

Bridge Card-Middle East Operations If Hailed by Unknown Authorities:

Call UKMTO and provide regular updates.
Provide crew details.
Maintain open phone line with UKMTO.

Respond on VHF professionally
- DO NOT IGNORE -
(See Authorized Response on reverse side.)

Check vessel position by multiple methods
before confirming position.

Contact CSO.

If possible, live stream VDR.
Upload VDR to DPA at 10 minute intervals.

Head to nearest friendly territorial waters/
warship at best possible speed if safe to do so.

If boarding attempted, industry best practice:

- Manoeuvre away from danger
- Report to UKMTO - as above
- Use of the Citadel within a TSS is to be carefully considered
- If persistent - do not endanger your vessel or your people - slow down and allow to board

Authorized Responses to Unknown Authorities

Hailed by Unknown
Authorities

Use Response 1
Repeat & continue to
repeat until no longer
tenable

Hailed with demands to
prepare to be boarded

Use Response 2

Unknown Authorities
continue their approach
or are close to boarding

Use Response 3

Note 1

Report to UKMTO
(recommended) and
relevant national
authorities

KEY CONTACTS

UKMTO (reporting): +44 2392 222060
watchkeepers@ukmto.org

IMSC (information only): +973 1785 8465
imsc.mto@sys009.core.djc2.mil

Response 1

This is Merchant Vessel ****.
This ship is engaged in innocent
passage. I am navigating as
permitted by international law
and request you do not impede
my safe passage sir. Over.

Response 2

This is Merchant Vessel ****. This
vessel is engaged on innocent
passage and I urge your
compliance with international
law. Request you maintain a
safe distance and not impede
innocent passage. All your
actions are being recorded
and reported to [Note 1]. This
vessel has not experienced
a navigational incident and
has conducted itself lawfully
throughout the voyage. My
flag state is the **** and you
should contact my Flag State or
[Company Name] if you require
any further information. Over.

Response 3

This is Merchant Vessel ****.
Your actions are impeding the
safe navigation of this vessel,
in contravention of international
maritime law and may endanger
my vessel and crew. We are
in contact with this ship's flag
state. I repeat, your actions are
being reported to the [Note 1].
I formally request you cease
impeding this ship's safety
and interrupting its innocent
passage. Over.

INTERNATIONAL MARITIME SECURITY CONSTRUCT (IMSC)



VIGILANCE
SURVEILLANCE
ASSURANCE

 International Maritime Security Construct

 @IMSC_SENTINEL



International Maritime Security Construct

Vigilance, Surveillance, Assurance



THE WHY...

- The region contains some of the most important choke points in the world - 17,000 ships each year transit through the Bab el-Mandeb Strait. One-sixth of global oil production and one-third of the world's liquified natural gas transit the Strait of Hormuz.
- An increase in malign activity during 2019 threatened freedom of navigation through these critical waterways. A disruption of seaborne trade in the Middle East will send ripples throughout the world economy.

THE WHAT.... The International Maritime Security Construct will:

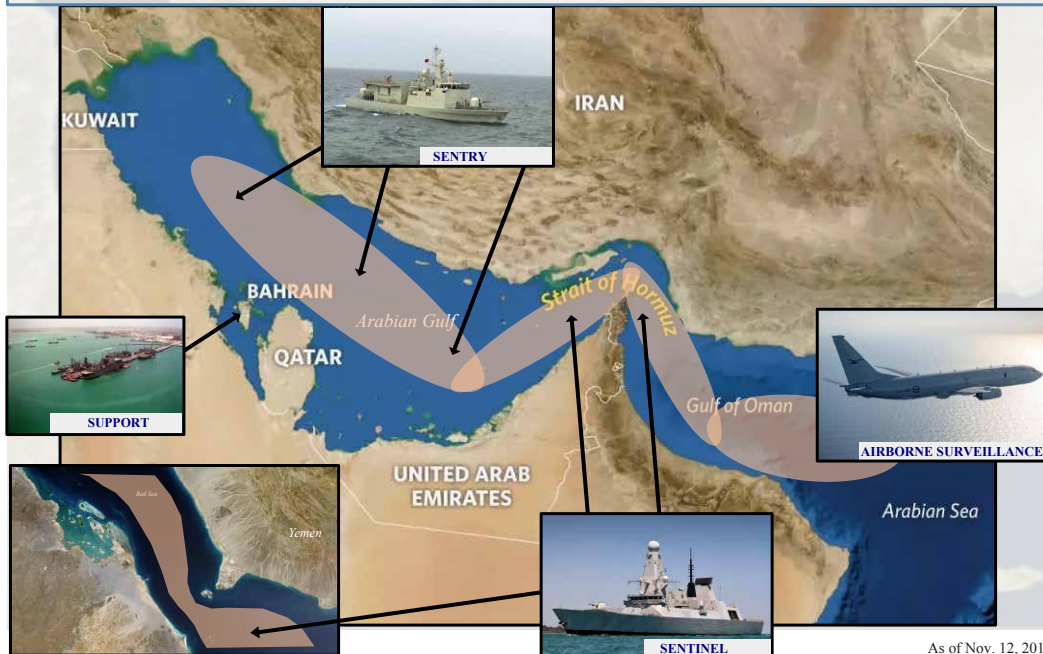
Maintain freedom of navigation, international law, and free flow of commerce to support regional stability and security of the maritime commons.

THE HOW... OPERATION SENTINEL

International solution to an international problem. Seven nations [as of Nov. 1] have joined the International Maritime Security Construct to demonstrate their commitment to the international rules-based system. IMSC is complementary to other international maritime missions and existing reporting systems in the region, that promote maritime security.

Reassurance to the global merchant community. We are committed to ensuring legitimate mariners have unrestricted use of international waterways. We will maintain contact with the merchant vessel community and partner nations through regular maritime VHF safety calls, and by sharing of Maritime Domain Awareness information.

Credible deterrence of malign activity. We will maintain a persistent presence and vigilance in the area of operations. Large naval vessels (Sentinels) such as frigates and destroyers are providing overwatch of critical choke points; smaller naval vessels (Sentries) such as patrol craft and corvettes are patrolling between them; and airborne surveillance is monitoring the flow of traffic through the highest risk areas. This is underpinned by an international HQ and supporting infrastructure in Bahrain.



As of Nov. 12, 2019

REPORTING

The IMSC works alongside existing reporting mechanisms. Vessels should continue to report to UKMTO in the VRA as designated by chart Q6099/6111; in addition, should provide to UKMTO:

- ETA at the *Suez Canal*
- ETA at the start of the *Bab el-Mandeb Strait Traffic Separation Scheme*
- ETA at the start of the *Strait of Hormuz Traffic Separation Scheme*

UKMTO will inform IMSC; IMSC will pass to warships / aircraft which will provide surveillance and assurance to you in critical chokepoints, and deterrence to those intent on malign activity.

RECOMMENDATIONS

- Keep AIS on
- Transit chokepoints at best speed
- Avoid Strait of Hormuz Western TSS
- Avoid TTW where possible
- Private Contracted Armed Security Personnel (PCASP) should not be used as a risk mitigation measure in these waters

Reference:

<https://www.maritimelglobalsecurity.org/media/041/2019-07-03-industry-guidance.pdf>

- Refer to latest BMP (currently BMP5)

