Persian Gulf. This includes providing real-time information, alerts, and advice to seafarers through its 24/7 monitoring and Voluntary Registration System. Additionally, MSCIO conducts threat assessments, disseminates threat information, and coordinates protective measures in collaboration with international naval forces, industry stakeholders, and regional maritime security organisations



Item 4 – Operation ATALANTA



- **Executives Tasks:**

- Protect World Food Program and other vulnerable shipping
- Deter, Prevent and repress piracy and armed robbery at sea in the Operational Area
- Contribute to the disruption of drug trafficking and weapons trafficking

- **Non-Executives Tasks:**

- Monitor Illicit Activities: Track drugs, weapons, illegal fishing, and charcoal trade
- Support Somalia: Assist in tackling piracy and support international efforts
- Coordinate with EU Missions: Work with EUTM Somalia, EUCAP Somalia, and other maritime operations
- Enhance Regional Security: Promote security and strengthen ties with Madagascar and Seychelles centre



Operation ASPIDES

“Shielding the freedom of navigation”



- Mission and Strategic Objectives
- Operational Framework
- Collaborative Efforts
- Impact and Outlook





Item 4 – United Kingdom Maritime Operations (UKMTO)



- **Mission Statement:** Our Mission is to support maritime safety and security in the Gulf, Indian Ocean and Gulf of Guinea region, through the timely exchange of information to enable informed decision making
- **Role:** UKTMO capability acts as the primary point of contact for merchant vessels and liaison with military forces within the region. UKTMO also administers the Voluntary Reporting Scheme, under which merchant vessels are encouraged to send regular reports, providing their position, course, speed and ETA at the next port of call, in accordance with the Maritime Security Chart Q6099. Emerging and time relevant information impacting commercial traffic can then be passed directly to vessels at sea, and responding assets, accordingly, therefore improving the collective responsiveness to an incident



Item 4 – US Naval Cooperation and Guidance to Shipping (US NCAGS)



- **Mission Statement:** The US NCAGS mission is to facilitate the exchange of information between the United States Navy, Combined Maritime Forces, and the commercial maritime community in the United States Central Command's (CENTCOM) Area of Responsibility
- **Role:**
 - NCAGS operates as a conduit for information focused on the safety and security of shipping and is committed to assisting all members of the commercial maritime community
 - To help combat piracy, NCAGS serves as a secondary emergency point of contact for mariners in distress (after UKMTO) and also disseminates transit guidance to the maritime industry
 - NCAGS disseminates guidance to merchant shippers via briefings, website, email, and duty phone concerning Naval Exercises, Boardings, Aids to Navigation, Environmental Issues, MEDEVAC Assistance, Security and Augments, Regional Search and Rescue Centres



Item 4 – Where?



- Comparison of Stakeholder Operational Areas
- Review of Proposed Single Voluntary Reporting Area
- Review of Proposed Changes to MarSec Chart Q6099



Key Stakeholder Operational Area and UKMTO VRA



Op ATALANTA

Op ASPIDES 1, 2 and 3

CTFs 150, 151, 152 and 153

UKMTO

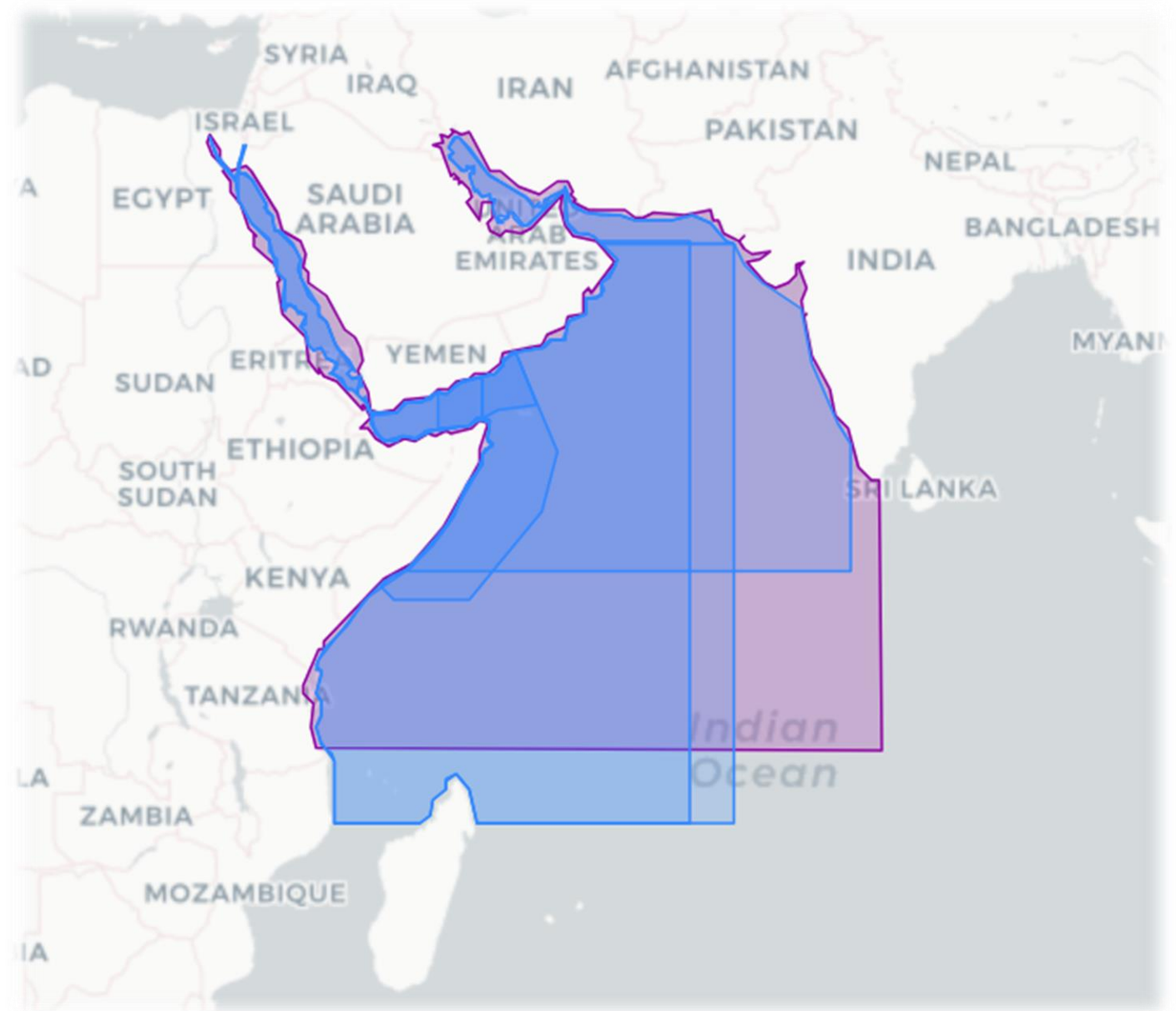




Comparison of Operational Area and UKMTO VRA

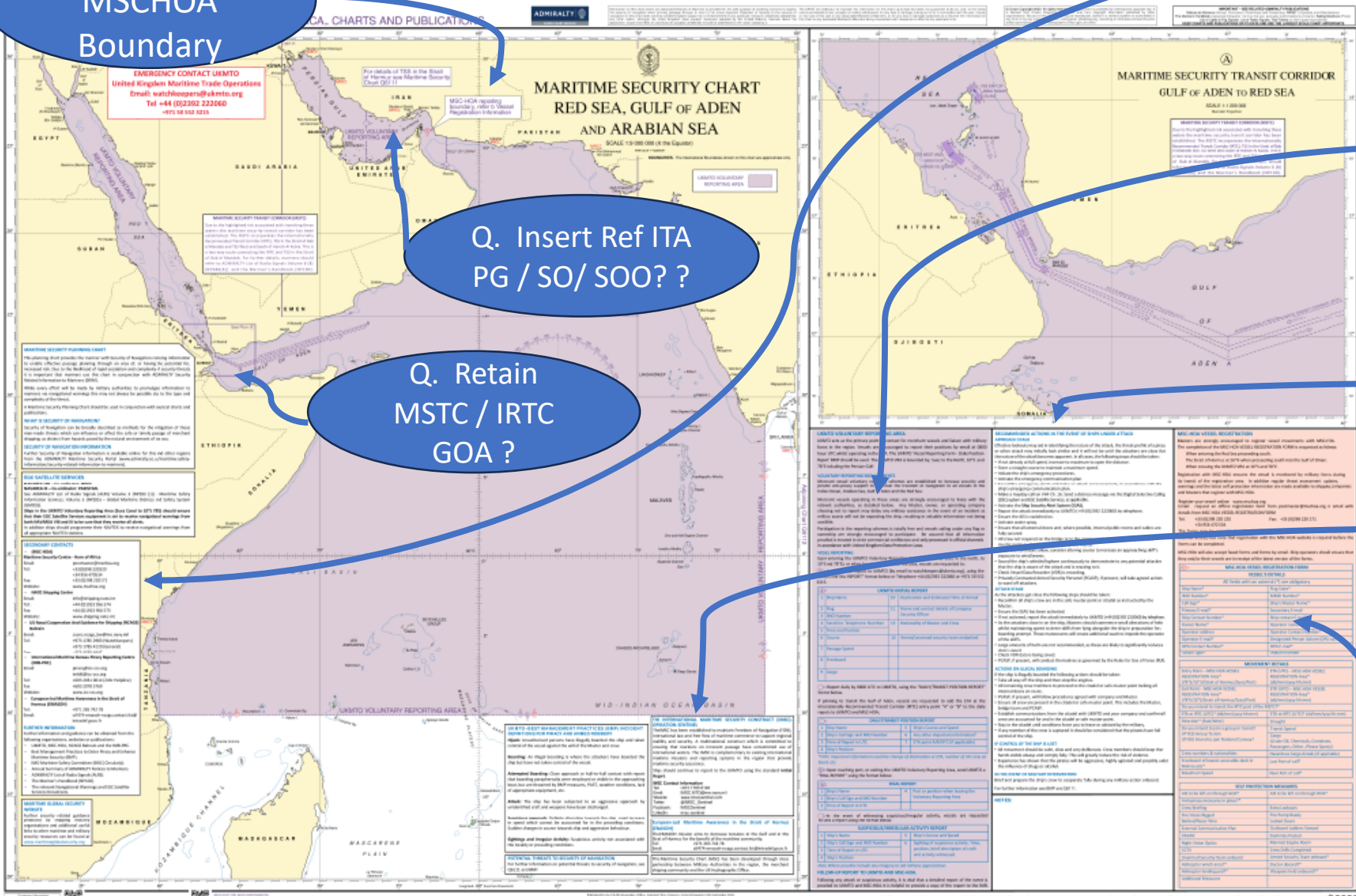


Propose using the UKMTO VRA as defined in UKHO MarSec Chart Q6099, with amendments



UKHO Maritime Security Chart Q6099 - Proposed Amendment Areas

Remove MSCHOA Boundary



Q. Insert Ref ITA PG / SO / SOO??

Q. Retain MSTC / IRTC GOA?

Revision of Contact Detail: CMF / MSCIO

Introduction of Single Reporting Formats – Based on UKMTO extant reports revision to UKMTO

Revision of Industry Guidance (if required)?

Removal of IMSC / EMASoH (Jan25)

Removal of EU NAVFOR Registration forms; Inclusion of MSCIO Website for ATALANTA / ASPIDES Support Request



Item 4 – What? When? and How?



Review of Reference Document(s)

- Current BMP 5 definitions – acknowledging forthcoming revision for BMP
- Intention to align a Single set of mutually agreed definitions (Industry and Military)



Item 4 – Reminder of Current BMP 5 Definitions



Armed Robbery: The Code of Practice for the Investigation of the Crimes of Piracy and Armed Robbery against Ships, highlights armed robbery against ships consists of:

- Any illegal act of violence or detention or any act of depredation, or threat thereof, other than an act of piracy, committed for private ends and directed against a ship or against persons or property on board such a ship, within a State's internal waters, archipelagic waters and territorial sea
- Any act of inciting or of intentionally facilitating an act described above

Attack: An attack, as opposed to an approach, is where a ship has been subjected to an aggressive approach by an unidentified craft AND weapons have been discharged

Hijack: A hijack is where attackers have illegally boarded and taken control of a ship against the crew's will. Hijackers will not always have the same objective (armed robbery, cargo theft or kidnapping).

Illegal boarding: An illegal boarding is where attackers have boarded a ship but HAVE NOT taken control. Command remains with the Master. The most obvious example of this is the citadel scenario

Piracy: Piracy is defined in the 1982 United Nations Convention on the Law of the Sea (UNCLOS) (article 101). However, for the purposes of these BMP, it is important to provide clear, practical, working guidance to the industry to enable accurate and consistent assessment of suspicious activity and piracy attacks. The following may assist in assessing what is a piracy attack. A piracy attack may include but is not limited to:

- The use of violence against the ship or its personnel, or any attempt to use violence.
- Attempt(s) to illegally board the ship where the Master suspects the persons are pirates.
- An actual boarding whether successful in gaining control of the ship or not.
- Attempts to overcome the SPM by the use of:
 - Ladders
 - Grappling hooks
 - Weapons deliberately used against or at the ship

Suspicious Approach or Aggressive Approach: Action taken by another craft may be deemed suspicious if any of the following occur (the list is not exhaustive):

- A definite course alteration towards a ship associated with a rapid increase in speed by the suspected craft, which cannot be accounted for by the prevailing conditions
- Small craft sailing on the same course and speed for an uncommon period and distance, not in keeping with normal fishing or other circumstances prevailing in the area
- Sudden changes in course towards the ship and aggressive behaviour



Item 5 – Proposed Single Information Environment in the UKMTO VRA – Flow Diagrams



- Proposed Single Information Environment Flow Diagram
 - Suitable for Inclusion in BMP?
- Proposed Single Information Environment Flow Diagram in detail



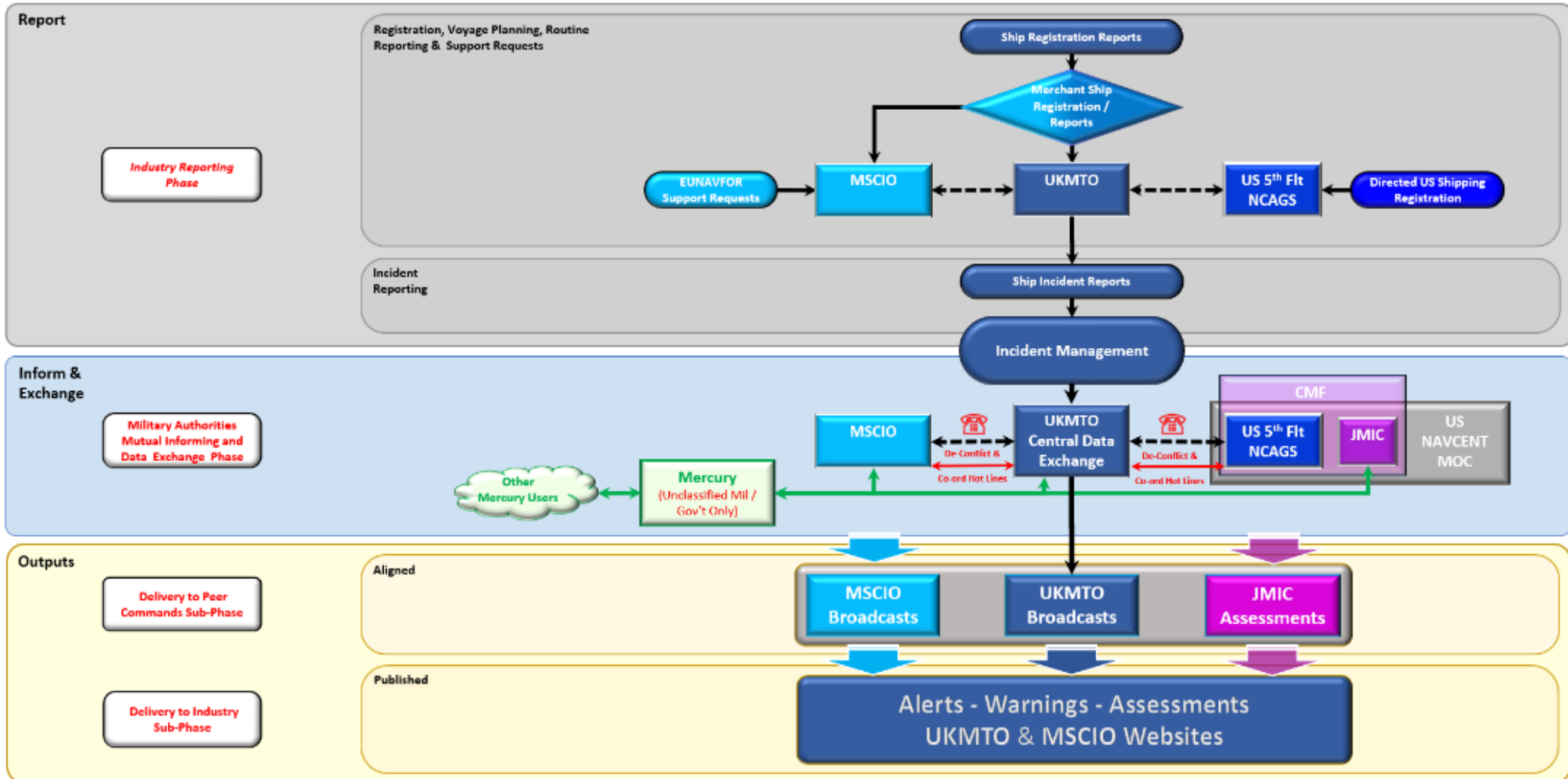
Proposed Single Information Environment



Working Draft Ver 1.01 – Updated 13/12/24

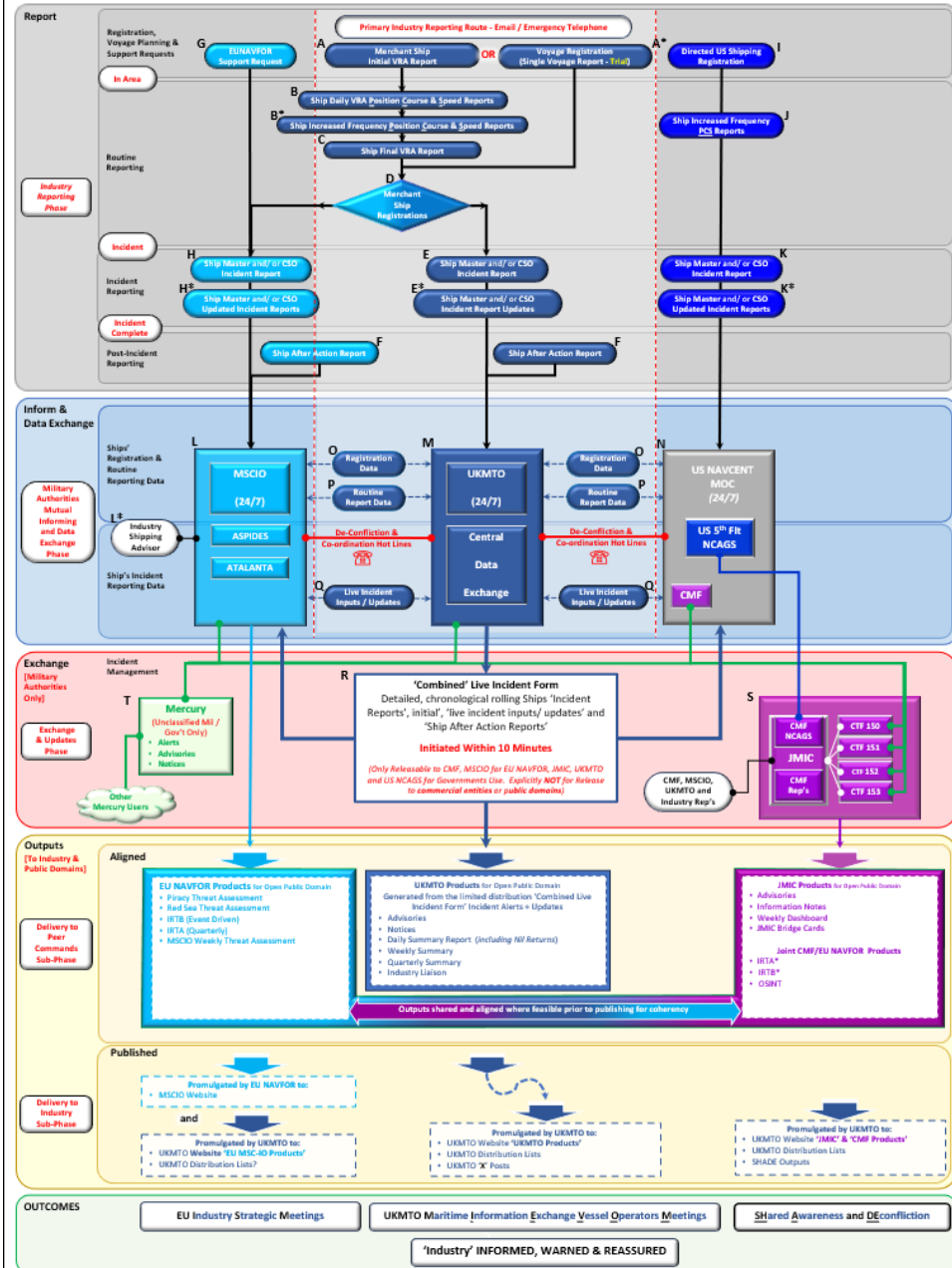


The SINGLE INFORMATION ENVIRONMENT (SIE), Information Exchange (IX) in the Voluntary Reporting Area (VRA) - UKHO MarSec Chart Q6099 - Simplified





Proposed Single Information Environment Flow Diagram in detail





Item 6 – Proposed Abbreviations and Definitions



- See reverse of standalone PDF x 2



Item 8 – Review Proposed Standard Message Formats



- Ship Initial VRA Report
- Ship Daily / VRA Transit Position Report
- Ship Final VRA Report
- Ship Incident Report / Incident Report Update(s)
- Ship After Action Report
- EU NAVFOR Support Request



Review Proposed Ship Initial VRA, and, Ship Daily / VRA Transit Position Report Formats

Field ID	Field Body Of Text
To Action Addressees:	watchkeepers@ukmto.org postmaster@mscio.eu
Cc Information Addressees:	<i>As Required by Master</i>
Subject	Ship Initial VRA Report
1.	Ship Name
2.	Flag
3.	IMO Number
4.	INMARSAT Telephone Number
5.	Time and Position
6.	Course
7.	Passage Speed
8.	Freeboard
9.	Cargo – for discussion – is this necessary?
10.	Destination and Estimated Time of Arrival
11.	Name and contact details of Company Security Officer
12.	Nationality of Master and number & nationality of crew onboard
13.	Armed / Unarmed security team embarked

Field ID	Field Body Of Text
To Action Addressees:	watchkeepers@ukmto.org postmaster@mscio.eu
Cc Information addressees:	<i>As Required by Master</i>
Subject	Ship Daily / VRA Transit Position Report
1.	Ship Name
2.	Ship's Call Sign and IMO Number
3.	Time of Report in UTC
4.	Ship's Position
5.	Ship's Course and Speed
6.	Number & nationality of crew onboard* <i>(if details have changed from the Ship Initial VRA Report)</i>
7.	Any other important voyage information* <i>(if applicable)</i>



Review Proposed Ship Final VRA, and, Incident Report / Incident Report Update(s) Report Formats



Field ID	Field Body Of Text
To Action addressees:	watchkeepers@ukmto.org postmaster@mscio.eu
Cc Information Addressees:	<i>As Required by Master</i>
Subject:	Ship Final VRA Report
1.	Ship Name
2.	Ship's Call Sign and IMO Number
3.	Time of Report in UTC
4.	Port or Position when leaving the Voluntary Reporting Area

Field ID	Field Body Of Text
To Action Addressees:	watchkeepers@ukmto.org postmaster@mscio.eu
Cc Information Addressees:	<i>As Required by Master</i>
Subject	Ship Incident Report / Incident Report Update(s)
1.	Ship Name
2.	Ship's Call Sign and IMO Number
3.	Time of Report in UTC
4.	Ship's Position
5.	Ship's Course and Speed
6.	Sighting of Suspicious Activity <ol style="list-style-type: none">TimePositionBrief description of craft and activity <u>witnessed</u> <p>Note: Where possible include any imagery to aid military appreciation.</p>



Review Proposed Ship After Action Report Format





Incident Reporting Part One – Vessel Details			
To Action Addressees:		watchkeepers@ukmto.org postmaster@mscio.eu	Proposal to remove entire column
Cc Information Addressees:		<i>IMB if desired by the Master</i> <i>Other Information Addressees <u>As</u> Required by the Master</i>	
Line	Responses / Inclusions		Format
Identity	1.1	a. Ship Name	Plain Text
		b. IMO Number	Plain Text
		c. Flag	Plain Text
		d. Call Sign	Plain Text
		e. Owner Name & Contact Details	Plain Text
		f. Company Security Officer / Designated Person Assure Contact Details	Plain Text
Crew / Cargo	1.2	a. Crew Number	Plain Text
		b. Crew Nationalities	Plain Text
		c. Captain / Master Nationality	Plain Text
		d. Cargo	Plain Text
		e. Cargo Size / Quantity	Plain Text
Route / Schedule	1.3	a. Last Port of Call (LPOC)	Plain Text
		b. Last Port of Call Date	Plain Text
		c. Next Port of Call (NPOC)	Plain Text
		d. Next Port of Call Date	Plain Text
		e. Sea Days Since Last Port	Plain Text

Incident Reporting Part Two – Incident Details				
Line		Responses / Inclusions		Format
Details	2.1	a. Date & Time of Report		DTG
Crew / Cargo	2.2	a. Incident Location Lat / Long		Plain Text
		b. Speed and Heading at time of incident		Plain Text
Route / Schedule	2.3	a. Incident Start Time		DTG
		b. Incident End Time		DTG
		c. Weather conditions during event		Plain Text
Details	2.4	a. Sighting / Approach / Communication / Attack / Boarding		Select
		b. Area(s) of Vessel targeted		Plain Text
Suspects	2.5	a. Number of Suspect Craft		Plain Text
		b. Number of Suspect Individuals		Plain Text
		c. Not Known / Civilian Dress / Uniforms / Mix		Select
		d. Ethnicity / Languages		Plain Text
Weapons	2.6	a. None Seen / Sighted / Shots Fired		Select
		b. Pistols / Rifles / Machine Guns / Grenade Launchers		Select
		c. Weather conditions during event		Plain Text
Ladders	2.7	a. None Seen / Suspected / Sighted / Used		Select
		b. Additional Information		Plain Text
Craft	2.8	a. Type: Whaler / Dhow / Fishing Vessel / Merchant Vessel		Select
		b. Description of Vessel (colour, name, features)		Plain Text
YOUR Vessel	2.9	a. Citadel / Secure Area		Yes / No
		b. No Security Team / Unarmed Team / Armed Team		Select
		c. Height of freeboard at the time of incident		Plain Text
		d. Self-Protection Measures in place before incident		Plain Text
		e. Defence Measures Employed		Yes / No
		f. Other		Plain Text
Details	2.10	a. Alarm sounded		Yes / No
		b. Crew mustered in citadel		Yes / No
		c. Increased Speed / Evasive Manoeuvres		Select
		d. Description		Plain Text
		e. PAST showed weapons / Warning Shots / Aimed Shots / No PAST		Select
		f. Was incident reported to authorities? If so to whom?		Plain Text
Status	2.11	a. Incident Finished / Ongoing		Select
		b. Incident ended by Suspects / Own Vessel		Yes / No
		c. Detail		Yes / No



Review Proposed EU NAVFOR Support Request Format

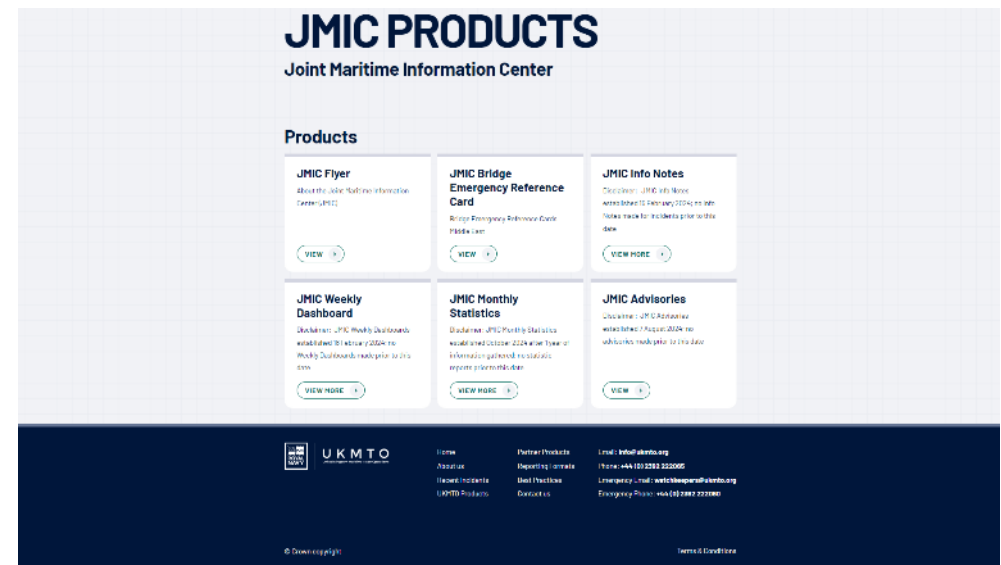
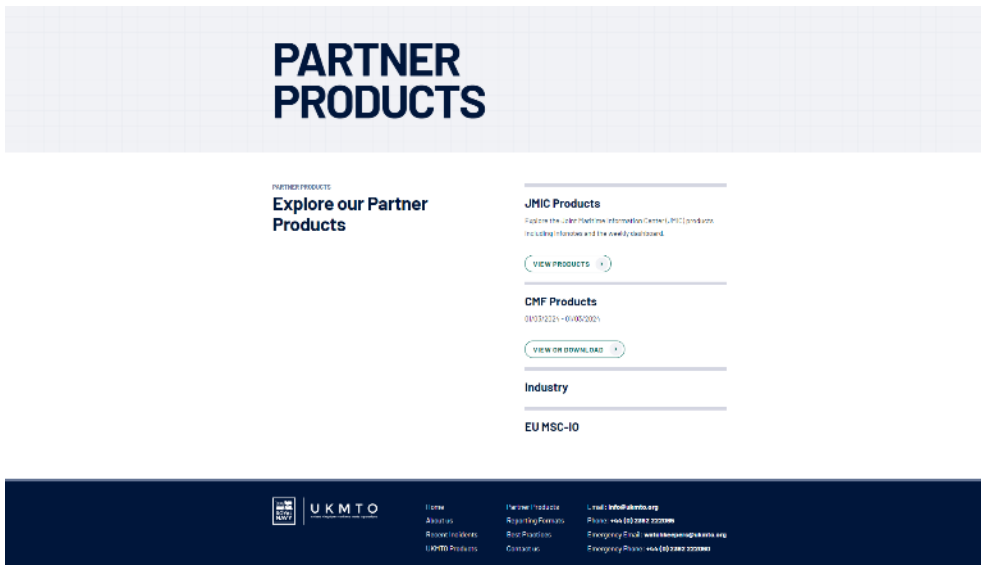


 	
To Action Addressee:	postmaster@mscio.eu
Cc Information Addressee:	
Support Request Offline Form MSCIO (Version 2.00 dated Nov 24 ATALANTA-ASPIDES)	
Primary Email Address (Required)	
Ship Contact Number (Required)	
Ship Contact Email (Required)	
Owner Name (Required)	
Operator Contact Number (Required)	
CSO or Designated Person Ashore (DPA) Name (Required)	
CSO or DPA Contact Number (Required)	
CSO or DPA Email (Required, both if possible)	
Vessel Data & Movement	
Flag and Registry (If reflagging happened in the past 5 years, nationality of the previous flags)	
Entry Point to MSCIO VRA and ETA (dd / mm / yyyy hour if possible)	
Exit Point to MSCIO VRA and ETA (dd / mm / yyyy hour if possible)	
Do you intend to transit the IRTC part of the MSTC? (Required)	
If YES, select direction Eastbound / Westbound	
If YES, ETA at IRTC (UTC) (dd / mm / yyyy hh:mm)	
If YES, ETD at IRTC (UTC) (dd / mm / yyyy hh:mm)	
Do you intend to join a group in transit? (Required)	
Maximum Speed (Required)	
Draft (Required)	
Intentions: AIS to be left on through VRA? (Required)	
PAST. Armed Security on board? (YES / NO)	
If YES, Embarkation Date (dd / mm / yyyy)	
If YES, Disembarkation Date (dd / mm / yyyy)	
If YES, Name Of Company.	
Fire Hoses rigged	
Fire Pump ready	
Barbed / Razor Wire	
External Communication Plan	
Citadel Manned	

Engine Room	
CCTV	
Locked Doors	
Night Vision Optics	
Outboard Ladders Stowed	
Weapons on board? (Required)	
Doctor on Board? (Required)	
Helicopter Landing Pad? (Required)	
Owner / Operator/ Cargo Details	
Owner and Group Owner	
Owner and Group Owner Nationality (Country where the HQ are located)	
HQ Address and Point of Contact details Link with EU	
Name and Nationality of the Hull & Machinery Insurance, HQ Address and Point of Contact details	
Name and Nationality of the War Underwriter, HQ Address and Point of Contact details	
Ship Operator / Manager Nationality (Country where the HQ are located) and HQ address and Point of Contact details	
Type of Cargo	
Port of Unloading	
Beneficial Owner of the cargo	
Risk Details	
Direct or indirect connection to legal entities/ companies / interests related to Israel / USA / UK? (YES / NO)	
Hired by companies directly or indirectly related to Israel / USA / UK? (YES / NO)	
Sailing to/from Israel / USA / UK ports in the last 12 months? (YES / NO) If YES, specify from where	
Have you or the crew conducted, even in the past, activities on behalf of Israel / USA / UK? (YES / NO)	
Have you on board any goods destined to Israel / USA / UK and to be unloaded in a non-Israeli / USA / UK Port?	
Other information needed	
Has your Company or ship/ sister ship received threat message(s) (email, telephone, VHF, etc..)?	If YES, specify by whom and when.
Has your ship or another company vessel been hit before?	If YES, specify by whom and when.
ETA to LAT 17N for transit Southbound	Date
	Time (UTC)
ETA to LONG 47E for transit Northbound	Date
	Time (UTC)
Voyage Protection Request (Monitoring or Close Protection) MN / PR	



Item 9 – UKMTO Website





Item 9 – MSCIO Website



Intentionally left blank



52 SHADE

Bahrein, 16 dec 24

Captain (ESP Navy) Rafael Torrecillas

Chief of Staff OHQ EUNAVFOR ATALANTA



- New design associated with MSCIO
- Quick access to all report types:
 - Vessel Registration
 - Support Request
 - Incident Report
- Multi-language registration forms:
 - English
 - French
 - Spanish
- Optimization for low bandwidth





The screenshot shows the MSCIO website interface. At the top, there is a navigation menu with links for ABOUT US, PRODUCTS, PARTNERS, ALERTS, REPORTING, FORUMS, and BMP. Below the navigation, there are three key action buttons highlighted with yellow boxes and arrows: "Register here" (with a plus icon), "Request support h..." (with a speech bubble icon), and "Call here" (with a telephone icon). The main content area features a map of the Indian Ocean region with several text boxes and icons. A yellow text box contains the message: "TO ALL: At 0240 UTC / 10 July 2024 was reported that a merchant vessel has observed an explosion in close proximity of the vessel's portside while transiting the red sea in position." Below this, a large white text box reads "EU Maritime Security Provider in the Western Indian Ocean". Underneath, it states: "The newly rebranded Maritime Security Center Indian Ocean (MSCIO) is committed to supporting the shipping industry in one of the world's most vital regions". A "Start with Mercury Chat" button is located at the bottom left. On the right side, there is a vertical "KEEP READING" button. The background of the main content area is a dark map of the Indian Ocean with various icons and text overlays.

MSCIO
MARITIME SECURITY CENTRE INDIAN OCEAN

ABOUT US - PRODUCTS - PARTNERS ALERTS REPORTING - FORUMS - BMP -

Is your vessel entering the VRA? [Register here](#) Support during your trans... [Request support h...](#) If you have any incident please [Call here](#)

EU NAVFOR BMO • 16:31

TO ALL: At 0240 UTC / 10 July 2024 was reported that a merchant vessel has observed an explosion in close proximity of the vessel's portside while transiting the red sea in position.

EU NAVFOR WKH • 19:03

EU Maritime Security Provider in the Western Indian Ocean

The newly rebranded Maritime Security Center Indian Ocean (MSCIO) is committed to supporting the shipping industry in one of the world's most vital regions

Start with Mercury Chat

KEEP READING

Three key action buttons




The screenshot shows a web browser window displaying the MSCIO website. The browser's address bar is empty. The website's header is dark blue and contains the MSCIO logo on the left, a navigation menu with links for 'ABOUT US', 'PRODUCTS', 'PARTNERS', 'ALERTS', 'REPORTING', 'FORUMS', and 'BMP', and a utility bar with four items: 'Is your vessel entering the VRA?' with a 'Register here' button, 'Support during your transit?' with a 'Request support here' button, 'If you have any incident please' with a 'Call here' button, and a small warning icon.

Alerts


Contact us to report any information you may have.

[Contact info](#)





Contact us
Any kind of information

[Contact Form](#)



Report alerts
Report any incident

 [0044 \(0\) 2392 222060](tel:0044(0)2392222060)

 [0033 \(0\) 298 220 220](tel:0033(0)298220220)



MSCIO MARITIME SECURITY CENTRE INDIAN OCEAN

[ABOUT US](#) [PRODUCTS](#) [PARTNERS](#) [ALERTS](#) [REPORTING](#) [FORUMS](#) [BMP](#)

Is your vessel entering the VRA? [Register here](#) Support during your transit? [Request support here](#) If you have any incident please [Call here](#)

Initial Report

Please, complete the following [Vessel Registration Form](#).



Also, you can send the following document to the e-mail address postmaster@mscio.eu

Vessel Initial Registration Form
MSC IO v2 07th Nov 24

[See document](#)



REQUEST SUPPORT FORM

 	
To Action Addressees:	postmaster@mscio.eu
Cc Information Addressees:	watchkeepers@ukmto.org
Support Request Offline Form MSCIO (Version 2.00 dated Nov 24 ATALANTA-ASPIDES)	
Primary Email Address (Required)	
Ship Contact Number (Required)	
Ship Contact Email (Required)	
Owner Name (Required)	
Operator Contact Number (Required)	
CSO or Designated Person Ashore (DPA) Name (Required)	
CSO or DPA Contact Number (Required)	
CSO or DPA Email (Required, both if possible)	
Vessel Data & Movement	
Flag and Registry (if reflagging happened in the past 5 years, nationality of the previous flags)	
Entry Point to MSCIO VRA and ETA (dd / mm / yyyy hour if possible)	
Exit Point to MSCIO VRA and ETA (dd / mm / yyyy hour if possible)	
Do you intend to transit the IRTC part of the MSTC? (Required)	
If YES, select direction Eastbound / Westbound	
If YES, ETA at IRTC (UTC) (dd / mm / yyyy hh.mm)	
If YES, ETD at IRTC (UTC) (dd / mm / yyyy hh.mm)	
Do you intend to join a group in transit? (Required)	
Maximum Speed (Required)	
Draft (Required)	
Intentions: AIS to be left on through VRA? (Required)	
PAST. Armed Security on board? (YES / NO)	
If YES, Embarkation Date (dd / mm / yyyy)	
If YES, Disembarkation Date (dd / mm / yyyy)	
If YES, Name of Company.	
Fire Hoses rigged	
Fire Pump ready	
Barbed / Razor Wire	
External Communication Plan	
Citadel Manned	

Engine Room	
CCTV	
Locked Doors	
Night Vision Optics	
Outboard Ladders Stowed	
Weapons on board? (Required)	
Doctor on Board? (Required)	
Helicopter Landing Pad? (Required)	
Owner / Operator/ Cargo Details	
Owner and Group Owner	
Owner and Group Owner Nationality (Country where the HQ are located)	
HQ Address and Point of Contact details Link with EU	
Name and Nationality of the Hull & Machinery Insurance, HQ Address and Point of Contact details	
Name and Nationality of the War Underwriter, HQ Address and Point of Contact details	
Ship Operator / Manager Nationality (Country where the HQ are located) and HQ address and Point of Contact details	
Type of Cargo	
Port of Unloading	
Beneficial Owner of the cargo	
Risk Details	
Direct or indirect connection to legal entities/ companies / interests related to Israel / USA / UK? (YES / NO)	
Hired by companies directly or indirectly related to Israel / USA / UK? (YES / NO)	
Sailing to/from Israel / USA / UK ports in the last 12 months? (YES / NO) -if YES, specify from where	
Have you or the crew conducted, even in the past, activities on behalf of Israel / USA / UK? (YES / NO)	
Have you on board any goods destined to Israel / USA / UK and to be unloaded in a non-Israeli / USA / UK Port?	
Other information needed	
Has your Company or ship/ sister ship received threat message(s) (email, telephone, VHF, etc.)?	If YES, specify by whom and when.
Has your ship or another company vessel been hit before?	If YES, specify by whom and when.
ETA to LAT 17N for transit Southbound	Date
	Time (UTC)
ETA to LONG 47E for transit Northbound	Date
	Time (UTC)
Voyage Protection Request (Monitoring or Close Protection) MN / PR	



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The main content area is white and features the heading 'ANY QUESTIONS?' in blue, followed by 'Frequently asked questions' in large black text. Below this is a paragraph: 'We hope you have found an answer to your question. If you need any help, please search your query in this section or contact to us'. A blue button labeled 'Ask another question' is positioned below the paragraph.

On the right side, there are three light gray rounded rectangular boxes, each containing a question and a blue plus sign to its right:

- Why should I register my vessel in MSCIO?
- How does the registration work?
- How could MSCIO support my vessel?



The screenshot shows a web browser window displaying the MSCIO website. The page title is "Registration for 52nd SHADE". The navigation bar includes links for "ABOUT US", "PRODUCTS", "PARTNERS", "ALERTS", "REPORTING", "FORUMS", and "BMP". There are also utility links: "Is your vessel entering the VRA? Register here", "Support during your transit? Request support here", and "If you have any incident please Call here".

Registration for 52nd SHADE

1 Organisation Stakeholder info 2 3

Please note if you wish to register more than one delegate, you can do so by using this form again after each submission. X

Organisation Job title Rank or title



MSCIO
MARITIME SECURITY CENTRE INDIAN OCEAN



MERCURY

chat



Intentionally left blank



Item 9 – Indian Ocean Region Information Fusion Centre (IFC IOR)





Item 10 – End of Day One – Session Review and Record of Decisions and Actions





Item 11 – AOB: Final Day One Questions and Answers Session

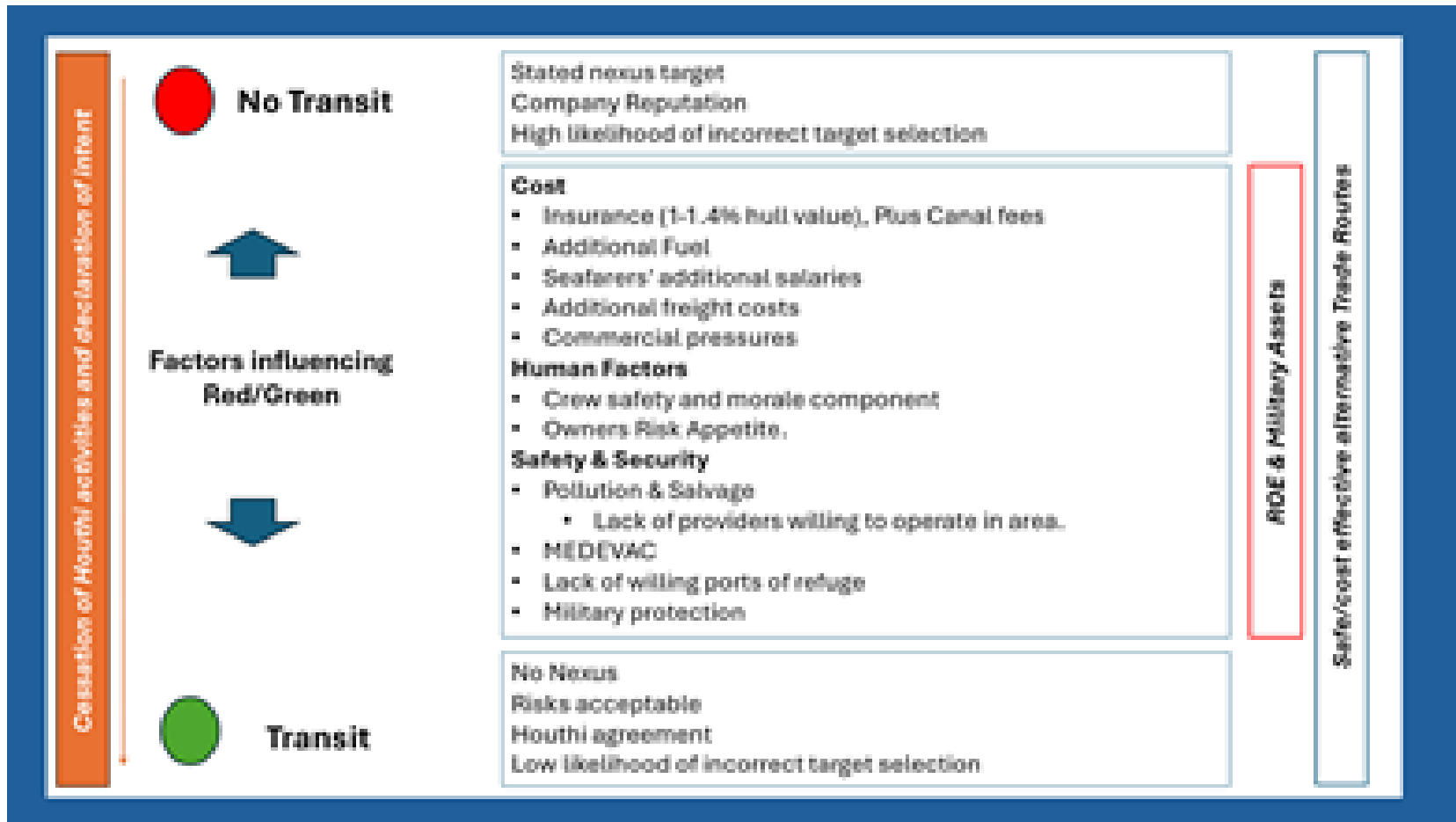




Item 12 – Chairman’s Day Two Opening Remarks



Industry Plenary Slides





Updated BMP Annex C – Draft

Maritime Lexicon and Abbreviations

Maritime lexicon

The maritime industry will use the following lexicon to report/describe maritime security events, some of which are not covered by this publication.

Maritime security threats

These threats often involve aggressive attackers who subject victims to violence and ill-treatment, hijack ships for ransom or cargo theft, and, in some cases, hold seafarer's hostage for extended periods. Attackers' motivations may be criminal, ideological or political, and attacks may be targeted or opportunistic. Maritime security threats vary across regions and within them both in terms of the threats themselves and their severity.

Piracy and armed robbery against ships

Piracy According to Article 101 of the UNCLOS, piracy includes:

- Any illegal act of violence, detention, or depredation committed for private ends by the crew or passengers of a private ship or aircraft, directed:
 - On the high seas, against another ship or persons or property onboard.
 - Against a ship, persons, or property in a place outside the jurisdiction of any state.

- Voluntary participation in operating a ship or aircraft with knowledge that it is a pirate vessel.
- Inciting or intentionally facilitating an act described above.

Armed robbery against ships

As defined by the IMO Assembly Resolution A.1025(26), armed robbery against ships involves:

- Any illegal act of violence, detention, depredation, or threat thereof, committed for private ends and directed against a ship, or persons or property onboard, within a state's internal waters, archipelagic waters, and territorial sea.
- Inciting or intentionally facilitating such acts.

Maritime activity is very diverse and sometimes the exact location of an incident is unavailable to correctly classify it. Hence, while capturing the incident, classification types used include:

- **Hijack:** attackers take control of a ship against the crew's will for purposes such as robbery, cargo theft, or kidnapping.
- **Kidnap:** unauthorised forcible removal of persons from the vessel.
- **Attack:** aggressive approach with weapons discharged.
- **Illegal boarding:** boarding with intent to steal or harm without taking control.

- Sea theft: stealing property without violence.
- Sea robbery: stealing property with violence or use of arms.
- **Attempted boarding:** close approach with visible boarding paraphernalia, thwarted by defensive measures.
- **Suspicious activity:** unaccountable actions indicating potential threats, such as unusual equipment or behaviour. Indications may include:
 - The number of crew on board relative to its size.
 - The Closest Point of Approach.
 - The existence of unusual and non-fishing equipment on board, e.g. ladders, climbing hooks or large amounts of fuel.
 - One vessel towing multiple skiffs or has skiffs onboard.
 - The type of vessel is unusual for the current location.
 - Small boats operating at high speed.
 - If a vessel appears unmanned.

This is not an exhaustive list. Other events, activity and ships may be deemed suspicious by the Master of a merchant vessel having due regard to their own seagoing experiences within the region and information shared among the maritime community.



Updated BMP Annex C – Draft

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Review Proposed Ship Initial VRA, and, Ship Daily / VRA Transit Position Report Formats



Field ID	Field Body Of Text
To Action Addressees:	watchkeepers@ukmto.org postmaster@mscio.eu
Cc Information Addressees:	<i>As Required by Master</i>
Subject	Ship Initial VRA Report
1.	Ship Name
2.	Flag
3.	IMO Number
4.	Primary and Secondary Contact Telephone Number (to best reach the Master)
5.	Time and Position
6.	Course
7.	Passage Speed
8.	Freeboard
9.	Destination and Estimated Time of Arrival
10.	Name and contact details of Company Security Officer
11.	Nationality of Master and number & nationality of crew onboard
12.	Armed / Unarmed security team embarked

Field ID	Field Body Of Text
To Action Addressees:	watchkeepers@ukmto.org postmaster@mscio.eu
Cc Information addressees:	<i>As Required by Master</i>
Subject	Ship Daily / VRA Transit Position Report
1.	Ship Name
2.	IMO Number
3.	Time of Report in UTC
4.	Ship's Position
5.	Ship's Course and Speed
6.	Number & nationality of crew onboard* <i>(if details have changed from the Ship Initial VRA Report)</i>
7.	Any other important voyage information* <i>(if applicable)</i>





Review Proposed Ship Final VRA, and, Ship Incident / Incident Update(s) Report Formats



Field ID	Field Body Of Text
To Action addressees:	watchkeepers@ukmto.org postmaster@mscio.eu
Cc Information Addressees:	<i>As Required by Master</i>
Subject:	Ship Final VRA Report
1.	Ship Name
2.	IMO Number
3.	Time of Report in UTC
4.	Port or Position when leaving the Voluntary Reporting Area

Field ID	Field Body Of Text
To Action Addressees:	watchkeepers@ukmto.org postmaster@mscio.eu
Cc Information Addressees:	<i>As Required by Master</i>
Subject	Ship Incident Report / Incident Report Update(s)
1.	Ship Name
2.	IMO Number
3.	Time of Report in UTC
4.	Ship's Position
5.	Ship's Course and Speed
6.	Sighting of Suspicious Activity <ul style="list-style-type: none"> a. Time b. Position c. Brief description of craft and activity <u>witnessed</u> <p>Note: Where possible include any imagery to aid military appreciation.</p>



Review Proposed Ship After Action Report



Incident Reporting Part One – Vessel Details		
To Action Addressees:		watchkeepers@ukmto.org postmaster@mscio.eu
Cc Information Addressees:		<i>IMB if desired by the Master</i> <i>Other Information Addressees <u>As</u> Required by the Master</i>
Line		Responses / Inclusions
Identity	1.1	a. Ship Name
		b. IMO Number
		c. Flag
		d. Call Sign
		e. Owner Name & Contact Details
		f. Company Security Officer / Designated Person Assure Contact Details
Crew / Cargo	1.2	a. Crew Number
		b. Crew Nationalities
		c. Captain / Master Nationality
		d. Cargo
		e. Cargo Size / Quantity
Route / Schedule	1.3	a. Last Port of Call (LPOC)
		b. Last Port of Call Date
		c. Next Port of Call (NPOC)
		d. Next Port of Call Date
		e. Sea Days Since Last Port

Incident Reporting Part Two – Incident Details			
Line		Responses / Inclusions	
Details	2.1	a.	Date & Time of Report
Crew / Cargo	2.2	a.	Incident Location Lat / Long
		b.	Speed and <u>Heading</u> at time of incident
Route / Schedule	2.3	a.	Incident Start Time
		b.	Incident End Time
		c.	Weather conditions during event
Details	2.4	a.	Sighting / Approach / Communication / Attack / Boarding
		b.	Area(s) of Vessel targeted
Suspects	2.5	a.	Number of Suspect Craft
		b.	Number of Suspect Individuals
		c.	Not Known / Civilian Dress / Uniforms / Mix
		d.	Ethnicity / Languages
Weapons	2.6	a.	None Seen / Sighted / Shots Fired
		b.	Pistols / Rifles / Machine Guns / Grenade Launchers
		c.	Weather conditions during event
Ladders	2.7	a.	None Seen / Suspected / Sighted / Used
		b.	Additional Information
Craft	2.8	a.	Type: Whaler / Dhow / Fishing Vessel / Merchant Vessel
		b.	Description of Vessel (colour, name, features)
YOUR Vessel	2.9	a.	Citadel / Secure Area
		b.	No Security Team / Unarmed Team / Armed Team
		c.	Height of freeboard at the time of incident
		d.	Self-Protection Measures in place before incident
		e.	Defence Measures Employed
		f.	Other
Details	2.10	a.	Alarm sounded
		b.	Crew mustered in citadel
		c.	Increased Speed / Evasive Manoeuvres
		d.	Description
		e.	PAST showed weapons / Warning Shots / Aimed Shots / No PAST
		f.	Was incident reported to authorities? If so which organisation(s) responded? Nature of response?
Status	2.11	a.	Incident Finished / Ongoing
		b.	Incident ended by Suspects / Own Vessel
		c.	Detail



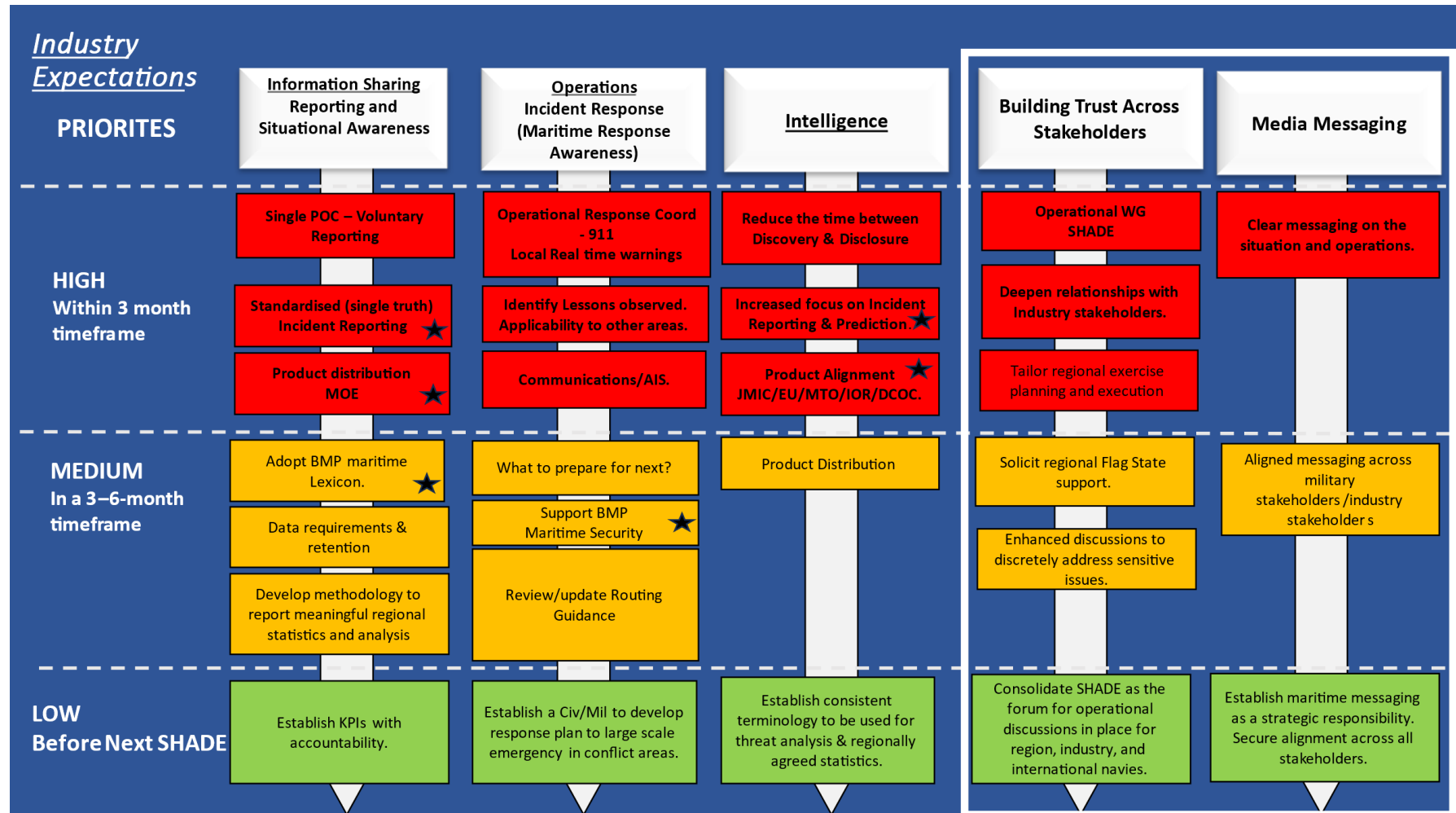
Item 15 – End of Day - ISWG Review Outcomes



- **SIE:** Proposed Principle, Structure and Process for the ‘Single Information Environment’ as defined in Detailed and Simplified Flow Process diagrams – **Agreed** between CMF, MSCIO and UKMTO
 - Further work required through IS WG Quarterly Sub-WG to incorporate regional IFCs
- **UKMTO and MSCIO Web Sites:** Proposed principals as per SIE. **Agreed**
- **VRA:** Voluntary Reporting Area as defined Q6099: **Agreed**
 - Textual Updates:
 - All Key Points Agreed.
 - Retain MSTC, IRTC (GoA) and include SoH RTA
- **Single Message Formats:**
 - All Registration/ Incident Report Formats: **Agreed**
- MSCIO Support Request: To be assessed. Re-present at 1st Quarter SHADE Sub WG
- **Industry’s BMP Revision Lexicon: Agreed**
- Aim point for completion of all outstanding administration by end of Q1-25
- Back-brief progress at MIEVOM in Q1-25 tbc Late Feb 25
- Report progress and review against Industry’s SHADE 52 - Plenary Slide Requirements at 1st Quarter SHADE Sub WG



Industry Plenary Slides





Item 13 – Review and Update of Day One ISWG Activities





Item 14 – Continue from Day One Agenda as required





Item 15 – End of Day 2 - Review and Record of Decisions and Actions





Item 16 – AOB: Final Day 2 Questions and Answers Session





Item 17 – AOB: ISWG - Chairman’s Closing Remarks





Shared Awareness and De-Confliction (SHADE) Conference

**Information Sharing
Working Group**