

Operations Major Themes

COUNTERING THE HOUTHI THREAT

- What active and passive defences can vessels use?

CRISIS MANAGEMENT

- What planning and practical exercises can we conduct in response to a crisis?
- How do we respond to a SOLAS incident under fire?
- What should the 'next Sounion look like'?

Operations Major Themes cont.

INTEROPERABILITY AND ROUTINE OPERATIONS

- How can we better use and share resources between military and industry?
- Potential for military-industry-agency exercises
- Definitions of key terms utilised by military

Operations Working Group Outcomes

- Sounion response has many lessons to learn.
 - Regional Coordination
 - Decision making between Salvor and Government
 - Role of Military
 - Roll of Insurers
 - Decision making of owner to send vessel through Red Sea
 - Role of MRCC

When operating in an area of conflict emergency response should be conducted utilising the normal response processes however security (Military or Private) should be incorporated into the the response organisation to provide appropriate support.

Outcome

Specific workshop to be arranged for all interested parties to extract maximum learning and a TTX for response.

Agree the roles of all the parties involved.

Operations Working Group Outcome

Routing GOA MSTC/IRTC

- Reviewed and agreed to keep this same

Industry transit advice, Arabian gulf, Strait of Hormuz and sea of Oman

- Add to Maritime Security charts

Definitions miss aligned across CMF & EUNAVFOR sometimes;

i.e.(Close Protection, Accompaniment, Convoy, Escort, Area Protection)

- Review annex to Common Framework Document for addition of terms.

Operations Working Group Outcome

Red Sea Specific actions

- Single set of assessments for Red Sea to inform Company risk assessments (deconflict).
- Clarify and test PMSC claims of their capability.
- Single point of 911 contact – as per info sharing process

How to influence higher risk ships transiting Red Sea(Houthis Targeting)?

- Flag state control
- Insurance

Operations Working Group Outcome

Force Flow and Asset Positioning

- Industry asked for something like this →
- But not felt possible due to Ops Security and to ensure some Ship Owners do not rely on this to support Red Sea Transit.
- Voyage planning commences 2-3 weeks before arrival in Red Sea – things will change during that time.



Proposed update to BMP –

Owners and Masters should assume there are no naval vessels available for support when completing their voyage risk assessments unless a recognised navy has specifically offered resources (such as an escort).

Sub working Groups to follow up

- Emergency Response co-ordination (SHADE + Other Stakeholders)
 - Sounion Learnings
 - Support from Industry SME's and established groups
- Review of Terminology CMF/EUNAVFOR in the Common Framework documents
- At Sea Operations
 - Communications within the op area (Civ/Mil)
 - Where are the Naval assets to help Risk assessments etc
- Planning for the future
 - Learning from the Red Sea
 - Interaction of military constructs in SoH
 - What does the export of Houthis tactics to SoH (or other areas) look like and how to respond