

## **DIRECTORATE GENERAL OF SHIPPING, MUMBAI**

1. In continuation of advisory issued by this Directorate on the subject of additional measures to be initiated by concerned stakeholders in the Gulf region, the discussion was held on 17.06.2019, at MOC Delhi on the issue of embarkation of Indian Naval Armed Security Team (IN-AST) on board the Indian Flagged ship transiting East and west bound through the Strait of Hormuz. Thereafter, the MOC Delhi forwarded coordinating instructions for (IN-AST) for embarkation, clearance to embark, mode of embarkation, carriage of equipment, command and control, self defence, responsibility of Naval Team & Master of vessel and information to be provided from MOS /DG Shipping to MOC etc.
2. In order to commence the embarkation on 21.06.2019, as desired by IN, the salient of coordinating instructions for (IN-AST) was shared with INSA requesting them to provide comment/views from the Indian companies transiting their oil tanker/gas carrier through the Gulf region. After receipt of comment and few queries raised by shipping companies it was felt to hold discussion/ interaction with Indian Naval Personnel and shipping companies on 21.06.2019 to understand /discuss the modalities, address challenges and need for further course of action initiated in the matter.
3. Reference to interaction/discussion held on 21.06.2019 between the officials of Indian Navy (IN) Maritime Operation Centre (MOC) Mumbai, DGS & representatives of INSA / Shipping Companies at Directorate General of Shipping, Kanjur Marg Mumbai, the following clarified by IN representative and accordingly responsibility was delegated to each entity for smooth operation of embarkation of Naval Team during the Transit.
4. **Indian Navy –AST & MOC, Mumbai/Delhi:**
  - 4.1 Format of Clearance Certificate to be submitted to the Directorate by the Indian Navy,
  - 4.2 Position of embarkation and disembarkation to be forwarded to the DG Shipping.
  - 4.3 In case of deteriorating weather, after embarkation, IN/MOC to liaise with both the ships and act accordingly for embarkation and disembarkation.
  - 4.4 Naval team to board the vessel beyond 12 NM either for embarkation or hull inspection.
  - 4.5 In case of any injuries to the ship crew, all assistance to be provided. In case of any injuries to the ship crew, MOC to coordinate with naval ships all assistance, if required.
5. **Companies/Master:**
  - 5.1 Ensure that Master is instructed what action to be initiated and same may be part of documented SMS procedures in future, if there is escalation continued in the Strait of Hormuz / Persian Gulf region .

5.2 Option of inspection of hull or boarding by IN team is up to the company and need to be agreed between the master and the company considering the on-site risk analysis by the master. One officer and two sailors will be the IN Team, one of them shall be on bridge during the transit passage for vigilant and action. Master /company should provide accommodation and necessary hospitality for IN Team.

5.3 Equipment such as LRIT, AIS, VDR to be operational at all times. If in case, there is a deficiency, the same may be reported to the company and the Directorate, immediately.

5.4 Master to take VDR backup for the transit passage starting from boarding of IN team to disembarkation or otherwise during the transit passage Strait of Hormuz / Persian Gulf.

5.5 Master/company to monitor weather report and take action accordingly prior embarkation of Naval team on board the vessel. In case of deteriorating weather observed after embarkation, the Master to contact both the ships stationed at East & west bound entrance with Naval members. Company to be in touch with the Master for guidance, as desired.

5.6 No critical operations to be undertaken onboard the vessel during the transit passage.

5.7 Security Level No. 2 to be maintained throughout the passage.

5.8 Master to call warship not by name but as "Indian Warship" on MMB /VHF.

5.9 Company to provide feedback/inputs from P&I Club for third party insurance. Master and crew members

5.10 All messages from Master/company/authorities to start with Prefix 'Sankalp'. Message be routed through DGCommcentre/Directorate General of Shipping and copy marked to MOC (Maritime Operation Centre) Delhi, Mumbai.

5.11 Company to document action to be initiated by the Master in case of self-defense by the IN Team.

5.12 Embarkation/disembarkation preferably during light hours.

5.13 The Indian Flag be hoisted during day hours.

5.14 In all respect, Master has a responsibility of command shall exercise due diligence towards safety and security both.

## 6. DGS

6.1 DGS to look into dispensation for SMD and LSA capacity if required from case to case basis.

6.2 DGS /DG Commcentre to coordinate with MOC Delhi, Mumbai and Company for smooth operation.

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