



# **Shared Awareness and De-Confliction (SHADE) Conference**

---

Information Sharing Working  
Group

Day 2





# 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.



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



Field ID	Field Body Of Text
To Action Addressees:	<a href="mailto:watchkeepers@ukmto.org">watchkeepers@ukmto.org</a> <a href="mailto:postmaster@mscio.eu">postmaster@mscio.eu</a>
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:	<a href="mailto:watchkeepers@ukmto.org">watchkeepers@ukmto.org</a> <a href="mailto:postmaster@mscio.eu">postmaster@mscio.eu</a>
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:	<a href="mailto:watchkeepers@ukmto.org">watchkeepers@ukmto.org</a> <a href="mailto:postmaster@mscio.eu">postmaster@mscio.eu</a>
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:	<a href="mailto:watchkeepers@ukmto.org">watchkeepers@ukmto.org</a> <a href="mailto:postmaster@mscio.eu">postmaster@mscio.eu</a>
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 <ol style="list-style-type: none"><li>Time</li><li>Position</li><li>Brief description of craft and activity <u>witnessed</u></li></ol> <b>Note:</b> Where possible include any imagery to aid military appreciation.



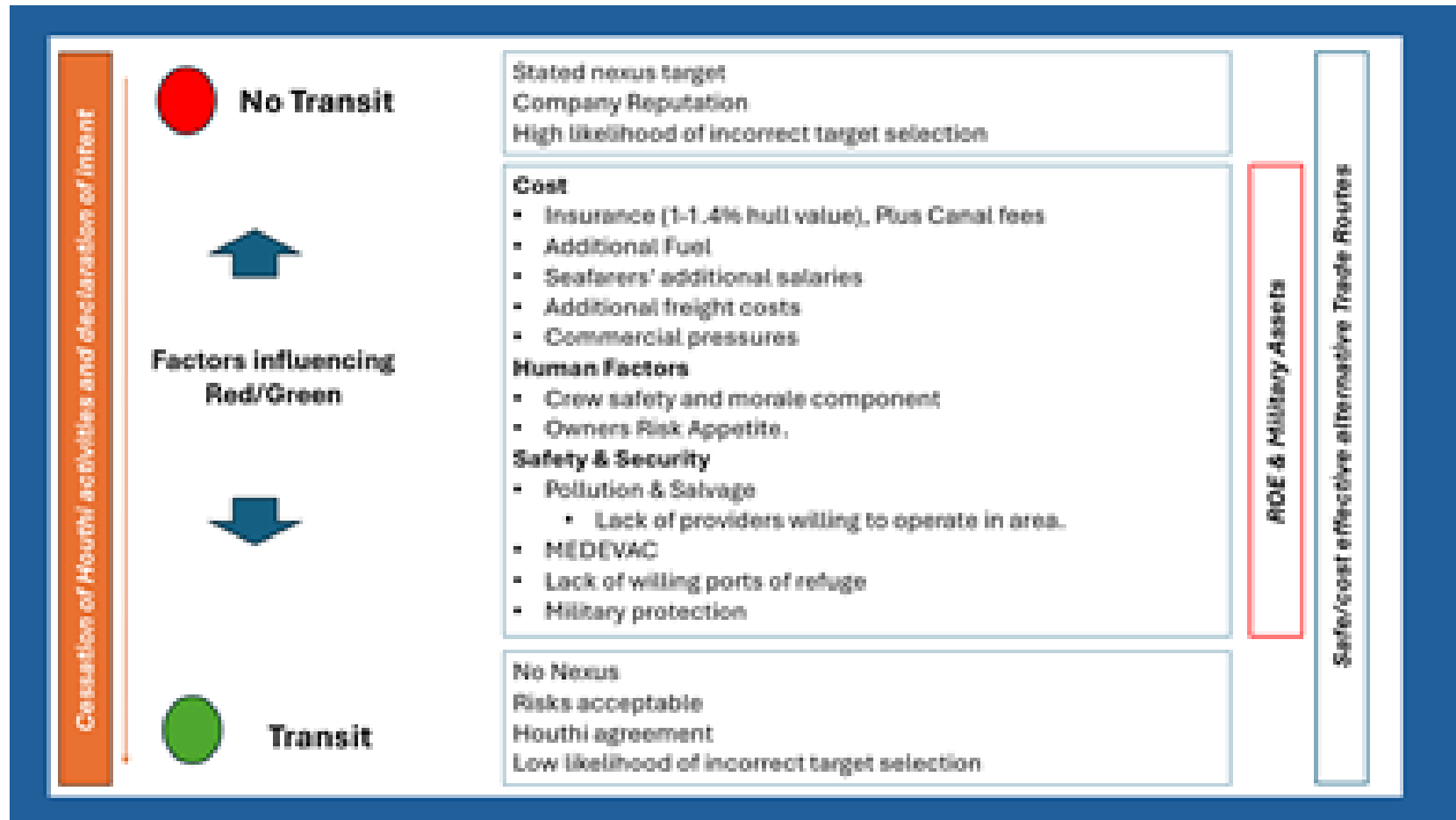
# Review Proposed Ship After Action Report



Incident Reporting Part One – Vessel Details			
To Action Addressees:		<a href="mailto:watchkeepers@ukmta.org">watchkeepers@ukmta.org</a> <a href="mailto:postmaster@mscio.eu">postmaster@mscio.eu</a>	
Cc Information Addressees:		IMB if desired by the Master Other Information Addressees <u>As</u> Required by the Master	
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

# Industry Plenary Slides





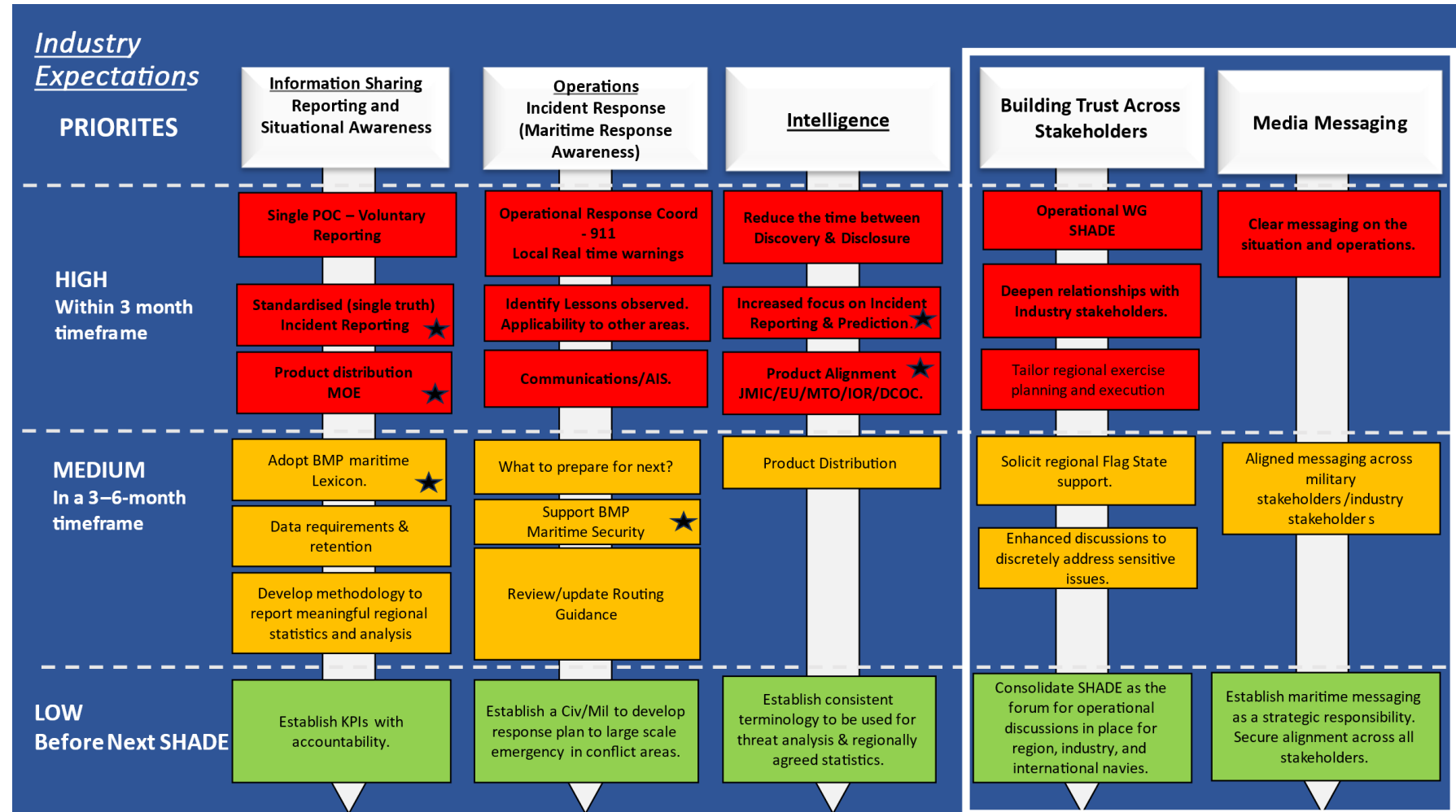
# Item 15 – End of Day - ISWG Review Outcomes



- **SIE:** Proposed Principle, Structure and Process for the 'Single Information Environment' framework 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 1<sup>st</sup> 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 1<sup>st</sup> Quarter SHADE Sub WG



# Industry Plenary Slides







# 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**