Enclosure 1 to

W/13/1.01/2016/Dec

Dated 22 Dec 16

**RECORD OF DISCUSSION**

**MARITIME INFORMATION EXCHANGE VESSEL OPERATORS’ MEETING (MIEVOM)**

**HELD ON 8 DECEMBER 2016 AT THE DUBAI INTERNATIONAL SEAFARERS’ CENTRE (DISC).**

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| **Attendees** | See Enclosure 2 |
| **1**  **0930**  **2**  **0940**  **3**  **1005**  **4**  **5**  **6**  **7**  **8**  **1300** | **Introduction**  Cdr Harriman welcomed all attendees to his last MIEVOM and introduced his relief Lt Cdr Iain Beaton RNR, who will take up post in Apr 17. He then went on to introduce his own team, guest presenters and invited attendees to introduce themselves and state who they represented.  **Shared Awareness and De-confliction Meeting (SHADE) feedback –**  **Cdr Peter Harriman, OiC UKMTO Dubai**  Cdr Harriman gave feedback on the 39th SHADE meeting held in Bahrain 29-30 Nov 16. The event was attended by the 3 Operational Commanders from CMF, NATO & EUNAVFOR acknowledging the end of Op Ocean Shield and NATO’s contribution to Counter Piracy (CP) in the Indian Ocean on 31 Dec 16.  **Operational Commander’s Update**   * CMF – Vice Admiral Donegan acknowledged the successful joint effort of all partners in suppressing Somali based piracy, thanking NATO for their valuable contribution through Op Ocean Shield. Speaking of threats to Merchant Shipping VAdm Donegan discussed the following:- * CPO Korea incident on 22 Oct 16 – the threat from piracy still remains which highlighted that ‘strong and effective’ communication was vital. * Galicia Spirit incident on 25 Oct 16 – the facts were an LNG was approached by 2 boats, shots were fired and an explosion occurred. Piracy or Terrorism? * New threats are evolving e.g. transnational/non-state actors and regional conflicts such as Yemen. Was the Galicia Spirit attack intentional? To date the perpetrators remain unknown, no-one has claimed responsibility. * Although the Galicia Spirit incident did not have the ‘look and feel’ of piracy, iaw with UNCLOS art 101 definition – ‘*any illegal acts of violence or detention…..*’, it did fit the definition and so VAdm Donegan asked rhetorically, “were we seeing the scourge of piracy in a different form?” He suggested one major attack on commercial shipping would result in the industry taking a ‘hard look’ at the risk. * To prevent future acts of ‘violence’ everyone has to work together collectively, but only possible if national mandates continue to evolve. * MARCOM NATO – Vice Admiral Johnstone CB CBE, thanked CFM, EUNAVFOR and other navies for their close co-operation since 2008. Discussing the end of Op Ocean Shield he reported MARCOM were not ‘walking away’ from the region completely, his staff would remain engaged and return should an escalation occur. * Op Ocean Shield 2008-2012 - 116 interdictions occurred and some 672 suspected pirates detained. * The VAdm concurred that new challenges were coming, the uncertainty brought about by complex threats were generating a state of unease, adding his focus was now in the Atlantic, Baltic, Black Sea and Med. * EUNAVFOR Somalia – Major General Magowan CBE, reflected on the scope and work being done by SHADE. He remarked how SHADE as a body, stands unique in tackling the subject of CP stating the need for co-ordination and de-confliction will remain along with the need to adapt to other threats * M/Gen Magowan acknowledged the evolving threat and diversifying networks however, the collective efforts of the military CP organisations, Independent Deployers and industry still worked well after 8 years together. * CPO Korea incident - due to the weight of testimony and interviews carried out the incident was classified as the first attempted but unsuccessful piracy attack in 3 years, a view also shared by CMF. * EUNAVFOR’s future commitment in the region, Op Atalanta, had been extended until Dec 2018 and beyond that, a transition period would take place. * In the future there would be fewer naval resources, those remaining would need to adapt and SHADE had a critical role to play at an operational level. * He reaffirmed the need for a broader maritime security debate and stressed the importance of timely sharing of information and close relationships.   **Shipping Industry Update**   * Dr Phil Belcher from INTERTANKO acknowledged the contribution made by NATO over the years and expressed his thanks on behalf of all the industry. He also thanked EUNAVFOR, CMF and the Independent Deployers for their continued commitment. * It was recognized that the risk from Somali based piracy had reduced and that industry’s obvious focus was elsewhere in the world such as GoG and SE Asia where kidnap and ransom has become more prevalent. * While some in industry believed there was now a reduced risk of piracy in the Indian Ocean, the CPO Korea incident demonstrated a visible sign the risk remains. Industry will continue to push compliance with BMP4 and Dr Phil emphasized the need for regular military assessments. * Although the take up on use of convoys was low, approximately 18%, he acknowledged they were still worthwhile and stated if removed it would send out the wrong message. * Industry recognized the reality of non-piracy related threats and posed the question ‘how can industry be best protected?’ The risk of misidentification and miscalculation by Armed Security Teams (AST) is real, similarly so was the real risk of re-routing should there be another attack similar to Galicia Spirit. Would that have a global effect on delivery of energy supplies? * Global BMP progress update – the BMP4 refresh is being actioned by the production of a Global BMP to bring all best practices in one single document and supersede guidance that currently exists in BMP4 and GoG publications. Guidance for SE Asia however, would remain as is but complementary. Global BMP will contain generic advice with region specific information where necessary and focus more on Risk Assessment. * Consultations are ongoing to ensure the text is correct, that the guide will work in practice and there is no encouragement to reduce states of vigilance. This work should be completed in 2017. * In answer to a question posed by M/Gen Magowan - ‘What elements should EUNAVFOR preserve during transition?’ Dr Phil suggested, continued information sharing, industry liaison and retention of depth and breadth of knowledge.   **Combined Counter Piracy Update**   * Since the last SHADE, The ‘Big 3’ (CMF/NATO/EUNAVFOR) CP effort continues to focus on Protection, Detection, Deterring and Disrupting activity both ashore and afloat. * Local co-operation, regional engagement and gaining a better understanding of piracy networks, how they work and their intent and capability continues. As does support to other missions, programs and capacity building in Somalia. * Many challenges remain in what is a vast but fragile area which has seen a reduction in the use of AST, vessels transiting closer to the Somali Coast and in future, the reduction in naval presence. * Criminal groups and leaders continue to operate with impunity and illegal fishing still occurs which amongst other factors, set the conditions for a return to piracy. * There is no longer a ‘Golden Response Time’ to incidents and so compliance with BMP remains as important as ever.   **Convoy Working Group Update - EUNAVFOR**   * The key points from this WG were as follows:-. * There has been a continued downturn in the use of Group Transits (GT) and Convoys since 2012, on many occasions there was more convoys scheduled than ships to take them. * Figures suggest the take up of GT sits at around 18% with convoys as low as 2% of vessels transiting the IRTC. * There is an ongoing action to better understand why this is occurring and to seek ways in which to improve efficiency. * Investigations and suggestions include:-   + contraction in markets particularly for dry bulk and product tankers.   + expand convoy areas to where needed e.g.: BeM/SRS/Somali basin.   + asking Industry what they need/want from convoy/GT.   + what could the military do to make convoys more attractive?   + have events/downturn in piracy questioned the overall requirement for GT? * BeM/IRTC advice - In addressing the conflicting advice to transit the BeM in daylight and BMP guidance to transit the HRA during night time, MSCHOA having worked closely with the industry have proposed adding two additional GT timeslots \* in each direction of the IRTC, they being 1800 & 2100, 12kts eastbound and 1000 & 1300 12kts westbound. These proposals have been put forward to Industry to consider. * **\* Post Meeting:** The additional IRTC GT timeslots have now been confirmed and can be viewed on the MSCHOA website at <http://bit.ly/1MmhiAP> (Registration required).   **Future approach to Counter Piracy Working Group – Capt John Thompson, COS CMF**   * Capt John Thompson included this overview during his MIEVOM presentation therefore Cdr Harriman did not cover this subject however he highlighted some of the questions covered. * Whether there was an appetite for Independent Deployers to operate outside the IRTC? * Will future piracy look different, what other threats do we need to address? * Does the CPO Korea incident signal a resurgence in piracy (as some open source outlets suggest), or is it an isolated incident? * Does it matter to a Master at the time whether the intent of a suspicious craft approaching his ship is bent on piracy or terrorism? * Will there be more events like Galicia Spirit? * Improved information sharing and more frequent assessments/short-term follow-ups are required.   **Keynote Speakers**   * The Hon Lydia Wanyoto, Deputy Special Representative of the Chairperson of the African Union Commission to Somalia, gave a speech on the work of AMISOM and the fight against Al Shabaab highlighting the following:- * Al Shabaab, the chief source of instability in Somalia, still had the capacity to conduct asymmetric attacks against the Federal Government of Somalia and AMISOM. The number of troops deployed is expected to reach over 22,000 by end of May 17, and they have conducted a number of offensive and defensive operations. The strategic aim is to reduce the Al Shabaab threat and handover security responsibilities from AMISOM to Somali security forces. * As a result of AMISOM ops, Al Shabaab have resorted to intimidation tactics such as assassination and murder of key officials to instill fear. * The international response to piracy and EUNAVFOR’s protection of food aid was acknowledged, however pirate attacks still present a real threat with unemployment and illegal fishing remaining a big issue in Somalia. * AMISOM challenges include overstretched resources, lack of combat multipliers such as ISTAR capability and dedicated maritime assets to conduct patrols along the coastline. * Mr John Steed MBE, UNIDC/Oceans beyond Piracy. * John gave a humbling account of the circumstances that led to the release of the 26 crew members of the Naham 3 who were captured by Somali pirates in Mar 2012. Later In 2013 they were taken ashore and negotiations for their release began in 2015. * Unusually pirates allowed the crew to receive medical support whilst in captivity and 2 ‘proof of life’ were given in Jun and Aug 2016. * A ‘contract’ had been drawn up with the pirates and their investors, that training was provided to the pirates on how to construct a landing zone for the ‘package’ drop which also included $20,000 of medical supplies for a nearby hospital. * Once the drop had been made, the crew were successfully released to Somali locals and then met by John who remarked how emotional he found this release to be since all the crew knew who he was. * John stated the problem of piracy had not gone away, the likes of Mohamad Garfanje are still at large and still engaged in illegal activities. * The confirmed number of hostages still being held from the Iranian Fishing Vessel ‘Siraj’ had reduced from 21 to 8, some having escaped or died. * Mustafa Aydin – World Food Programme. * Since 2007, 3.7 million Metric Tonnes of aid has been delivered, protected by EUNAVFOR/NATO/Russia/China and other navies. * Most WFP vessels are either on long term time charter or single voyage, the notion of naval protection attracted owners/operators who might otherwise be hesitant. * WFP main discharge ports are Berberra, Bossasso (where WFP are assisting with dredging), Mogadishu (WFP are involved in the rehabilitation of the port) and Kismayo (again WFP are assisting with port rehabilitation). * WFP are not only delivering aid to Somalia but also to Yemen where there is large scale displacement, 14.4 million Yemenis are considered ‘food insecure’ with 7.6 million severely so. * There are many challenges in delivering aid to Yemen Mustafa said, including roadblocks and check points, increased demurrage charges in Hodeidah, security of vessels, particularly in light of recent incidents in the Red Sea and increased insurance premiums affecting freight rates.   **MIEVOM Presentations**  **Combined Maritime Forces (CMF) Update – Capt John Thompson USN, Chief of Staff**   * Capt Thompson explained the role of CMF which consists of 31 nations which has no legal framework or mandate but delivers a joint effort along with EUNAVFOR and NATO to provide a maritime security force that for 10 years, has reacted successfully to reduce the threat to commercial shipping in the region. * He stated the collective success came from the joint efforts of both military and the merchant industry to share information but acknowledged that piracy, along with other threats, had not gone away. * Reinforcing that message, he mentioned the recent FV Imran incident in the Somali basin, a fishing vessel was boarded by suspected pirates and only the actions of the master and crew in disabling the engine prevented the pirates from taking control. * He also discussed the MV Swift incident highlighting the potential threat from armed conflicts in the region and the need to protect sea lanes from these new risks. * Investigation into the Galicia Spirit incident by Spanish authorities concluded that 2 skiffs had approached the LNG tanker, the vessel was fired upon and an explosion took place near her stern. However no one boarded the ship, there was no clear motive for the attack, no organisation had yet claimed responsibility though the attack did not bear the hallmarks of the Somali based piracy. * Future attacks may not match CP form and Capt Thompson acknowledged that it could only take one successful attack on a MV to adversely affect the free flow of commercial shipping in the region. * Attendees were urged to emphasise to their respective Governments and Companies that urgent attention be given to the evolving threats from piracy and terrorist related incidents. The threat from missile attack was real and risk assessments based on that and other terrorist related incidents should be carried out. * Open and shared communications between all nations and military organisations operating in the area is essential to maintain an appreciation of the changing threat.   **Q.** Darren Biddle (RASGAS) asked how the evolving threat could be identified and how the awareness of such threats could be best shared between the military and Industry.  **A.** Capt Thompson said the military are aware of the hotspots in the region but unfortunately do not have enough assets to cover the whole area. It was acknowledged that accurate and timely sharing of information between all parties was vital.  **Q.** There was concern over the ability of an MV to respond to a missile or fast approaching craft posing a terrorist rather than a piracy threat. It was highlighted that BMP measures and an AST would not be able to prevent such an attack. It was also stated that certain Flag States do not allow their MV’s to carry ASTs.  **A.** Capt Thompson acknowledged the concerns stating that it was a company’s choice to put ASTs on-board and reiterated the need for companies to conduct risk assessments of known and potential threats when transiting the area.  **Q.** Cdr Harriman (UKMTO) put to the floor - Do owners/operators feel reassured after hearing the details of the Galicia Spirit Incident?  **A.** Capt Bob Buckham (GEM) and Capt Geoff Pearson (BW Fleet Management), commented that the advice from their respective companies to their ships was to transit the GOA/BeM area during the night at full speed and to stay away from military vessels. However, Russell Pegg (OCIMF) mentioned that his current understanding was that the Houthi rebels carried out their reconnaissance and attacks at night therefore his company’s advice was to transit during the day. He went on to state that while his company were comfortable with the current Piracy Model, industry had to take it away and look at the new evolving threats. There was general agreement that the essential requirement was for individual companies to carry out their own risk assessment and the need for shared awareness of situations as they occur.  **Q.** Phil Batty (MAST), would Donald Trump’s Presidency see a change in US Military policy in MENA Region?  **A.** Capt Thompson replied that he was not aware of any plans to change US Policy towards maintaining a continued military presence in the region, he added however, that piracy is probably not the foremost in Trump’s mind at present.    **UK Maritime Component Commander (UKMCC) Bahrain – Cdr Colin Williams OBE RN N5 Plans**   * Cdr Williams acknowledged the support UKMCC received from UKMTO and in particular thanked Cdr Harriman for his work and involvement in a variety of incidents during his 3 years in post. * He emphasised that the timely sharing of information was crucial but acknowledged that there was a need to protect the source of this information and consideration was required on how this could affect future operations. * The constraint on resources was highlighted in particular to cover the different ongoing operations such as monitoring the movement of Russian and Chinese military craft, weapon smuggling involving Iran and Syria and the recent threat from coastal missiles sites. * The role of UKMCC in the Middle East was explained including the breakdown of units, detachments and personnel including the tasks/duties they carry out. * Cdr Williams highlighted the importance of the new British naval base (HMS JUFFAIR) co-located in Bahrain with 5th Fleet. This support base will see an increased UK presence in the area with new RN assets enabling greater power projection in the region. * While its primary role is to protect UK interests, UKMCC also has a massive influence assisting other countries in the region through capacity building and engaging at a human level which was highlighted by the recent visit of the UK Prime Minister to Bahrain.   **Making Oceans Safe – A Military and Industry Joint Approach - Lt Cdr Omair Khan PKN CTF 151 N3**   * Lt Cdr Khan explained the aim of CTF 151 was to focus on emerging threats and develop guidelines for response. With 90% of world trade and 65% of energy supply reliant on transportation by sea, it is extremely important that global shipping lanes are kept open and the commercial shipping industry protected. * The successful CP response model was being investigated so see if it could be used to meet the new threats. Although piracy dominated the region, other threats came from issues involving human trafficking, weapons & drug smuggling and acts of terrorism. CMF believe all these acts of lawlessness are interconnected. * Overall cost projections involving the loss of a container vessel in an act of terrorism were given, this included the loss of the hull, cargo, removal of subsequent wreck and liabilities totalling over $1bn. There would also be a direct impact to all of the shipping industry should a particular sea lane be closed. * Lt Cdr Khan explained the ‘Threat Response Process’ with particular regard to the Conventions for Law of the Sea, Customary and National Laws and the Freedom of the Seas legal frameworks especially with regards to military and merchants vessels. UNCLOS provided clear maritime rules that cover piracy activity, however new rules were required to cover these new emerging and evolving threats. Attendees were told in order to change the current legal system industry had to lobby their Governments. * Reporting on piracy, he showed statistics from 2008 to 2013 along with charts showing the geographical impact, types of MV involved and the key players engaged in combating piracy across industry and the military. The reasons for CP successes were detailed which included use of BMP4, embarked AST, convoys, the IRTC and enhanced industry situational awareness. Also mentioned was the continued good collective relationship between the CP Task Forces, UKMTO, NATO Shipping Centre and MSCHOA. Lt Cdr Khan stated he would like to see an organisation based on the UKMTO model developed in Pakistan. * Regional co-operation is vital and a flow chart detailing procedures to follow during an incident was displayed showing RECAPP as the main focal point. This received one comment from the floor as the chart indicated that MVs are directed to call their own CSO before the authorities. Capt Pearson (BW Fleet Management) stated his vessels are directed to call UKMTO or MDAT-GOG first which was agreed by other attendees and acknowledged by Lt Cdr Khan. * In concluding his presentation Lt Cdr Khan stated that as naval assets are withdrawn from the region there would be an increasing reliance on industry to pass ‘eyes on’ observations and share information with the military if the process is to work on a global level.   **Q.** Darren Biddle (RASGAS), Acts of Piracy are clearly defined, is there such clear definitions for acts of maritime terrorism?  **A.** Lt Cdr Khan responded that there is not a definition at present however it was recognised that one was required stating that the military and industry need to work together to produce it. Capt Thompson (CMF) stated that the UN had tried and failed to produce a definition due to the difficulty in clarifying whether terrorism is seen an illegal act or one of self- determination? Example, one person’s act of terrorism is someone else’s fight for freedom.  Cdre Shuaib (CTF 151) remarked that it is often difficult to ascertain if the motive is political or in national interests.  **Q.** Russell Pegg (OCIMF), stated that information sharing had improved between industry and the military but industry have concerns about who their information is shared with. There is an understanding about what can and cannot be shared and with whom however, industry would like clear guidance on what information the CP authorities want from them.  **A.** Lt Cdr Khan replied that he would like to see better ‘bridge building’ between the military and industry with for example, UKMTO increasing its locations with a wider remit to cover other aspects of maritime security. He agreed that current templates for information sharing require updating and confirmed he would investigate how this could be done.  **Q.** Peter Hawkin (MAERSK Tankers), voiced concerns that by sharing information regarding illegal maritime activities, ships could make themselves potential targets. What safeguards are taken to ensure information passed is secure and how would ships know what illegal activity looked like?  **A.** Lt Cdr Khan said that every effort is taken to protect the source of information, he repeated comments from his presentation that acts of lawlessness were not taken as seriously as piracy by the commercial sector and stated that the shipping industry could no longer alienate themselves from the new threats that were emerging and evolving. Capt Thompson added they would like to tap into the mariners experience and knowledge and explained how Masters should be observing what normal Pattern of Life (POL) looks like and reporting instances where POL looks ‘different from normal’ e.g. fishing or coastal boats operating outside of their usual areas. It was also stated that timely reporting was crucial to allow the military to carry out any necessary investigative action.  **US NCAGS Update – Cdr Daniel Gavigan USNR, OiC US NCAGS Chicago Det**   * Lt Cdr Gavigan introduced himself and described the background behind the creation of his organisation, he explained how the role of NCAGS has developed since WW1 and continues to evolve to meet the new threats and challenges of the present day. * Presenting the Mission Statement for US NCAGS he said all NCAGS units across the world shared the same doctrine, mission statement, publications and common rules/practices emphasising that NCAGS provided the operational interface between the US Navy and commercial shipping. * Using a number of slides he explained the transition from MARLO to NCAGS and roles carried out. US NCAGS provides 24/7 support to 5th Fleet from their HQ in Bahrain, working closely with UKMTO, MSCHOA and the NATO Shipping Centre to share information that ensures accurate and timely incident handling and presenting a unified front for releasing statements about incidents. * Looking to the future for NCAGS he told the meeting that 60% of 5th Fleet’s budget is spent on NCAGS operations showing the importance that is placed upon them. From guidance to industry to providing Liaison Officers on-board MVs for specific transits, NCAGS Units can be static or mobile. NCAGS is moving beyond the average level of situational awareness and becoming Maritime Trade Experts with a wider maritime security remit to encompass smuggling, counter-terrorism and counter-narcotics.   **Somalia – The Broader Maritime Security Threats - Conrad Thorpe OBE – CEO Salama Fikira**   * Conrad Thorpe introduced himself and gave an overview of his company, Salama Fikira provides Security and Risk Management services throughout Africa both ashore and in the maritime environment. * Using a series of photographs and maps, he explained the plight of the Somali people and their desire to be integrated and accepted, adding that the perception that all Somalis were pirates or criminals was wrong and they were in fact a very resilient people despite the poverty they endured. Conflict in the region means many restrictions have been placed on freedom of movement within certain areas which is causing food shortages. The presence of refugee camps in neighbouring countries was of particular concern in the region. * Describing the terrorist organisations and clan groups that operate in Somalia, he explained how Al Shabaab (aligned to Al- Qaeda), controlled large parts of the country including coastal areas which allowed them to operate with relative impunity. Capacity building and effective governance was needed to resolve the poverty issues that give rise lawlessness on land and only once these were tackled could the maritime concerns be addressed. * Focussing on the maritime environment he discussed how: * Pirate Action Group (PAG) leaders have changed their activities, investing in businesses and integrating their militias into governmental forces. * The trade in charcoal, which brings in excess of 30 million dollars per year, has raised major concerns over the environmental impact it is having in the region. * Smuggling of drugs, ivory, weapons & humans are all connected to terrorist organisations and at least one PAG is still active in smuggling weapons into Yemen. * Illegal fishing licences issued by non-fishing departments encourages unregulated fishing that causes instability, Somali’s fishing in their own waters are often accused of piracy. * Displaying maps to show incidents across the region in 2016, he spoke about the CPO Korea incident highlighting the distance from shore that the incident took place and the lack of a sighting of a ‘mother ship‘ he said pirate skiffs do not operate 300 miles from shore on their own. Could this have illegal fishing? * Recent acts of maritime terrorism in the Red Sea/BeM area that included the MV Swift and USS Mason attacks posed new threats to commercial shipping. * Galicia Spirit – he referred to conflicting reports that it was attacked using RPG or even a missile? If so where did they come from and was the MV or the small boat the target? Conrad also surmised that it may have been a ‘Boat Bourne IED (BBIED)’ and expressed his opinion that if the explosion on-board the small boat had detonated 2 seconds later the impact with the MV would have caused serious damage. * Highlighting missile and BBIED attacks on military and merchant vessels in the region since 2000, he believes that an attack would happen again which could be successful. Regardless of the presence of naval vessels within the area, he thought MVs would be powerless to stop a small boat loaded with explosives approaching at high speed, stating that speed of approach would probably be the only noticeable suspicious activity. He also described the potential danger within the 3 main regional choke points from land-based weapons such as in the MV Swift incident. * In closing Conrad summarised that Somalia is a failing state and with the conflict in Yemen threatening to spill over into the maritime domain, industry has to prepare and investigate how best to respond to the evolving threat with particular emphasis placed on the need for a thorough risk assessment of all transits through the region.   **Q.** What is Salama Fikira doing to address the new threat?  **A.** Conrad explained how he works with industry and the military in the region to prepare for such an event. There is no co-ordinating authority but Salama Fikira is willing to engage with all players concerned within a forum environment to investigate a way forward.  **Q.** Russell Pegg, asked why was there such a low turn-out at the recent elections in Somalia?  **A.** Conrad explained that the logistical difficulties in administering such a large country made recording population figures and the assessment of the true numbers of people voting very difficult, although intimidation by local militia groups may be a factor.    **Panel Q & A**  Cdr Harriman opened the floor to general questions.  **Q.** Geoff Pearson (BW Fleet Management), referred to the reduction in MVs using convoys and GT and asked if a reason had been identified and were they still reporting in to UKMTO/MSCHOA?  **A.** Cdr Harriman replied that it is being investigated however it could be that ‘high and fast’ MVs are transiting the area with more confidence and may feel reassured by the presence of naval vessels are in the area. In the region of 85% of MV’s transiting the area were continuing to report in. Capt Buckham (GEM) stated that he thought the majority of charterers did not want their vessels slowing down or stopping to wait for the convoys as not only could it make the vessel vulnerable but it added to their costs. In reply Cdr Harriman said that additional time slots had been proposed by MSCHOA which will offer more flexibility for MVs wishing to transit the SRS/BeM during day or night.  **Date of next meeting**   * SHADE 25-26 Apr 17, Bahrain * MIEVOM 4 May 17, Dubai International Seafarers’ Centre   Cdr Harriman thanked everyone for their attendance stating he was always on the lookout for presenters with a focus on maritime security or challenges and complexities of operating in the Middle East. Anyone wishing to present at the next or future MIEVOMs should send their details to [dubai-2ic@ukmto.org](mailto:dubai-2ic@ukmto.org).  Before closing the meeting Cdr Harriman informed attendees that he would be leaving UKMTO on 16 Dec 16. Lt Chris Long RNR (current 2iC) would be acting OiC until the arrival of Lt Cdr Iain Beaton RNR in Apr 17. In post since 6 Jan 14, Cdr Harriman gave a summary of his achievements and highlights of his tenure explaining how in order to remain relevant, UKMTO has evolved from being primarily piracy focused to now encompassing wider maritime security issues and is able to respond to any regional incident. Finally he gave thanks to the military and civilian personnel throughout the region and in the UK that have supported and worked alongside him during his time as OiC.  On behalf of those present Russell Pegg acknowledged Cdr Harriman’s determination, dedication and leadership to ensure UKMTO remained a credible and reliable source of Maritime Security Information to the Shipping Industry. |
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Enclosure 2 to

W/13/1.01/2016/Dec

Dated 22 Dec 16

**LIST OF ATTENDEES**

**MARITIME INFORMATION EXCHANGE VESSEL OPERATORS’ MEETING (MIEVOM) HELD** **ON 8 December 2016 AT THE DUBAI INTERNATIONAL SEAFARERS’ CENTRE**

**Speakers**

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| **Organisation** | **Name** |
| UKMTO, OiC | Cdr Peter Harriman RN |
| CMF (CoS) | Capt John Thompson USN |
| UKMCC | Cdr Colin Williams OBE RN |
| CTF 151 N3 | Lt Cdr Omair Khan PKN |
| USNCAGS, Chicago Det | Cdr Danny Gavigan USN |
| Salama Fikira, CEO | Conrad Thorpe OBE |

**Attendees**

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| BW Fleet Management | Capt Geoffrey John Pearson |
| Chevron Shipping | Capt Dave Bancroft |
| Chevron Shipping | Capt Michael Horgan |
| DMCEST | Capt Amarjit Kauchhur |
| Emarat Maritime | Capt Pradepp Kumar Sawhney |
| Emirates Ship Investment Company LLC | Hendrik J Atsma |
| EUNAVFOR | Cdr Steve Thomas RN |
| Exon Mobil | Neal Jungeblut |
| French Navy | Cdr Justin Peltier FRN |
| Global Maritime Systems Ltd | Robert Twell |
| Gulf Agency Company (GAC) | Meena Matthews |
| Gulf Energy Maritime (GEM) | Capt Bob Buckham |
| Inchcape Shipping Services | Jim Robb |
| Maersk West and Central Asia | Ravi Kurhade |
| Maresk Tankers | Peter Hawkin |
| Maritime Asset Security & Training (MAST) | Philip Batty |
| Mitsui O.S.K. Lines | Tomoyuki Hinoe |
| Mitsui O.S.K. Lines | Djamel Mokhtefi |
| NAKILAT | Capt Zillur Rashid |
| NCIS | Wes Shelton |
| Neptune Maritime Security | Andrew Merton |
| OCIMF | Russell Pegg OBE |
| Pakistan Navy | Cdre Muhammad Shuaib PKN |
| Polarcus DMCC | Capt Simon Hodgkinson |
| Qatar Gas | Leslie Morton |
| RASGAS | Darren Biddle |
| Risk Intelligence | Jesper Melchior Hansen |
| Royal Navy Liaison Officer (Gulf) | Cdr Richard Morris RN |
| Salama Fikira | Georgina Darlow |
| Salama Fikira | Crispin Kennedy |
| Securewest International | David Wilson-Le-Moine |
| Shell | Chris Gamble |
| Shell | Capt Anurag Gupta |
| Synergia | Harry Harper |
| UAE Navy  UKMTO OiC (Desig) | Captain Mohammed Ali  Lt Cdr Iain Beaton RNR |
| UKMTO, 2iC | Lt Chris Long RNR |
| UKMTO  UKMTO  UKMTO, ILO  UKMTO, MNLO | CPO Anne McGarva  LH Roy Cadman  Lt Tim Martin RANR  Capt Steve Dalton |