



*Dgb XVI SPECIALIZED INTER-AMERICAN NAVAL CONFERENCE ON
NAVAL CONTROL SHIPPING*



FINAL ACT

Asunción, Paraguay November 05 – 07, 2024

VIRTUAL



***XVI SPECIALIZED INTER-AMERICAN NAVAL CONFERENCE ON NAVAL
CONTROL SHIPPING***

ORGANIZATION

HOST

PARAGUAYAN NAVY

IN PERSON ATTENDEES

Captain DEM

RICARDO JAVIER SANABRIA PEREIRA

Local Operational Control Command (COLCO) – PARAGUAY

SIANC-NCS SECRETARY

Commander DEM

CHRISTIAN ARIEL SOSA VILLALBA

Operations Chief COLCO Paraguay

IANTN Secretariat

Lieutenant Commander

MATÍAS LEANDRO NICOLAS GADEA

IANTN Representative delegate

RITN Secretariat

Commander (R)

LOVELL V. MCCLINTOCK

International Engagement Director



RITN Secretariat

Master Chief Petty Officer

JEFFERSON ESPIRITO SANTO CRUZ

Technical Assistant

VIRTUAL ATTENDEES

CAMAS

Rear Admiral

HÉCTOR MAGLIOCCA

Coordinator of the South Atlantic Maritime Area

Captain

AUGUSTO SEBASTIAN RIVOLTA

Argentine Advisor to the Coordinator of the South Atlantic Maritime Area

Captain

RENATO LEITE FERNANDES

Brazilian Advisor to the Coordinator of the South Atlantic Maritime Area

Captain

MARCIAL MARTÍNEZ GAYOSO

Paraguayan Advisor to the Coordinator of the South Atlantic Maritime Area

Captain CG

MARIO VAUCHER

Uruguayan Advisor to the Coordinator of the South Atlantic Maritime Area

Lieutenant Commander

MAURO MARTÍNEZ

Operations Chief to the Coordinator of the South Atlantic Maritime Area



ARGENTINA

Captain

FLAVIO ARIEL OLIVIERI

COLCO – Argentina

BRASIL

Captain

CARLOS ALEXANDRE ALVES BORGES DIAS

COLCO – Brazil

Captain

FERNANDO PEREIRA DE ALMEIDA

COLCO SIANC-NCS advisor – Brazil

COLOMBIA

Captain

JULIÁN CUARTAS LÓPEZ

Commander of the Coast Guard Readiness Command – Colombia

Captain

GERMAN DARÍO CASTRO TRIANA

Naval Operations Director – Colombia

CHILE

Captain SR

CRISTIAN GÁLVEZ VERGARA

COLCO – Chile



Lieutenant Commander SR

LUIS PINTO MARTÍNEZ

COLCO– Chile

COLOMBIA

Captain

GERMAN DARIO CASTRO TRIANA

Operations Chief to the Colombian Navy

ECUADOR

Commander

ANDRADE ROSERO HENRY

COLCO – Ecuador

Lieutenant Commander

REALPE ROBALINO ANGEL

COLCO – Ecuador

ESTADOS UNIDOS DE AMERICA

Commander

RUBEN LOPEZ

Naval Control and Guidance of Shipping (NCAGS) – US4thFLT

Lieutenant Commander

SHANNON J MCBRIDE

Naval Control and Guidance of Shipping (NCAGS) – US4thFLT



EL SALVADOR

Lieutenant Commander DEMN

MARIO ALBERTO ORELLANA CABRERA

COLCO – El Salvador

MEXICO

Commander

OSCAR JIMÉNEZ VELÁZQUEZ

COLCO - México

PERÚ

Lieutenant Commander

VÍCTOR ACEVEDO DÍAZ

COLCO - Perú

URUGUAY

Commander

PABLO MARTINI

COLCO - Uruguay



XVI SPECIALIZED INTER-AMERICAN NAVAL CONFERENCE ON NAVAL CONTROL SHIPPING

FINAL ACT

INTRODUCTION

In the Republic of Paraguay, in the city of Asunción, from November 5 to November 7, 2024, the Paraguayan Navy (ARPAR) hosted the XVI Specialized Inter-American Naval Conference on Naval Control Shipping (SIANC - NCS), with the participation of eleven (11) delegations from the continent, including Colombia, Chile, Ecuador, the United States, El Salvador, Mexico, and Peru, as well as delegations from the South Atlantic Maritime Area (Argentina, Brazil, Uruguay, and Paraguay) and the Inter-American Naval Telecommunications Network (IANTN) Secretariat.

The conference was held virtually from the facilities of the Secretariat of the Paraguayan Navy, in compliance with RECOMMENDATION No. 01/XV SIANC-NCS, previously held in Mexico City.

Following the opening ceremony and formal greetings by the participating delegations, the Paraguayan Local Operational Control Command Secretariat (COLCO PY) delivered the central theme of the conference, where it presented and analyzed issues related to the topic: "Challenges in River Security facing Threats to Lines of Communication on the Paraguay-Paraná Waterway."

During the conference, RECOMMENDATIONS established for consideration within the framework of the IANC regarding Naval Control Shipping (NCS) were discussed and analyzed, as well as unresolved and prior issues from previous Specialized Conferences on Naval Control Shipping and other specialized conferences. The Final Reports from recent debriefings of international NCS exercises, known as TRANSAMERICA (TA) XII and TRANSOCEANIC (TO) XXXII, were also reviewed as relevant to the SIANC.



PRESENTATIONS

Tuesday, November 05, 2024

At the opening of the 16th Specialized Inter-American Naval Conference in Naval Control Shipping, Rear Admiral Albino Bogarín Flor, Commander of the Paraguayan Navy's Naval Training Institute Command, welcomed naval representatives from several American countries and highlighted Paraguay's commitment to strengthening the security of waterways, especially the Paraguay-Paraná Waterway. He emphasized the importance of international cooperation in addressing threats to riverine and maritime traffic, such as drug trafficking, piracy, and human trafficking, and underscored the need for an efficient communication and control system to ensure the protection of commerce and the environment. Additionally, the Paraguayan Navy highlighted its role in protecting national water resources and supporting regional security and stability through a riverine doctrine with a maritime outlook.

The Admiral also noted that the conference would help improve the coordination of strategies and procedures among the navies of the Americas through exchange of knowledge and the establishment of common protocols that strengthen interoperability and emergency response. In closing, he stressed that this international cooperation not only enhances regional security but also fosters bonds of friendship and camaraderie among participating countries, while creating information networks for better monitoring and incident management in both international and national waters.

Day one - SIX presentations were conducted:

COLCO PY

- *"Challenges in river security facing threats to communication lines on the Paraguay-Paraná Waterway, by COLCO PY."*

The presentation by the representative of Paraguay, Lieutenant Commander Spainí, addressed the challenges of river security in the Paraguay-Paraná Waterway, a strategic 3,442 km corridor connecting five South American countries. He emphasized that this waterway is crucial for international trade, enabling the export of high-volume, low-cost products like grains and minerals, particularly for landlocked countries such as Paraguay and Bolivia. He also pointed out that, while the waterway promotes regional economic integration, it faces significant threats, including piracy, drug trafficking, smuggling, terrorism, and



environmental challenges like the historical drop in river levels. Furthermore, he noted that surveillance and control capabilities are limited due to the vast expanse of the area, complicating security in the transit zones.

To address these challenges, he stressed the importance of closer regional cooperation among the involved countries, strengthening multilateral agreements and security protocols. The implementation of advanced monitoring and surveillance technologies, such as the AIS system and river radar, is essential to improve response to incidents. Additionally, he suggested proper training of security forces and intelligence sharing between countries to confront the threats more effectively. In conclusion, protecting and enhancing the infrastructure of the Paraguay-Paraná Waterway is key to ensuring its role as an economic engine and strengthening regional connectivity.

IANTN

- Inter-American Naval Telecommunications Network Activities, "CHALLENGES AND FUTURE PERSPECTIVES"

In his presentation, Lieutenant Commander Gadea, Assistant Secretary for Operations and Training, stated that the Inter-American Naval Telecommunications Network (IANTN), established in 1962, has significantly evolved from its origins as a tool for communication among the navies of the member countries of the Inter-American Naval Conference (IANC). Over the years, it has transitioned from using high-frequency (HF) communication technology to more advanced digital systems, such as the CENTRIXS system, with a focus on ensuring information security. He also noted that during the most recent IANC held in Rio de Janeiro, Brazil, in September 2024, the IANTN Secretariat assumed a new mission by becoming the IANC Permanent Secretariat, with the responsibility of coordinating and enhancing the efficiency and effectiveness of specialized conferences and promoting interoperability among the navies of the 19 member countries.

Regarding its participation in the Naval Control Shipping (NCS) Exercises, the IANTN Secretariat has played an active role since 2016, although it has faced challenges related to the implementation of its communications system as a secondary means. The lack of an adequate structure for these systems has limited their effectiveness in the exercises. As part of the continuous improvement process, he proposed two measures: the first, related to the NCS exercises, was to analyze whether it should continue to serve as the secondary communication system for these exercises; the second, related to conference management, was to establish virtual post-conference meetings to follow up on recommendations and improve the implementation of agreed actions, ensuring that the work of the conferences is more effective and sustainable.



CAMAS

- *Incorporation of definitions for the types of vessels to be monitored in the maritime areas of the CODEFTRAMI Plan within PTI-CNTM Vol. 1(b), 2018 edition, including classifications for standard vessels (NORM), vessels of interest (VOI), and the respective authorities responsible for declaration, classification, reclassification, and declassification of these vessels.*

The recent Naval Conference addressed the implementation of updated vessel classifications for the Inter-American Tactical Publication (PTI) under Resolution No. 4 of the 13th Specialized Conference. These classifications—standard vessels (NOR) and vessels of interest (VOI)—have already been adopted in operational exercises, establishing their utility in doctrinal practices. A proposal by CAMAS highlighted the addition of visual identification cards to enhance vessel tracking and identification accuracy, using imagery to prevent errors that might arise from similar vessel names or characteristics. This update aims to replace previous classifications and include a supplement in the PTI that delegates can use as a practical tool in both peacetime and crisis scenarios.

In peacetime, delegates will be granted limited authority to classify vessels, allowing for proactive monitoring of the maritime environment and ensuring continuity in classification practices. This approach is intended to prevent a restart of classification in crises, maintaining an uninterrupted, shared framework for vessel monitoring. The updated classification system, to be formalized and made accessible online by CAMAS, represents a significant improvement in inter-naval coordination, enhancing vessel identification and readiness through standardized classification and continuous tracking protocols.

COLCO ARGENTINA

- *Simplification of NCS messaging in exercises to enhance practicality, speed, and responsiveness during their execution.*

The presentation led by Commander Olivieri, Commander of the Maritime Control Command, aimed to propose the simplification of operational communications by consolidating the message formats used in port incidents and security responses. The suggested simplifications include combining incident notifications and response measures into a single message, thereby reducing repetitive follow-ups. For example, the Naval Control Shipping Officer (NCSO) would consolidate the initial incident report and response measures into one message, while the Organization Conducting the Exercise (OCE) would provide a single nautical radio message to update the relevant authorities. Similar adjustments are proposed for the Security System messages, with a new format that includes statements and response measures, thus eliminating redundant steps. These changes seek to reduce the message load and



improve efficiency without altering the existing structure.

Furthermore, for port closure notifications, it is recommended that the NCSO issue a comprehensive message covering the closure details, operational conditions, and measures taken, supported by a simplified nautical alert from the OCE. This adjustment streamlines the OCE's role by consolidating the closure and response actions into a single alert. For the Fantasy 14 report, the proposal suggests that the OCE provide a consolidated message covering updates on merchant vessels, statements, and the cancellation of the Situational Risk Assessment (SRA), while the NCSO communicates the final measures for the merchants. These revisions aim to maintain procedural rigor while enhancing the practical responsiveness of naval operational communications.

COLCO-CHILE:

- *Crisis in the Red Sea and Panama Canal: Implications for maritime traffic.*

Dr. Jaime Cerva, a COLCO Chile analyst, presented on the impacts of the recent water crisis in the Panama Canal and Red Sea on maritime traffic through the Strait of Magellan. The Panama Canal, which typically sees around 14,000 annual transits, faced severe restrictions in 2023 due to drought, resulting in a significant decrease in daily vessel transits—from 36 to around 20—and prolonged wait times, reaching up to 21 days. This crisis led many vessels to opt for the Strait of Magellan as an alternative route, resulting in a notable increase in transit there, with the Strait handling nearly double its usual traffic by the end of 2023. By mid-2024, conditions in the Panama Canal had normalized, with vessel traffic through the Strait also stabilizing. The Chilean government confirmed it had met the increased demand for pilotage services without disruption, aided by additional personnel stationed in Punta Arenas, the main port for this route.

While the Red Sea, a major route between Asia and Europe, experienced disruptions due to Houthi militia attacks, traffic through the Strait of Magellan remained largely unaffected. Only a few vessels rerouted through the Strait instead of the Cape of Good Hope. However, Dr. Cerva noted that an escalation of conflict in the Red Sea or Indian Ocean could lead to further rerouting through the Strait. Chile's maritime authorities confirmed they have the resources and personnel to accommodate increased vessel traffic through the Strait if further water crises or geopolitical conflicts arise in other key shipping channels.

Wednesday, November 06, 2024



Day Two – one presentation was conducted and review of previous and new resolutions and recommendations:

COLCO BRASIL

- *Institutional operations for maritime security.*

The presentation given by COLCO Brazil, pointed that Brazil's maritime security agenda focuses on addressing significant challenges, including drug trafficking, arms smuggling, illegal fishing, contraband, money laundering, human trafficking, illegal immigration, human rights violations, identity theft, and unauthorized occupation. Furthermore, he highlighted that in response to these threats, Brazil prioritizes adherence to national and international laws, conducting extensive operations and information-sharing initiatives in collaboration with various international navies and national institutions such as the Federal Police. This multi-institutional approach, supported by formal agreements and strategic partnerships, is essential for Brazil's coordinated response to diverse maritime threats, helping to secure national and regional waters from persistent illegal activities.

RESOLUTIONS AND RECOMMENDATIONS

RESOLUTIONS

RESOLUTION N° 01

Incorporate into the PTI-CNTM vol. I (B), 2018 edition and supplement 1 to the PTI CNTM, the definitions of the types of vessels to be monitored in the maritime areas of the CODEFTRAMI plan, with the classifications of normal vessels (NORM), vessels of interest (VOI) and the authorities for their declaration, classification, reclassification and declassification. For these purposes, the formats included in ANNEX "A" of this document shall be adopted.

RESOLUTION N° 02

The rotation of OCE and ROCE for the upcoming NCS TRANSAMERICA and TRANSOCEANIC exercises for the respective Maritime Areas is approved. The OCE and ROCE for the next exercises must confirm their roles according to the following table:



AÑO/ANO/YEAR	OCE	ROCE AMAS	ROCE AMPAS	ROCE AMAN/AMPAN
2025/TA	EE.UU.	CAMAS UY	PERÚ	COLOMBIA
2026/TO	URUGUAY	CAMAS BR	ECUADOR	COLOMBIA
2027/TA	COLOMBIA	CAMAS BR	CHILE	MÉXICO

THE OTHER NAMES OF OCE AND ROCE WILL BE MADE AFTER 2027 IN ALPHABETICAL ORDER, IN THE SPANISH LANGUAGE. THE OCE (*) WILL BE CONFIRMED DURING THE XVII CNIE-CNTM ARGENTINA 2026.

AÑO/ANO/YEAR	OCE	ROCE AMAS	ROCE AMPAS	ROCE AMAN/AMPAN
2028/TO	ARGENTINA*	CAMAS	TBC	TBC
2029/TA	BRAZIL*	CAMAS	TBC	TBC
2030/TO	CHILE*	CAMAS	TBC	TBC

RESOLUTION N° 03

As proposed in RECOMMENDATION No. 01 / TO XXXII, approve the subarea boundaries of OCA Colombia Caribbean and Pacific, according to the following details:

a. LAT: 08°39'.0 N LONG:77°31'.5 W	h. LAT: 13°07'.0 N LONG:82°30'.0 W	o. LAT: 14°15'.0 N LONG:76°30'.0 W
b. LAT: 09°19'.5 N LONG:77°03'.0 W	i. LAT: 14°38'.0 N LONG:81°31'.0 W	p. LAT: 14°42'.0 N LONG:75°00'.0 W
c. LAT: 12°27'.5 N LONG:77°51'.0 W	j. LAT: 15°44'.0 N LONG:82°02'.0 W	q. LAT: 14°42'.0 N LONG:74°00'.0 W
d. LAT: 12°01'.5 N LONG:79°19'.0 W	k. LAT: 16°48'.0 N LONG:81°19'.5 W	r. LAT: 14°20'.0 N LONG:74°00'.0 W
e. LAT: 10°49'.0 N LONG:81°12'.0 W	l. LAT: 16°55'.0 N LONG:80°25'.0 W	s. LAT: 12°30'.0 N LONG:71°25'.0 W
f. LAT: 10°55'.0 N LONG:81°40'.5 W	m. LAT: 16°25'.0 N LONG:79°20'.0 W	t. LAT: 12°00'.0 N LONG:71°00'.0 W
g. LAT: 10°58'.0 N LONG:81°42'.0 W	n. LAT: 15°25'.0 N LONG:77°55'.0 W	u. LAT: 11°52'.0 N LONG:71°20'.0 W

OCA PACIFIC SUBAREA

a. LAT: 07°12.655' N LONG:77°53.348' W	e. LAT: 06°00' N LONG:79°14' W	h. LAT: 03°32' N LONG:84°19' W
b. LAT: 06°44' N LONG:78°18' W	f. LAT: 06°00' N LONG:79°52' W	i. LAT: 03°03'00" N LONG:84°46' W



c.	LAT: 06°28' N LONG: 78°47' W	g.	LAT: 05°00' N LONG: 84°19' W	j.	LAT: 01°28.7' N LONG: 84°46' W
d.	LAT: 06°16' N LONG: 79°03' W			k.	LAT: 01°25.1' N LONG: 78°53.12' W

RESOLUTION N° 04

In accordance with the proposals in RECOMMENDATION No. 07 / TO XXXII, the messages HAVENREP, MOVEORD, NONARRIVEDREP, NONSAILEDREP, WEATHER REPORT and SURVIVOR REPORT are hereby deleted from PTI-CNTM vol. I (B), 2018 edition and from supplement 1 to PTI CNTM.

RECOMMENDATIONS

RECOMMENDATION N° 01

a. Cancel the following Resolutions/Recommendations due to fulfillment, implementation, or reformulation:

- *XV CNIE-CNTM 2022 (Mexico):*
 - *Resolutions: 01, 02, 03, and 05.*
 - *Recommendations: 04, 05, and 06.*

b. Resolutions/Recommendations that remain in effect:

- *XV CNIE-CNTM 2022 (Mexico):*
 - *Resolutions: 04.*
 - *Recommendations: 01, 02, 03, and 07.*

RECOMMENDATION N° 02

The OCEs of future NCS exercises will include, in ANNEX "Z" of the OPOD for the exercises, for experimental use, the simplification of the messages: Incidents Generated in Ports by the NCSO, Security Alert Signal (SSAS), port closures, and Merchant Ship Casualty Report. The formats included in ANNEX "B" of this document will be adopted.

RECOMMENDATION N° 03

Establish virtual post-conference working meetings, for which the IANTN Secretariat will set the frequency. The purpose of these meetings will be to continue the work carried out during the conference and to maintain contact and the flow of information with the member countries.



RECOMMENDATION N° 04

According to Recommendation No. 5.- CNIE-T&TI 2023 PANAMA, the XVI CNIE-CNTM designates the COLCO URUGUAY as the representative of the CNIE-CNTM, to work on the requirements of the cryptographic system for the CNTM exercises with the representatives of the CNIE-T&TI. To hold virtual work and coordination meetings with the other COLCOs, on the progress made and possible tests of cryptographic systems to be implemented in the future.

RECOMMENDATION N° 05

COLCO Uruguay will submit a proposal for the implementation of NCAGS Measures within the NCS structure, which must be presented to the member Navies during 2025, to then be analyzed during the XVII SIANC-NCS ARGENTINA 2026.

From the Republic of Paraguay, in the city of Asunción, at 11:00 a.m. on Thursday, November 7, 2024, the work of the XVI Specialized Inter-American Naval Conference on Naval Control Shipping was concluded, followed by the formal signing of the final act.

"This Act was presented and read in its entirety to the Board of the Specialized Inter-American Naval Conference on Naval Control Shipping, on 11/07/2024 and with the approval of all the representative the host Executive Secretary signed this document."



Capitán de Corbeta

MATÍAS LEANDRO NICOLAS GADEA

Inter-American Naval Telecommunication Network Secretariat

Representative delegate



Commander DEM

CHRISTIAN ARIEL SOSA VILLALBA

Operations Chief COLCO Paraguay



[Handwritten signature]

Captain DEM

RICARDO JAVIER SANABRIA PEREIRA

COLCO - PARAGUAY

SIANC-NCS SECRETARY

[Handwritten signature]

V°B° COMMANDER OSCAR MARCIAL CHAMORRO LEON
NAVAL PREFECT GENERAL
PARAGUAYAN NAVY REPRESENTATIVE



ANNEX "A"

CLASIFFICATIONS OF VESSELS ON INTEREST

VESSELS ON INTEREST (VOI).

CONCEPTS ABOUT VESSELS OF INTEREST (VOI).

a. Generalities.

ORGACONTRAM's work with the maritime community will allow the collection of information whose analysis will allow the creation of a Surface Overview of commercial activity in a particular area. This also includes the location, identification and classification of Vessels of Interest (VOI) for specific surveillance operations.

This information will be communicated within ORGACONTRAM according to previous coordination; transmitted in a timely manner to the Naval Commander to contribute to his specific operations and/or reported to other Agencies of each country that require it.

b. Concept of VOI "VESSEL OF INTEREST" (Vessel of Interest).

As its name indicates, it refers to a specific vessel that merits special attention, monitoring or follow-up.

It does not necessarily imply that it is carrying out illegal activities or enemy actions, but simply requires keeping a detailed history of it.

Some generic examples for which a VOI is declared are the following: failure in the LRIT, erroneous data in AIS, obsolete vessels, passenger vessels, vessels with IMDG cargo, BM that are heading towards areas or routes critical in terms of maritime safety and any case in which the Authority in charge of Maritime Control of the country considers it to be of interest.

c. Authority for classification, reclassification/declassification of Vessels of Interest (VOI).

1. About the Contact Classification Authority:

- I. In a situation of peace, designation of contacts by the COLCOS of ORIGIN.**
- II. In a situation of crisis or armed conflict, when the ORGACONTRAM are activated, they will be designated by the Operational Control Authorities (OCA).**

2. About the Contact Requalification/Disqualification Authority:

- I. In peacetime, designation of contacts by the COLCOS at their discretion.**
- II. In a situation of crisis or armed conflict, when the ORGACONTRAM are activated, they will be designated by the Operational Control Authorities (OCA).**



d. Classification of Vessels of Interest (VOI).

The following classification is established for vessels that must be monitored in the areas of the CODEFTRAMI Plan:

1. Normal Vessel (NORM).

Vessels that do not have a risk classification, special interest or suspicious history. (NORMAL).

2. Vessels of Interest (VOI) are classified into:

Special (SPE).

Vessels that need to be monitored and that deserve attention or supervision of their movements, which may affect generic maritime interests of countries, such as: those led by national and international authorities, special in their different categories (scientific research, hydrographic surveys, oceanographic, etc.), as well as vessels that are constantly involved in actions of possible illegal, unreported and unregulated fishing (IUU fishing).

Contact of Interest (COI).

Vessels with highly significant deficiencies in their history or current condition, which represent a risk to maritime traffic and/or port facilities and require the need for control or because of maritime information and analysis of their behavior, such as vessels sailing in circles, in anomalous navigation or which interrupted their course without reason. The latter represents an average risk. (LAWS/SAFETY).

In a crisis or conflict situation, also those vessels that require escort or integration into convoys. (DEFENCE) (COI).

Critical Contact of Interest (CCOI).

Highest classification level of a vessel and which represents the highest level of risk or specific threat. The risk may be associated with the same issue as the previous factors and will only be expanded, such as vessels carrying nuclear waste or with confirmed illegal transport or transporting agents associated with symmetrical and/or asymmetrical threats, among others. (SECURITY AND DEFENCE).

e. Summary table of VOI and its classifications.

TYPE OF VESSEL	CONCEPT	AFFECTS	DESIGNATED BY
VOI (Vessel of Interest)	Specific vessel that merits special attention, monitoring or follow-up.	SAFETY or SECURITY	COLCO (peace situation) and OCA "OPERATIONAL CONTROL AUTHORITY" (crisis or armed conflict)



TYPE OF VESSEL	CONCEPT	AFFECTS	DESIGNATED BY
NORMAL VESSEL (<i>Normal</i>)	Vessel that does not have a risk or special interest classification.	SAFETY	COLCO (peace situation) and OCA “OPERATIONAL CONTROL AUTHORITY” (crisis or armed conflict)
SPECIAL VESSEL (<i>Special</i>)	A vessel that requires monitoring and deserves attention or supervision of its movements.	SECURITY	COLCO (peace situation) and OCA “OPERATIONAL CONTROL AUTHORITY” (crisis or armed conflict)
COI (<i>Contact of Interest</i>)	A vessel that has highly significant deficiencies in its history or current condition, which represents a risk to maritime traffic and/or port facilities and requires the need for control.	SECURITY	COLCO (peace situation) and OCA “OPERATIONAL CONTROL AUTHORITY” (crisis or armed conflict)
CCOI (<i>Critical Contact of Interest</i>)	The highest level of classification of a vessel and which represents the highest level of risk or specific threat.	SECURITY	COLCO (peace situation) and OCA “OPERATIONAL CONTROL AUTHORITY” (crisis or armed conflict)

Note: This annex will replace Section III - Vessel of Interest (VOI) of Chapter 3 of the Inter-American Publication on Naval Control of Maritime Traffic (PTI-CNTM Vol. I (B)), pages 3-16 to 3-19.



APPENDIX I TO ANNEX "A" DATA CARD VESSEL OF INTEREST (VOI)

MODEL DATA CARD FOR SHIPS OF INTEREST (VOI)

This card will be used by ORGACONTRAM to report, through the appropriate channels, the classification of a "Vessel of Interest". This information must be as up to date as possible and must be sent in PPT format (Power Point - 02 slides), according to the following format:

- 1st Slide:

TO XXVIII UNCLAS	IND. LLAMADA			PUERTO	ETA & TIEMPO	ETD & TIEMPO
	NOMBRE		Último PUERTO			
	BAND.		PRÓX. Puerto			
	GRT		Nombre Comandante			
	CARGO		Propietario			
	MMSI		Info. De Contacto			
	POSICIÓN		Agente			
	IMO		Tripulación.			
Próxima posición: Información a las: xxxxxxzxx /rumbo: xxx / velocidad: xxx						





ANEXO "B"

SIMPLIFICATION OF NCS MESSAGING IN EXERCISES TO ENHANCE PRACTICALITY, SPEED, AND RESPONSIVENESS DURING THEIR EXECUTION.

EXAMPLE NO. 01

INCIDENT IN THE PORT OF NCSO

P 131430Z AUG 24

FM NCSO.....

TO OCA.....

INFO ROCE....

OCE.....

BT

UNCLAS

SUBJ/EXER/NAME EXCERSICE.....//

REF: EVENT NO. ...//

CODE DISTAFF ...TRIGRAM AND NUMBER...//

INCIDENT IN THE PORT

INTELLIGENCE PERSONNEL REPORTED THAT AMONG THE PORT WORKERS WHO WERE CARRYING OUT A PROTEST, THERE WERE MEMBERS OF A TERRORIST ORGANIZATION INFILTRATED WITH THE INTENTION OF CAUSING DAMAGE TO THE PORT FACILITIES.

ADOPTED EVALUATION

1. THE PORT'S LOADING DOCK WILL REMAIN INOPERABLE FOR A PERIOD OF 4 HOURS.
2. COORDINATED WITH THE ARGENTINE NAVAL PREFECTURE
 - ☐ RAISE THE SECURITY STANDARD AT THE PORT.
 - ☐ PATROL THE NEARBY AREAS.
 - ☐ STRENGTHEN CONTROL MEASURES FOR PERSONNEL TRAVELING AND WORKING ON THE DOCKS.
 - ☐ READINESS OF THE EXPLOSIVES AND FIRE BRIGADE.
2. VERIFICATION WORK WILL BE CARRIED OUT ON THE FACILITIES TO ENSURE THEIR OPERATIONALITY FROM 131830Z AUG 24.

BT



RADIO NAUTICAL WARNING

P 131405Z AUG 24

FM OCA.....

TO AIG OCAS AA44

ZEN/ ALL VESSELS IN NAVIGATION //SIMULATED//

INFO ROCE....

OCE.....

NCSO....

BT

UNCLAS

SUBJ/EXER/ NAME EXCERSICE//

REF: EVENT NO. ...//

CODE DISTAFF TRIGRAM AND NUMBER....//

RADIO-NAUTICAL WARNING NO. 01

1. INTELLIGENCE PERSONNEL REPORTED THAT AMONG THE PORT WORKERS WHO WERE CARRYING OUT A PROTEST, THERE WERE INFILTRATED MEMBERS OF A TERRORIST ORGANIZATION, WITH THE INTENTION OF CAUSING DAMAGE TO THE PORT FACILITIES.
2. THE PORT'S LOADING DOCK WILL REMAIN INOPERABLE FOR 4 HOURS, OPERATING FROM 131830Z AUG 24.

3. VESSELS THAT PLAN TO ENTER THE DOCK WILL COORDINATE THEIR ENTRY SCHEDULE WITH PORT AUTHORITIES.

4. AvRaN WILL BE CANCELLED WITHIN 5 HOURS.

AUTENTHICATION: DELTA – QUEBEC.

BT



EXAMPLE NO. 2

**SSAS SHIP SECURITY ALERT SYSTEM
RADIO NAUTICAL WARNING**

P 151415Z AUG 24

FM OCA.....

TO AIG OCAS AA44

ZEN/ ALL VESSELS IN NAVIGATION //SIMULATED//
INFO ROCE....

OCE.....

BT

UNCLAS

SUBJ/EXER/ NAME EXCERSICE//

REF: EVEN NO.//

CODE DISTAFF TRIGRAM AND NUMBER ...//

RADIO NAUTICAL WARNING NO. 4

1. PSEISA9/PS ARKLOW CAPE/EI SHIP WAS HIJACKED BY MEMBERS OF THE DRAGON COUNTRY ORGANIZATION.

2. THE OCEANIC PATROL VESSEL ARA STORNI IS DEPLOYED FROM THE PORT OF MAR DEL PLATA TO CONDUCT AN INVESTIGATION OF THE VESSEL'S SITUATION.

3. SRA ZOE ESTABLISHED, A CIRCULAR AREA OF 20 NM RADIUS CENTERED IN POSITION 3730S05501W.

4. VESSELS MUST AVOID NAVIGATING IN THE VICINITY OF THE HIJACKED VESSEL AND AVOID TRANSIT THROUGH SRA.

5. AvRaN WILL BE CANCELLED WITHIN 24 HOURS.

AUTENTHICATION: HOTEL – TANGO.

BT



RADIO NAUTICAL WARNING

P 141515Z AUG 24

FM OCA.....

TO AIG OCAS AA44

ZEN/ ALL VESSELS IN NAVIGATION //SIMULATED//

INFO ROCE....

OCE.....

BT

UNCLAS

SUBJ/EXER/ NAME EXCERSICE//

REF: EVENT NO. ...//

CODE DISTAFF TRIGRAM AND NUMBER ...//

RADIO-NAUTICAL WARNING NUMBER 03

1. DUE TO PROTESTS AND COMPLAINTS THE PORT OF MAR DEL PLATA IS CLOSED.

2. VESSELS BOUND FOR THE PORT OF MAR DEL PLATA SHOULD AVOID ENTERING THE PORT FROM 141515Z UNTIL 151515Z AUG 24.

3. AvRaN SERA CANCELADO EN UN PLAZO DE 24 HORAS.

AUTENTHICATION: SIERRA – FOXTROT.

BT



EXAMPLE NO. 4

MERCHANT SHIP CASUALTY REPORT

NCSO FINAL EVALUATION

P 192100Z AUG 24

FM NCSO.....

TO OCA.....

INFO NFA....

OCE.....

BT

UNCLAS

SUBJ/EXER/NAME EXERCISE//

REF: EVENT NO.//

CODE DISTAFF TRIGRAM AND NUMBER ...//

FINAL EVALUATION

1. THE VESSELS PS CHIRA XI AND PS CHIRA XII HAVING ENTERED THE PORT, THEY WERE RECEIVED BY THE HEALTH AUTHORITIES WHO, UPON ARRIVAL, EVACUATED THE 17 SURVIVORS AND THEY WERE TRANSFERRED TO THE NEAREST HOSPITAL FOR MEDICAL EVALUATION.

2. AFTER THE STUDIES WERE CARRIED OUT, THE DOCTORS DETERMINED THAT THE PATIENTS ARE IN GOOD HEALTH, TO CONTINUE THEIR WORK. THEY ARE WAITING FOR ORDERS FROM THEIR SUPERIORS.

AUTENTHICATION: VICTOR - UNIFORM.

BT



**OCA ISSUES RADIO NAUTIC WARNING
RADIO NAUTICAL WARNING**

P 191430Z AUG 24

FM OCA.....

TO AIG OCAS AA44

ZEN/ ALL VESSELS IN NAVIGATION //SIMULATED//
INFO ROCE....

OCE.....

BT

UNCLAS

SUBJ/EXER/NAME EXERCISE.....//

REF: EVENT NO. ...//

CODE DISTAFF TRIGRAM AND NUMBER ...//

RADIO-NAUTICAL WARNING NO. 07

1. VESSEL PSUFXQ/PS CHIRA XIII/AR WAS ATTACKED BY SPEEDBOATS
CAUSING IRREPARABLE DAMAGE, LEADING TO ITS IMMINENT SINKING.

2. SRA ABELARDO ESTABLISHED, CIRCULAR AREA OF 20 NM RADIUS
CENTERED AT POSITION 39280S06045W.

3. SHIPS SAILING WITHIN THE SRA MUST QUICKLY RETREAT FROM IT
AND SHIPS OUTSIDE THE SRA MUST AVOID IT., IF NECESSARY, THEY
WILL COURSE AROUND AND THEN RETURN TO THEIR DESTINATION.

4. AvRaN WILL BE CANCELLED WITHIN 48 HOURS.

AUTENTHICATION: SIERRA – QUEBEC.

BT