

RECORD OF DISCUSSION

MARITIME INFORMATION EXCHANGE VESSEL OPERATORS' MEETING (MIEVOM) HELD ON 29th NOVEMBER 2018 AT THE DUBAI INTERNATIONAL SEAFARERS' CENTRE (DISC).

Attendees	See Enclosure 2
1 0900	<p>Introduction</p> <p>Lt Cdr Chris Long RN welcomed all attendees, guest speakers, officers from the Kuwait Naval Force and Dr P K Raut, Director General of Shipping, Govt. of India. He explained the recent changes to UKMTO manning, including his promotion to OiC of the unit and introduced his team which included Chris Scothern, who is expected to join the team in early 2019 as the Merchant Navy Liaison Officer (MNLO).</p>
2	<p>Shared Awareness and De-confliction Meeting (SHADE) feedback – Lt Cdr Chris Long, OiC UKMTO Dubai</p> <p>The 43rd SHADE meeting was held in Bahrain 20-21 November 2018 and Lt Cdr Chris Long gave the following feedback.</p> <ul style="list-style-type: none"> • Welcome speech from DCCMF Cdre S Dainton CBE RN <p>CMF & EU Operational Commander's Update</p> <ul style="list-style-type: none"> • Brazil was welcomed as the 33rd member nation of CMF. • Since the SHADE meeting in April, the situation in the Bab Al Mandeb (BAM) and Southern Red Sea (SRS) had deteriorated. • The piracy attack on MV KSL Sydney in October indicated that capability and intent to act remained, with the assessment that piracy is suppressed not eradicated. It was noted that success breeds success for example if a ransom is paid. Piracy is a high risk-high reward game. • The role of Al Shabaab in charcoal smuggling had gained an increased prominence and ongoing operations to disrupt/deter was discussed. • Counter Narcotic operations involving Pakistani, Australian, French and British Forces, have successfully interdicted 43,000kgs of narcotics, the majority of which was hashish. • SOLAS support was provided to transport a sailor in a critical condition to a French hospital in Djibouti. • EU NAVFOR conducted changes to its force generation to better align with the monsoon cycle but continued to maintain a heavy focus on the UN World Food Programme mandate. • Col Totten stated that the use of the Gulf of Aden convoy/group transit de-confliction tool was vital. <p>Threat Assessment – Cdr Meyer RN</p> <ul style="list-style-type: none"> • In Somalia, piracy has been replaced by alternative revenue streams, with 2017 having the highest range and frequency of illicit activity since 2012. The incidents involving MV Aris 13, MV Kausar, OS35 and KSL Sydney were highlighted, indicating

that there had been a steady rise in piracy incidents following the withdrawal of NATO warships and less adherence to BMP.

- Attacks in the Southern Red Sea against Saudi Naval Forces (Al Madinah) and Saudi flagged commercial shipping (Arsan, Abqaiq) showed the Houthi capability. The 4 attacks this year highlighted a threat to shipping from collateral damage or misidentification.
- The use of small arms in the vicinity of MV Kriti Spirit had been assessed as fishermen possibly reacting to infringements of their fishing area.
- Both the Muskie and Galicia Spirit events were discussed and identified as non-piracy or Yemen related but probably terrorist related.
- It was highlighted that voluntary reporting of pattern of life information from Industry aids military understanding and provides information for the 'Industry Related Threat Assessments and Bulletins'.
- An Omani representative explained measures being introduced to change the colour of registered dhows and fishing skiffs as a requirement of their licence.
- The importance of tackling illegal fishing as a means to reduce the overall threat was discussed however the option to prevent fishing vessels from entering the IRTC or BAM TSS was not legally permissible.

Key Note Speakers

- The main discussion points from the keynote speakers were as follows:-

John Steed, United Nations Office on Drugs and Crime

- Somalia had many autonomous regions due to the lack of conjoined governance with frictions between Puntland and Somaliland.
- Al Shabaab were a significant force in the region, well organised and disciplined with effective administration in areas it controls. Numerous other militia exist that were locally effective but were not coordinated and had no common purpose.
- Oil & Gas exploration had potential for significant increase of threat from piracy due to the value and vulnerability of exploration operations.
- BMP5 measures were good but Industry should not lower their guard. One successful pirate attack would rapidly cause further attempts. There was a perception in Somalia that the warships were there to tackle pirates but also to protect illegal fishing.
- With regard to involvement of Al Shabaab in possible seizure of a ship, it was stated that as they skimmed from the top of criminal activities eg: charcoal & sugar, they would more likely stick to making money by 'taxation of criminal activity' rather than seizing the ship itself.

Dr Phil Belcher, Intertanko Company Security Officer

- Confirmed the release of the Global Counter Piracy Guidance for Companies, Masters and Seaman and reminded the audience that the Gulf of Guinea (GOG), SE Asia and cyber-attacks were all areas of concern for industry.
- He stressed BMP5 was only for the Indian Ocean, Gulf of Aden (GOA) and Southern Red Sea (SRS), and pointed out that full compliance could be achieved without an Private Armed Security Team (PAST).
- Industry were concerned that a successful attack in the SRS could disrupt the supply route to N Europe which would mean an initial 3-6 week supply gap.
- In line with CMF, Industry advised vessels to transit the SRS with AIS on, BMP5 measures applied, to stay as far west from the Yemen coast using the western TSS and not to advertise last or next port of call if it was in Saudi Arabia.
- He stated he would like to see more vessels using the Group Transits and paid tribute to the Independent deployers for their valuable contribution however, he

requested CMF investigate supporting an increased area of operations to cover threats in SRS/BAM areas.

- Dr Belcher discussed the question of changes to the HRA. He agreed a hard line on the map was better than a greyed out area, but suggested looking at the geographical limits based on pirate capability and records of incidents over the last 5 years. The proposal was for a greatly reduced area off the Oman coast, with possible removal of the Seychelles. Dr Belcher welcomed stakeholder input and opinion highlighting a decision would likely not be reached until Q2 2019.

Col Totten, EU NAVFOR Relocation Update

- There will be no change to business, output, ambition or levels of partnership. Transfer from Northwood UK to Rota in Spain (Main Offices) and Brest in France (MSCHOA) will take place at 1200 hrs on 29 Mar 19.
- Shadow business will occur during March 19. CMF offered and confirmed their support to ensure a smooth transfer.

Independent Deployers – India, China and Russia

- Independent deployers gave their respective updates.

India

- With trend analysis showing a marked reduction in vessels joining convoy transits in the GOA, the Indian Navy moved away from convoy escorting to free patrols which offered their ships freedom to move between the SRS, GOA and East coast of Somalia.
- Their focus was on counter piracy but would include PASSEX and information sharing as well as surveillance from MPA (helicopter).
- The use of the MERCURY de-confliction tool was highlighted as incredibly useful for India in planning the free patrols.
- India will shortly open an Indian Information Fusion Centre in Delhi.

China

- Escort Task Group (ETG) 998, the 31st, would arrive in the GOA at the end of December.
- To date 30 (PLA) Navy ETGs with 97 ships (3-4 warships at a time) and 64 helicopters have been deployed in the region.

Russia

- Highlighted success of Joint Piracy exercise between Russian Great Anti-Submarine Ship Severomorsk and Japanese Destroyer Ikadzuti in Nov 18.
- Expressed concerns that if there was a reduction in military presence that piracy would return. Therefore a comprehensive approach was needed to continue to deal with ongoing challenges.

UKMTO – Lt Cdr Neil Parsonage RN

- Explained the role of UKMTO to provide assurance, liaison and support to UK maritime interests within the area and stated they handled data 24/7/365 in real-time to provide situational awareness and liaise with masters.
- Highlighting the standard reporting format, he confirmed that UKMTO handled reports in any format.

Pakistan Update – Cdr Shazad PN

- The current focus was now switching to Regional Maritime Security Patrols (RMSP) and to support adherence to UNSCR's, UNCLOS and to provide presence in regional choke points. PN ship Saif conducted the maiden RMSP.

ROK JCS Hostage recovery – Cdr Shun ROK

- The Cheonghae unit had been ordered to attend a piracy incident off the GOG to rescue Korean hostages.
- A key lesson learnt was the support to the Republic of Korean Navy in logistics and communications with strong liaison with US Navy.
- CMF COS noted that this showed how events around the world could affect force flow of CMF units and that whilst a unit was lost to CMF it demonstrated dynamic interaction between commands.

USS Jason Dunham Seizure – Lt Cdr Gale

- In Aug 18 USS Jason Dunham found a stateless skiff in international waters which they boarded and found 2521 AK-47 assault rifles. This was the 5th such seizure since 2015 by US or CMF assets. Previous seizures were determined to be from Iran and destined for the Houthis in Yemen.

Convoy Co-ordination Working Group (CCWG) – Capt Columbie

- Discussed the lack of de-confliction and multiple convoys occurring on the same day and requested feedback on why convoys were cancelled.
- Discussed the relocation of assets away from convoys to where the threat was greatest, or locate warships in specific areas to cover the whole region. The possibility of moving 'Point A' of the convoy route into the SRS was also discussed.
- An action was agreed that all units would increase use of the convoy de-confliction tool and that Industry would check on their desire for convoys.

Counter Piracy Working Group – Cpt Walker RNZN

- Renewed emphasis was made on Information Operations and fishing POL due to the previously discussed relationship between fishermen, pirates and terrorists. EUNAVFOR and CMF agreed to generate a common POL format between them.
- CTF 151 Focused Ops; Three Arrows, Vigilant Lion and Haka sought to build presence, deterrence and coherence. Capacity building was being conducted to be ready for a piracy event in future.
- The merchant community remained a key player with their assistance being valuable in providing POL data that allowed the military to know what was normal.
- Industry was asked if they would be willing to submit POL sightings via a new reporting form to military sources, the consensus was that the means to do this was already included in BMP5 but Industry would canvas their members to gauge opinion on the take up of a new form.
- The TORs for this group were to be reviewed at the next SHADE.

Working Groups Summary – Cdr Maxwell USN

- A request was made for input and feedback on SHADE organisation, planning and timings to be emailed to Cdr Maxwell.
- An action was agreed to investigate the possibility of an Insurance Industry brief for the next SHADE meeting with a map of all Information Fusion Cells (IFCs) being produced.

<p>3</p>	<p>The Yemen Conflict & the Implications for Maritime Security – Cdr Seth George RN, Maritime Security Advisor (Yemen)</p> <ul style="list-style-type: none"> • Cdr George introduced himself and explained his background and experience for his current role as Maritime Security Adviser for Yemen. Based in the British Embassy in Riyadh he provides advice to local partners in Riyadh and Jordan and currently works in partnership with DFID. He gave a brief overview of the history with regards to the situation in the Yemen between the 1990s and present day. • He explained that the Houthis did not attend recent peace talks that had been arranged and highlighted the cross border conflicts with Saudi Arabia and the ongoing issues concerning the ports along the coastline of the Yemen. • Hodeida was still being fought over and since 2017 there had been a push from the coalition forces towards the city to seek control. The UN special envoy Mark Griffiths was still working to find a solution and had called for the UN to operate Hodeida port to avoid disruption of aid getting into the country. • Humanitarian assistance was required by over 22 million people (77% of the population) with an estimated 17.8 million without reliable access to food. 90% of Yemen’s food and fuel needs are supplied via commercial shipping. Hodeida and Saleef ports are critical access points for North and West Yemen, where a significant proportion of the population live. • The United Nations Verification and Inspection Mechanism (UNVIM) was set up in May 16 to provide a structure and process for commercial ships to gain access to the Yemen SRS ports. Based on UN Resolution 2216, it recognises the need to maintain confidence in the shipping industry whilst acknowledging the concerns of Saudi Arabia. • UNVIM conducts boarding of commercial ships that are scheduled to enter the ports of Hodeida and Saleef and involves inspections being carried out in Djibouti where, once all the paperwork is checked the vessel will be cleared for access to the Yemen ports. • Details of incidents involving sea mines was discussed stating that Coalition Warships have found and destroyed 86 mines that posed threats to shipping in coastal areas of the Yemen. Houthis manufacture their own mines from whatever is available which makes them unreliable and unstable. • Water-borne IED (WBIED) attacks were also discussed, the threat from small boats and or fast craft was highlighted and identified as operating off the NW coast of Yemen. • A summary of missile attacks between Oct 16 and Nov 18 was given, including a recent allegation by the Houthis that they had launched a missile into the Red Sea off Hodeida. There was no indication of the target and no vessel had reported being struck. • In summarising Cdr George stated that balancing the requirement for security with commercial and humanitarian needs remained key to feeding the people and maintaining essential fuels for hospitals etc.
<p>4</p>	<p>Ship’s Security: The Owner’s Perspective - Anup Khan LLM(UK), AFNI, MICS, Company Security Officer, Bahri Ship Management</p> <ul style="list-style-type: none"> • Anup Khan gave an introduction of himself and his company which included a breakdown of their vessels. • Presenting a brief history of the ISPS code, its introduction in 2004 and the changes that it brought about, he explained the tragic events of 9/11 had raised the question of vulnerability of merchant vessels being used for terrorist activity and highlighted it also brought about the introduction of UKMTO. • The introduction of ISPS being mandatory, compelled owners to invest substantially in security and give it equal weight with other ship management activities. It also led

	<p>to better awareness among seafarers, a better understanding between merchant shipping and military forces and encouraged Industry led initiatives such as BMP.</p> <ul style="list-style-type: none"> • Highlighting his experiences of being the CSO of a Saudi Arabian owned company, Anup stated that his vessels faces unique challenges in the Red Sea due to the Yemen conflict. His vessels cannot carry PAST as they are Saudi flagged. • Bahri partner with a Private Maritime Intelligence Company to receive up-to-date information on worldwide threats and work closely with other Industry partners including UKMTO, IMB and the Saudi Arabian Navy for advice and guidance. They track their own vessels and investigate any deviations from planned passages. • Anup showed slides featuring areas of concern and stated that no Bahri transits go through the BAM without a Saudi Arabian warship escort. • He remarked that the downside of the focus on maritime security had led to criminalisation of seafarers. In some ports they were not allowed to go ashore and in several areas it brought challenges for embarking/disembarking crew. This not only meant delays for seafarers being disembarked to re-join families but had adverse effects on their mental well-being. Restrictions were also placed on allowing store boats to re-supply essential food and other items onboard. • In closing Anup looked at future challenges in particular Cyber Security threats and cautioned that this could be the shape of future attacks against the shipping industry.
5	<p>Maritime Security in the Middle East Operating Area - Commodore Steve Dainton CBE RN, UK Maritime Component Commander (UKMCC) & Deputy Commander Combined Maritime Forces (DCCMF)</p> <ul style="list-style-type: none"> • The Commodore introduced himself and explained the dual role he carried out as UKMCC and DCCMF and the role that CMF carry out across the region that consisted of 22 countries, many of which were in conflict. • Giving a breakdown of the 3 Task Forces operating within the region, he stated that for the first time all 3 forces were being commanded by GCC countries; <ul style="list-style-type: none"> - CTF 150 (Counter Terrorism and Illegal Activities) - Saudi Arabia - CTF 151 (Counter Piracy) & CTF 152 (Maritime Security Gulf) - Kuwait • The regional overview highlighted the main points of concern in an area of 2.4 million sq. miles which the Cdre equated to trying to police an area 1.5 times the size of Europe with 3 or 4 police cars and 1 gas station. • He continued that the region was complex and highly active with threats concerning the Yemen conflict, ongoing humanitarian issues, a fragmented and destabilised Somalia with its various terrorist groups, smuggling (weapons, charcoal & people), and the multiple coalitions operating in the Red Sea. • Details of piracy attacks between 2013 and 2017 were discussed with the years of inactivity being a consequence of BMP measures being deployed. It is perceived that in 2017 the pirates saw less warships and a relaxation or less adherence to BMP measures and made increased attempts to attack commercial ships. With the exception of MV OS 35 and Aris 13, these attempts had been unsuccessful due to vessels having PAST onboard. The Cdre reminded the meeting that warships are still conducting active surveillance in the area but good BMP measures will help reduce attacks. • The new Maritime Security Event classification system used to assess an attack was explained which broke down events into 6 areas; terrorism, conflict related, piracy (including armed robbery at sea), other maritime crime (weapons and narcotic smuggling, illegal movement of people, theft, local fishing dispute etc), suspicious activity and non-maritime security. This new system was to enable more accurate updates in terms of the threat rather than just 'piracy' or 'non-piracy'. • The threat from Houthi rebels in the SRS, BAM and Maritime Security Transit Corridor (MSTC) and the attacks against assets of Saudi Arabia and the UAE were discussed. It was highlighted that the risk to other shipping close to these vessels could be from collateral damage or mis-identification. It was stated that mines had

	<p>been located around Houthi aligned ports which were likely to remain there for the foreseeable future. The risk of the mines floating into the open waters was considered low risk.</p> <ul style="list-style-type: none"> • The attack on MV Muskie was highlighted as an act of terrorism rather than due to the Yemen conflict or piracy. The premature explosion that occurred in that attack indicated that a substantial amount of explosive was used and was packed in a small boat which was most likely intended to impact the vessel before exploding, however there has been no claim by any group of the attack and it is the military command's belief that the lack of success of this attack has prevented more. • Smuggling of narcotics and weapons continue to dominate the region with much of the money funding terrorism. The current situation in Afghanistan has led to an increase in the flow of narcotics with significant amounts of Heroin and Hashish being seized in 2018. The illegal trade in charcoal has contributed an estimated 20 million dollars this year to fund Al Shabaab while continuing to cause environmental devastation across Southern Somalia. • The production and release dates of Industry Releasable Threat Assessments (IRTA) and Industry Releasable Threat Bulletins (IRTB) were explained. Both documents are produced by CMF and EU NAVFOR to give one single source of consistent advice to the shipping community. IRTA are issued quarterly and give the latest treat assessment for the region, IRTB are issued for specific incidents. Anyone who currently does not receive this information should contact the OiC UKMTO. • In closing the Cdre made a plea to Masters, CSOs and Companies/Organisations providing vessels with security teams for information on the patterns of life activity they see on their passages.
<p>6</p>	<p>European Naval Force: Transition from UK Command – Cdr Andrew Kohler MSc RN, EU LNO Bahrain to CMF</p> <ul style="list-style-type: none"> • Cdr Kohler explained that his main purpose at the MIEVOM was to provide information and give assurance to Industry about the relocation of MSCHOA and EUNAVFOR at the end of March 2019 when the UK exits the EU. • He stated that the current HQ based in Northwood in the UK was already working with the Spanish authorities in preparation for the transfer of operations and confirmed staff were already in place in the new HQ that will be in Rota, Spain. • The timetable of handover will be: <ul style="list-style-type: none"> - 1 to 29 March 2019 both HQs will operate with Northwood as Primary HQ. - 15 to 29 March 2019 parallel operations with Northwood still in command. - 291200Z March 2019 Command will transfer to Spain. • It is expected that Spain will operate until at least March 2020, when the current funding stream expires. • MSCHOA and the administration of MERCURY will transfer to Brest, France at the end of March, all products will remain the same so users should see no difference in operation.
<p>7</p>	<p>Proposed changes to the High Risk Area (HRA) – Russell Pegg, OCCIMF</p> <ul style="list-style-type: none"> • Russell Pegg introduced himself and stated the 'Round Table' of shipping organisations (BIMCO, INTERCARGO, INTERTANKO, ICS) and OCIMF set the geographical limits of the HRA and this was purely Industry owned. He explained the background behind the HRA and the changes brought about in Dec 2015 to accommodate requests from India. • He went on to state other nations within the region have also submitted requests to the IMO to have the area amended and highlighted HRAs did not exist in places where piracy is also heightened such as the Gulf of Guinea (GoG). This therefore raises the following questions:- <ul style="list-style-type: none"> - Is the purpose of the HRA solely for piracy?

	<ul style="list-style-type: none"> - Do people use it for piracy or some other reason? - Could it be better defined? • Industry has researched where Somali Pirates have operated in the last 5 yrs and noted their capability range might not be correctly reflected by the current HRA boundaries. Industry welcomes comments from stakeholders to support this work and anticipates it will be completed in early 2019.
8	<p>UKMTO Capability Brief – Lt Cdr Chris Long, OiC UKMTO Dubai</p> <ul style="list-style-type: none"> • Lt Cdr Long gave a background brief to the initial set-up of UKMTO in 2001 which was primarily a confidence building measure post the 9/11 attacks. Displaying a slide showing the composition of the current team, he explained that the post of International Liaison Officer had been recently filled by naval personnel from Australia and New Zealand although in the past naval officers from Denmark and Brazil had also carried out the role. The Merchant Naval Liaison Officer was provided through OCIMF and in the past the MNLO had come from Shell, BP, Chevron and most recently Maersk Tankers. • Covering the mission statement he emphasised UKMTO’s role in engagement and re-assurance, stating that it is a recognised and trusted brand name that takes great care to protect and safeguard commercially sensitive information. UKMTO is the first point of contact for shipping transiting the region and is the only organisation that routinely talks to masters at sea by telephone. On average 80-85% of shipping entering the Voluntary Reporting Area (VRA) report into UKMTO. • An important function of UKMTO is to carry out face to face briefs with masters and crews of vessels alongside the UAE ports of Mina Zayed, Mina Saqr and Jebel Ali. These visits allow Briefing Officers to engage with masters on current events and threats but also to give reassurance and on occasion debrief crews involved in incidents. Telephone briefs are also conducted with vessels, in particular cruise liners, transiting the HRA. • The Dubai office is supported by a team of watchkeepers operating from the Maritime Trade Information Centre (MTiC) based in Portsmouth, UK. The watchkeepers monitor all emails and phone calls 24/7 and ensures all incidents of concern are brought to the immediate attention of the Duty Officer in Dubai. • With the use of slides Lt Cdr Long discussed the number and location of all incidents reported into UKMTO during 2018 such as a perceived attack, sightings of suspected pirates, other POL sightings and reports of suspicious behaviour. He also showed a slide displaying Medical and SOLAS situations that in addition to vessel breakdowns, UKMTO also dealt with. • Of 324 significant reports received, 17 were issued to Industry as Advisories and 4 as Warnings. The difference between both were explained. <ul style="list-style-type: none"> - Advisory:- used to inform ships of an incident that is either received time late, eg over 1 hr after the event, or where UKMTO see a pattern of activity in a particular area that they wish to bring to the attention of ships in that region. - Warning:- issued for an event that is happening in live time or within 1 hr, UKMTO will usually issue a See and Avoid notice this allows vessels nearby to avoid the area. • Information sharing is key to the successful relationship with Industry and UKMTO does this through hosting the MIEVOM twice a year, issuing a Weekly Report and releasing timely warnings and advisories, all of which are available on their website www.ukmto.org. • UKMTO promulgates the release of IRTA and IRTB and promotes the awareness of BMP5 by distributing hard copies on behalf of Industry to the vessels they visit on a daily basis. Lt Cdr Long stated that since the release of CMF guidance in July 2017 that vessels should keep as far West as possible from the Yemen coast, UKMTO had monitored vessels which take the Eastern TSS (around the Hannish Islands) and had contacted these vessels asking if they were aware of that guidance. Responses from the 272 vessels contacted to date varied from total unawareness of

	<p>the Yemen situation to them stating the Eastern route was quicker and/or less congested so they use that route.</p> <ul style="list-style-type: none"> • Since UKMTO began monitoring and contacting ships using the Eastern TSS the number of vessels seen taking that route has reduced from an average of 8 to 1 per day, highlighting how UKMTO could help to maintain the safety of merchant ships in a maritime security threat area. • Lt Cdr Long confirmed UKMTO had been in Dubai for 17yrs with no plans to move and provides a ubiquity of service that is not constrained by national interests. Continuing to provide Industry with accurate, timely information on a broad spectrum of maritime security issues which is not based on speculation or supposition, UKMTO is acutely aware of the commercial sensitivity of some of the information received and would never disclose the name of a ship or company involved in an incident without out their permission. • In closing, he remarked outreach and engagement with Industry was a major part of UKMTO's role in the UAE. It exists to facilitate a two way information flow between Industry and the military and would continue to deliver that function as long as the need existed. This year they had visited over 800 ships and 133 people from all sectors of the maritime community had visited the UKMTO office. Anyone wishing to receive a UKMTO brief to their organisation or workforce in house or wish to visit the UKMTO office in the British Embassy should contact Lt Cdr Long on Dubai-ouc@ukmto.org.
<p>9</p>	<p>Question & Answers</p> <p>Questions and statements raised throughout the morning along with the respective responses can be found below.</p> <p>Q. Capt Geoff Pearson (BW Fleet Management) raised the question of what time of day was best practice to transit through the SRS/BAM – he said UKMTO say day, but CMF say night?</p> <p>A. There was a short discussion on best transit times however the meeting agreed that each ship/company should take into consideration the current Threat Assessment (IRTA) when making their risk assessments. Anyone who believed they were not on the distribution to receive IRTA and ITRB were advised to contact UKMTO.</p> <p>A. Lt Cdr Long (UKMTO) stated that UKMTO guidance was based on the UK Department of Transport (DfT) assessment and that there was no definitive right or wrong in doing either a day or night transit. Day transits gave vessels better visibility, make them more visible and less likely to be mis-identified. Night transits allowed the ship to use the cover of darkness to transit the threat area and feedback from operators stated that this made masters and crew feel safer.</p> <p>A. Cdre Dainton (UKMCC) clarified that UKMTO was not in the business of telling people when to travel, they were only able to share advice that DFT put out. He highlighted that ultimately it was about what works best for a company and where they perceived the greatest risk was.</p> <p>Q. Anup Khan (Bahri) asked Cdr George what the exact situation was on the ground eg: who was winning?</p> <p>A. Cdr George (MSA Yemen) responded that at the current time neither side were winning and that peace negotiations were ongoing.</p> <p>Q. Lt Cdr Long asked Anup Khan in his role of CSO, 'was he content with the support he received from the military community?'</p> <p>A. Anup responded that the support received from UKMTO and their military partners was very good, however he was not content with support received from elsewhere which was slow and did not always filter through.</p>

Capt Geoff Pearson (BW Fleet Management) wished to express for the record a thank you to the team at UKMTO for all their hard work, support and especially for their many ship visits. He continued that they were doing a fantastic job and great work, adding that his masters always looked forward to their visits and felt reassured by their presence and support when incidents did happen and they had to call for assistance.

Q. Capt Mandeep Singh (ITM) stated that there was conflicting information on who controlled the ports in Yemen and asked if it was safe to do business regardless of who controls the port in Yemen?

A. Cdr George (MSA Yemen) and Cdre Dainton (UKMCC) responded that they could only confirm if a port was operating but could not guarantee it was safe, adding that they could share the threat assessment but it would be the ship's decision to determine if they were prepared to take the risk.

Q: Dr P K Raut (Director General of Shipping for Govt of India) asked if fishing could stop piracy?

A. Lt Cdr Long (UKMTO) referred to information from John Steed of UNODC that stated most Somali people do not eat fish therefore it was not seen as a primary income source generator.

A. Cdr Kohler (EU LNO to CMF) Bahrain) continued that EU had initiatives in place that included training on small boats inside territorial waters and carried out exercises closer inshore that complemented what CMF do but also encouraged Somalians to fish and self-police their waters.

Q. Capt Geoff Pearson (BW Fleet Management) asked Cdre Dainton about the take up of convoys that he stated was less than 5% which he thought seemed high?

A. Cdre Dainton (UKMCC) confirmed that the take-up was less than 5% which was why the Indian warships had moved away from convoys and were now conducting free patrols.

Q. Peter O'Connell (Neptune P2P) asked Cdre Dainton if the reduction in pirate incidents was due to good BMP, did he think that if there was one successful attack this would lead to more attempts.

A. Cdre Dainton (UKMCC) agreed that the minute we stopped sending military ships to the area, incidents would increase. He stated that the military had to keep the pressure on, but remarked there was of course a huge expense in sending ships to the region. As there had not been a successful piracy (ransom paid) since 2012 it can be difficult to justify to any Government that there is a continued need to support counter piracy operations. He confirmed that EU NAVFOR's mandate had only recently been extended to 2020 after much lobbying for them to continue to maintain a presence in the region after the loss of the NATO presence in 2016.

Q: Harry Pearce (Ambrey Risk) asked if what the registration process for UNVIM in Djibouti was however due to no one being present from that organisation his questioned could not be answered. Details of a contact for UNVIM would be forwarded to Mr Pearce after the meeting.

Q: Geoff Capt Geoff Pearson (BW Fleet Management) asked about the possibility of placing a UKMTO team in West Africa to cover what is happening in the Gulf of Guinea, which is currently where the greatest need/threat was to his fleet of ships?

A: Cdre Dainton (UKMCC) agreed that the need existed but stated it would need the funding and approval from the UK.

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Closing Remarks

Lt Cdr Long closed the meeting, he thanked everyone for their attendance, Deepak and staff of the Seaman's Centre for their support and hospitality in hosting the MIEVOM. Attendees were requested to complete the feedback proforma included in their welcome pack, with particular regard to suggestions for future presenters and/or presentations. Anyone wishing to present or has suggestions for the next or future MIEVOMs should send their details to dubai-oic@ukmto.org.

LIST OF ATTENDEES

MARITIME INFORMATION EXCHANGE VESSEL OPERATORS' MEETING (MIEVOM) HELD ON 29th NOVEMBER 2018 AT THE DUBAI INTERNATIONAL SEAFARERS' CENTRE

Speakers

Organisation

UKMTO, OiC
UKMCC & DCCMF
Maritime Security Adviser (Yemen)
EU LNO Bahrain to CMF
CSO, Bahri Ship Management

Name

Lt Cdr Chris Long RN
Cdre Steve Dainton CBE RN
Cdr Seth George RN
Cdr Andrew Kohler MSc RN
Anup Khan LLM(UK), AFNI, MICS

Attendees

Al Safina Security	Katherine Yakunchenkova
ALINDIEN MARSEC	Florent Penet
ALINDIEN MARSEC	Olivier Ruiz
ALINDIEN MARSEC	Lucas Sailou
Ambrey Risk	Christina Matysiak
Ambrey Risk	Harry Pearce
Britannia Maritime Security	Stuart Niven
British Embassy	Rebecca Scott
BW Fleet Management	Capt Geoffrey Pearson MNI
Chevron Shipping	Capt Dave Bancroft
Chevron Shipping	Capt Michael Horgan
Chevron Shipping	Sarah Thompson
Director General of Shipping & Secretary to Govt. of India	Dr P K Raut
Emirates Ship Investment Company	Hendrik Astma
E-Ships	Krisnamurthy Viswanath
Gulf Agency Company	Mrs Meena Matthews
Gulf Energy Maritime (GEM) PJSC	Capt Robert Buckham
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Oman Ship Management	Faisal Al Abri
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Price Waterhouse Coopers, Director Forensic Services	David Hall
Risk Intelligence	Jesper Hansen
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Rohde-schwartz	Richard Kerslake

Securewest International
Shell International Trading Middle East
Shell Markets Middle East Ltd
Shell Shipping & Maritime
The Kuwait Naval Force
The Kuwait Naval Force
United Arab Chemical Carriers
US NCAGS
UKMTO, MNLO Desig
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David Wilson-Le-Moine
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Apologies received

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