

RECORD OF DISCUSSION

MARITIME INFORMATION EXCHANGE VESSEL OPERATORS' MEETING (MIEVOM) HELD ON 22 APRIL 2018 AT THE DUBAI INTERNATIONAL SEAFARERS' CENTRE (DISC).

Attendees	See Enclosure 2
<p>1</p> <p>0900</p>	<p>Introduction</p> <p>Lt Cdr Iain Beaton RN welcomed all attendees, guest speakers and the delegation of Japanese Naval Officers representing CTF 151 led by RAdm Daisuke Kajimoto. He introduced the current members of the UKMTO team with the exception of the Merchant Navy Liaison Officer (MNLO), Capt Chris Scothern, who is expected to join the team in early June 2018.</p>
<p>2</p> <p>0910</p>	<p>Shared Awareness and De-confliction Meeting (SHADE) feedback – Lt Cdr Iain Beaton, OiC UKMTO Dubai</p> <p>The 42nd SHADE meeting was held in Bahrain 17-18 April 2018 and Lt Cdr Iain Beaton gave the following feedback.</p> <p>CMF & EU Operational Commander's Update</p> <ul style="list-style-type: none"> • The current EU mandate is expected to be extended until 2020 and EU NAVFOR aim to become more open and transparent between Military and Maritime Organisations. • Both EU NAVFOR and MSCHOA operate on the edge of their respective mandate which is focused on the world food programme (WFP) and counter-piracy. CMF operate within parameters of FIND/FIX/FINISH with EU carrying out FIND/FIX as, with the exception of piracy, they cannot conduct the FINISH element without the co-operation of others. • CMF are continuing to investigate broadening the mandate of countries who contribute assets, due in part to the decline of forces operating in the Joint Operational Area (JOA). However, the different mandates which individual countries operate within, highlights the essential requirement for continued co-operation. • The introduction of the Maritime Security Notices issued by CMF have been well received by Industry, although ongoing feedback would be gratefully received. • The coding of incidents had been reviewed in order to clarify and ensure EU and CMF were aligned, further consultation with other organisations will follow. • It was confirmed that the three CTFs of 150 (Counter-terrorism), 151 (Counter-piracy) and 152 (Gulf Maritime Security) would not be merging. The recent successes of CTF 150 during their counter narcotic operations was highlighted. <p>Industry panel</p> <ul style="list-style-type: none"> • It was acknowledged that the role of UKMTO was essential and that the timely sharing of information across all parties was pivotal. • The size of the HRA was discussed however there is no change to the HRA at present.

- There was concern about the reduction of military assets in the JOA although it was stated that the new Maritime Transit Security Corridor (MSTC) will enable CMF to focus their assets on this transit route.

Key Note Speakers

- The keynote speakers Rodolphe Agelou (Senior Maritime Advisor EUCAP), Jay Bahadur & Charles Carter (UNSEMG) and VAdm (Rtd) Pradeep Chauhan raised the following main points.
 - The revenue from the export of charcoal from Somalia is reported at 20 million USD which is reported to partly fund terrorists such as Al Shabaab.
 - Weapons smuggling operates off Puntland.
 - The EU continue to work on support for training, procurement, infrastructure and the Somali judicial system.
 - Current UAE funding to projects in Somalia has been put in jeopardy due to the ongoing political situation in the region, which could have an impact on the Puntland Maritime Police Force (PMPF).

Independent Deployers – India, China and Russia

- Independent deployers gave their respective updates.
 - India – operate under a counter-piracy mandate and therefore cannot get involved in other incidents unless covered by UN resolutions. Currently working alongside assets from Japan and China in the Internationally Recognised Transit Corridor (IRTC) and are investigating no longer participating in convoys but conducting patrols in that area. They expressed concern that there were no incidents off the coast of Oman and therefore support a relevant reduction in the HRA.
 - China - continues to support the IRTC convoys/group transits and had provided escort duties for WFP vessels.
 - Russia - continues to support the IRTC convoys and counter-piracy activity.

Convoy Co-ordination Working Group (CCWG)

- The schedule of convoys had been looked at which highlighted discrepancies between days of no convoys and days of 2 convoys. It was agreed to produce and promulgate a convoy schedule one month in advance that would have a more consistent flow of timings. Full details of convoys can be found on EUNAVFOR's website.
- A 'de-confliction' tool for ships was being introduced to MERCURY which was hoped would increase the co-ordination of where military ships were operating.

Maritime Security and Events Working Groups

- The types of incidents reported during the previous 6 months, highlighted the diversity of threats to merchant shipping, particularly around the Bab el Mandeb (BeM) area. Floating mines in Yemen port areas and rocket attacks were discussed in particular the attack against the MV Abqaiq on 3 April 2018.
- CMF and EU jointly produce bulletins giving guidance and information with regards to new and ongoing threats. Lt Cdr Beaton stated these were now included with UKMTO Weekly reports when released, and could be forwarded on request.
- There was a plea to Industry for feedback on the content of notices and bulletins with a further request on how the information flow from vessels at sea could be improved.

	<ul style="list-style-type: none"> The current threat assessment was that existing measures in place are good, it is further assessed attacks in the BeM area will continue but would not be aimed at merchant vessels. All Ships were to remain at heightened state while transiting through the BeM area.
<p>3 0930</p>	<p>UK Maritime Component Command (UKMCC) Operational Update – CPO Adrian Morton, UK MCC Bahrain</p> <ul style="list-style-type: none"> CPO Morton introduced himself and explained his role within UKMCC before clarifying their mission statement with regards to UK maritime force elements in the JOA. He discussed the role UKMCC carries out from their Headquarters in Bahrain across the Middle East, highlighting specific areas of operations such as protection of trade and commerce in the BeM and Straits of Hormuz (SOH), counter-piracy off Somalia, and counter-smuggling operations in the Red Sea and off the coasts of Yemen and Oman. A breakdown of naval and aviation assets in the Gulf and Arabian Sea was displayed and CPO Morton explained the current preparation work being carried out within the new Naval Support Facility (NSF) to accommodate the UK's aircraft carrier HMS Queen Elizabeth. The NSF in Bahrain, will be the main forward support and logistics base providing support to all UK assets, including personnel. It will maintain an enduring and emergent RN capability committed to the region and is the permanent base for the 4 UK mine counter-measure vessels operating in the area. UKMCC's co-operation with other nations operating within the region was essential to help understand the 'pattern of life'. Every little detail of information received was used to identify the normal against the abnormal, highlighting what maybe happening or what patterns appeared to be missing. Recent pirate activity was mentioned, including the detention of 6 Somali nationals in November 2017, which highlighted the threat of piracy still remained. CPO Morton stated that many prisoners previously detained for acts of piracy were now reaching the end of their sentences and are being or were already released. Concerns about whether they will return to piracy have been raised and the situation is being monitored. CPO Morton stated that the missile attack against the MV Abqaiq 3 April 2018 was an ongoing security concern. He confirmed the vessel was Saudi Arabian flagged and that Houthi groups had claimed responsibility however, investigations to what actually struck the ship were still being carried out. He reminded the meeting BMP 4 was essential and that all incidents should be reported as soon as possible to UKMTO in order that the required timely action can be taken. In response to a question regarding statistics showing details of piracy incidents over the past decade, CPO Morton stated that with some exceptions, especially the Gulf of Guinea, overall piracy is down worldwide.
<p>4 1000</p>	<p>CMF: CTF 151 Operational Update – Lt Cdr Ben Cator RN, Strategic Communications Officer.</p> <ul style="list-style-type: none"> Lt Cdr Cator explained his role within CMF before giving the breakdown of the roles and areas which the 3 Task Forces of 150, 151 and 152 operate. He also stated that they work closely with CTF 465 (EUNAVFOR) and Independent deployers operating in the area, where possible, in order to try and not to duplicate operations. Listing the 11 nations that are part of CTF 151, Lt Cdr Cator acknowledged the presence of Rear Admiral Kajimoto and his staff, explaining that this was the third time that Japan had taken command of CTF 151.

	<ul style="list-style-type: none"> • He explained the focus in terms of the relationship with industry was to improve BMP 4 adherence and develop routine processes such that they (CTF 151) provide more quality information and allocate forces in a smarter way. This involved working with ships operating in the area, calling on them to gather information and observations while offering engagement and reassurance. • Another CTF 151 focus was developing a greater understanding of local mariners' perceptions, particularly with relation to the presence of warships and large MVs. This will be achieved by a simple questionnaire that is designed to be used at every Approach and Assist with local vessels. • They want to increase participation and engagement with Industry and other countries operating in the region, but also engage with the yachting community highlighting recent reports involving yachts. • With a series of flowcharts and diagrams, Lt Cdr Cator discussed the reduction in piracy incidents and the increase in other events such Galicia Spirit, Muskie and most recently Abqaiq. • Explaining the Maritime Awareness Calls (MAC) that CTF 151 carry out as part of Focused Operations, he stated the focus is on vessels that take a course of action which increases risk of piracy such as cutting through the Socotra Gap, transiting close to the Yemen or Somalian coast or carry out a course of action that raises concern. • When operating within focused areas warships push out hourly broadcasts as follows: "Warships patrolling in area, make reports of suspicious incidents to UKMTO or Warship". He stated that they did not wish vessels to report confidential information over an open broadcast but to report it in to UKMTO. • In summarising Lt Cdr Cator highlighted the desire to have feedback from Industry on how CMF can better operate or make better use of their assets. They intend to issue requests for information (RFIs) to MVs and large yachts asking about their perception of the military presence in the region. The process for yachts has already been established with noonsite.com and hopefully this will expand through more formal routes such as the UKMTO reporting forms. • In response to a question from the floor regarding vessels being asked if they have armed security teams on-board or about use of BMP 4, Lt Cdr Cator confirmed that the format of questions does not require this kind of information and that he would investigate whether it was one of the CTF 151 units that made the request. • Lt Cdr Beaton stated that following numerous reports of suspicious boats it was most likely that the area around Point B of the ITRC could be a new fishing ground, he highlighted the importance of timely reports to UKMTO of all suspicious craft in order for 'pattern of life' to be established. He also commented on the increase in yachts transiting through the area and posed the question, is it an increase or is there now a better awareness that is bringing them to report into UKMTO?'
<p>5</p> <p>1100</p>	<p>Diversity of Shipping – Capt Bob Buckham, CSO, Gulf Energy Maritime (GEM)</p> <ul style="list-style-type: none"> • Capt Buckham gave a very informative overview of his company, its vessels, their crews and where it trades before giving a more detailed breakdown of statistics in relation to the commercial market for tankers. • He explained that markets are governed by supply and demand by the consumer and gave examples of companies storing fuel waiting for demand to increase so they could increase their prices. OPEC also played a major part in the rates for oil by managing the number of barrels produced. • Showing the various types and dimension of tankers in use, Capt Buckham said the current market was saturated by numbers which were being added to as new ships were brought on line. These new ships were required to meet new legislation and regulations demanded by certain countries in order to operate within their territorial waters. The cost of both old and new ships were affected by changes to the market.

	<ul style="list-style-type: none"> • Discussing cargos, it was explained that the size of ship to be used was dictated by where in the world it would be delivered and that often the cost of smaller ships could be considerable more due to the value of the cargo. • The relationship of clients, brokers and owners was explained with the process of how clients obtain cargoes and all the considerations and legalities that has to be put in place before voyage orders are received. • Capt Buckham covered the legislative requirements for safety including SOLAS, Marpol and the ISM Code and the various audits and inspections required to be carried out. He also mentioned company requirements which would include their documented procedures for threats such as piracy and terrorism. • In concluding Capt Buckham mentioned that shipping was a high risk business that if something went wrong it could have repercussions on the reputation of the company. The shortage of competent seafarer's were a concern as was the prolonged periods away from home, long working hours, social isolation, lack of quality rest periods and additional stress when transiting through the HRA for crews. • In response to questions from the floor Capt Buckham stated that any additional costs related to delays for cargos going into Yemen ports would be passed on to the buyer however, he was not aware of actual breakdown as this would be negotiated at the time. He also confirmed that all his vessels carried armed security teams which gave his crews assurance while in the HRA.
<p>6 1130</p>	<p>The Yemen conflict and the implications for Maritime Security – Cdr Chris Stock RN, Maritime Security Advisor (Yemen)</p> <ul style="list-style-type: none"> • Cdr Stock introduced himself, explained his role and location of its operation and gave the background of the present Yemen conflict. • Listing key events since Sep 14 he concluded the current stalemate has left the people of the country suffering. Complex issues between the various factions create a challenging negotiating environment, however a newly appointed UN Special Envoy (Martin Griffiths) is seeking to move talks forward. • With 90% of Yemen's food and fuel being delivered by ships, the port of Hodeida was a critical access point. The recent blockade impacted everything including fuel that is critical to operate essential desalination plants for fresh water as well as enabling food distribution. The food shortage risked a country wide famine resulting in 22.2 million people going hungry and 8.4 million at risk of starvation. • The UN had set up a vessel 'verification and inspection mechanism' (UNVIM) to provide a structure and process for commercial ships to gain access to Red Sea ports. It recognised the need to maintain confidence within the shipping Industry whilst acknowledging the security concerns of Saudi Arabia. • Cdr Stock stated merchant vessels had to apply online to UNVIM for clearance into a Red Sea Port and providing all rules were met and permission granted from the Saudi-led Coalition (SLC), would be allowed to proceed to port. He acknowledged incorrect paperwork often caused delays or complete rejection, reminding the meeting of the need for accurate and transparent audit trails of vessels and cargoes. In response to a question from Reink Kwast (Maersk Line) regarding access for container ships, Cdr Stock confirmed that the SLC has stated that such vessels are not prohibited from applying to enter the Red Sea Ports and that UNVIM was working with the shipping industry to encourage their return. • Cdr Stock discussed threats from mines, water-borne IEDs, RPGs and missiles with a summary of events and incidents that had taken place during the past 18 months and made the following points. <ul style="list-style-type: none"> - Mines – the Houthis were deploying defensive rather than offensive mines. Currently Saudi coalition MCMVs are operating off the northern shores of Yemen to clear any potential mine threat. - Water-borne IEDs – the attacks in Jizan Harbour and against RSNF HMS Medinah highlighted attacks were against assets of the Saudi-led Coalition.

	<ul style="list-style-type: none"> - RPGs/Missiles – remain a threat and Saudi Arabia have still to disclose what type of missile was used in the recent attack against MV Abqaiq. Houthi rebels have stated their target was a warship despite the large distance between the MV and the nearest warship. It was confirmed that the MV was Saudi Arabian flagged. • Current maritime insecurity and criminality is the driver to control these ports in the Red Sea, with local coastguard and other forces trying to take charge. • Humanitarian issues continue to be a priority with coalitions looking to increase the ease of access for commercial and humanitarian efforts, whilst ensuring a robust maritime security and enhanced inspection regime. • In summarising, Cdr Stock concluded the need to build and maintain commercial confidence while being aware Yemen is a war zone. Tackling the issues of maritime insecurity, including the smuggling of weapons, required an enhanced international response. He urged everyone to report all suspicious incidents as soon as possible to UKMTO to allow for immediate assistance or investigation via the appropriate organisation(s). • In response to questions about terrorist groups operating in the Yemen area, Cdr Stock confirmed that although Al Qaeda exists in Yemen, it represents an internal threat with no indication of threatening the maritime environment. • When asked about Aden port complex, Cdr Stock confirmed that although operation of the facilities is inefficient due to many different factors, it was business as usual. • In response to a question regarding the role of Saudi Arabia within the Combined Task Force, Cdr Stock clarified that the Task Force operates within a mandate which states clearly what they can and cannot do and with regard to the current conflict, he confirmed that the Coalition could not enter into the Yemen conflict on behalf of Saudi Arabia. <p>One of the delegates highlighted an instance where all crew were removed from their ship and given no contact with their company or local port authorities. The Yemen coastguard have no boats or assets to allow them to become a robust force in the area therefore Cdr Stock emphasised again the need for Industry to provide reports of incidents or events as they happen to allow situational awareness of what is actually happening in the area to be established.</p>
<p>7 1200</p>	<p>Managing our risks in the Bab el Mandeb (BeM) – Sarah Thompson, Regional Security Advisor, Chevron Global Security</p> <ul style="list-style-type: none"> • Sarah Thompson gave details of her background and the role she provides for Chevron, which currently includes the risks to merchant vessels transiting through the BeM. • To manage the risk to their ships they use the following formulas and rigorously apply safeguards; <ul style="list-style-type: none"> - Threat = Intent + Capability. - Risk = Threat + Asset Attractiveness + Vulnerability – Safeguards. • Discussing recent incidents related to piracy, the Yemen conflict and terrorism, Ms Thompson mentioned the attacks on the Galicia Spirit and Muskie and reminded the meeting that to date no-one had claimed responsibility. • The ongoing attempts of piracy in the past year highlighted the intent still remained but emphasised the success of properly implemented BMP 4 measures. • To mitigate risks to operations, regular and detailed threat assessments for all routes were prepared, with a robust implementation of effective BMP 4 measures. Training that involved crews and members of armed security teams took place once embarked and there was a close relationship between global security and Chevron shipping security. • Ms Thompson stated that all risk assessments were monitored and reviewed as dictated by assessed threats. These threats are constantly monitored by the global risk assessment team, global security advisor and company security officer.

	<p>Feedback was also received from ships masters and armed security team leaders to ensure the quality of service met the company requirements.</p> <ul style="list-style-type: none"> • Ms Thompson responded to a couple of questions with regard to the use of AIS and the data is pushed out. She acknowledged that it was up to each individual company on how they operate AIS but that it is recommended by UKMTO to keep AIS switched on at all times within the area. • Discussing the alignment of hotspots in relation to the use of BMP 4 Ms Thompson concluded that places where the majority of attacks had taken place were areas mariners are not recommended to be. She also stated that robust BMP does protect vessels with a few differences required in certain areas such as the Gulf of Guinea and SE Asia.
<p>8</p> <p>1230</p>	<p>Question & Answer Session</p> <p>Lt Cdr Beaton opened the floor to general questions, however as questions had been answered on conclusion of each presentation there was no additional questions for this session.</p>
<p>9</p> <p>1300</p>	<p>Closing Remarks</p> <p>Lt Cdr Beaton highlighted some of the main points he had taken from the presentations and respective questions on their completion. He stressed the critical need to have accurate and timely reporting of all incidents and suspicious sightings or events. The delay in UKMTO being able to share important facts with military or civilian authorities could have a detrimental impact on a successful conclusion. As an example he highlighted an instance of a report being received by the Watchkeepers from a vessel approached by several skiffs. The report was over 6 hours old when received and therefore no action was taken as the skiffs could no longer be operating in that position.</p> <p>He also highlighted the recent jointly produced CMF and EU bulletins, in particular the guidance to stay away from the Yemen coastline where possible. He informed the meeting that UKMTO monitor the eastern TSS, vessels sighted using this corridor are contacted and copies of the relevant CMF/EU advice forwarded. Copies of all Warnings, Advisories, Weekly Reports and Notices are all available on the UKMTO website www.ukmto.com however, if anyone wishes to be added to the UKMTO distribution list to receive them by email, please contact Lt Long (email below).</p> <p>In closing, Lt Cdr Beaton thanked everyone for their attendance and the staff of the Seaman's Centre of their support and hospitality in hosting the MIEVOM. Iain invited attendees to complete the feedback proforma included in their welcome pack, pointing out particularly the question regarding future presenters or presentations. Anyone wishing to present or has suggestions for the next or future MIEVOMs should send their details to dubai-2ic@ukmto.org.</p>
	<p>Date of next meeting</p> <ul style="list-style-type: none"> • SHADE 13-14 Nov 18, Bahrain (TBC) • MIEVOM 22 Nov 18, Dubai International Seafarers' Centre (TBC)

LIST OF ATTENDEES

MARITIME INFORMATION EXCHANGE VESSEL OPERATORS' MEETING (MIEVOM) HELD ON 22 APRIL 2018 AT THE DUBAI INTERNATIONAL SEAFARERS' CENTRE

<u>Organisation</u>	<u>Speakers</u>	<u>Name</u>
UKMTO, OiC		Lt Cdr Iain Beaton RN
RNLO, Yemen		Cdr Chris Stock RN
CTF 151		Lt Cdr Ben Cator RN
UKMCC (Counter-piracy operations)		CPO (AW) Adrian Morton
Gulf Energy Maritime (GEM)		Capt Bob Buckham MNI
Chevron Global Security, Regional Security Advisor		Sarah Thompson
	<u>Attendees</u>	
Al Safina Security		Kateryna Yakunchenkova
Ambrey Risk		Christina Matysiak
ASKET Ltd		Simon Biggs
ASKET Ltd		Emma Mitchell
Bahri Ship Management		Anup Khan LLM(UK), AFNI, MICS
BP Shipping		Capt Andrias Smith
British Embassy Dubai, Communications Manager		Elamir Osman
BW Fleet Management		Capt Geoffrey Pearson MNI
Chevron Shipping		Capt Dave Bancroft
Emirates Ship Investment Company		Hendril Astma
Gulf Agency Company		Mrs Meena Matthews
Gulf Agency Company		Thies Holm
Gulf Agency Company		Capt Johan Thuresson
Inchcape Shipping Services		Jim Robb
International Registries (Middle East) DMCEST		Capt Amarjit Kauchhur
Kanoo Shipping, Regional Operations Manager		Steve Blackney
KBR		Robert Poppe
Maersk West & Central Asia, Feeder Manager		Rienk Kwast
Ministry of Shipping, India		Sandeep Awasthi
NCIS		SA Erik Hardman
NCIS		SA Kimberly Sofge
Neptune P2P Group		Andrew Merton
NYK Line, Area Marine Representative Middle East		Capt Steve Hardy B.Sc., MNI
PVI Ltd		John Burden
Price Waterhouse Coopers, Director Forensic Services		David Hall
Risk Intelligence		Jesper Hansen
Risk Intelligence		Dr Dirk Siebels
Risk Intelligence		Ian Wilkinson
Securewest International		David Wilson-Le-Moine
Shell – Shipping & Maritime		Capt Andy Aitchison
S-RM, Crisis Management Consultant		John Robson
The Security Institute		Derek Darwin
UKHO		Fiona Bloor
UKMTO, 2iC		Lt Chris Long RN
UKMTO, BA		LH Roy Cadman RN
UKMTO, ILO		Lt Cdr Garth Mathison RNZN
UKMTO, ORM		CPO Anne McGarva RN

Apologies received

BIMCO
CSO Alliance
Defence & International Security Directorate
OCIMF

Phil Tinsley
Mark Sutcliffe
Joe Legg
Russel Pegg