Information on this chart and in any associated Notices to Mariners is provided for the sole purpose of enabling mariners to assess the security of navigation when planning passage through or near to the areas depicted. Depiction of hazards to the security of navigation on this chart does not imply United Kingdom support for or endorsement of any particular measure unilaterally adopted by any other nation. Although the United Kingdom does support measures adopted by the United Nations. Queries about the application, scope and effect of any measures adopted unilaterally should be addressed to the nation adopting it.

The UKHO will endeavour to maintain the information on this chart up to date but does not guarantee to do so, and, to the fullest extent permissible by law, accepts no liability whatsoever for any loss or damage arising out of or in connection with the use, misuse or non-use of this chart or any associated Notices to Mariners, or for any loss or damage sustained as a result of the information on this chart or any associated Notices to Mariners being inconsistent with measures in effect at any particular time.

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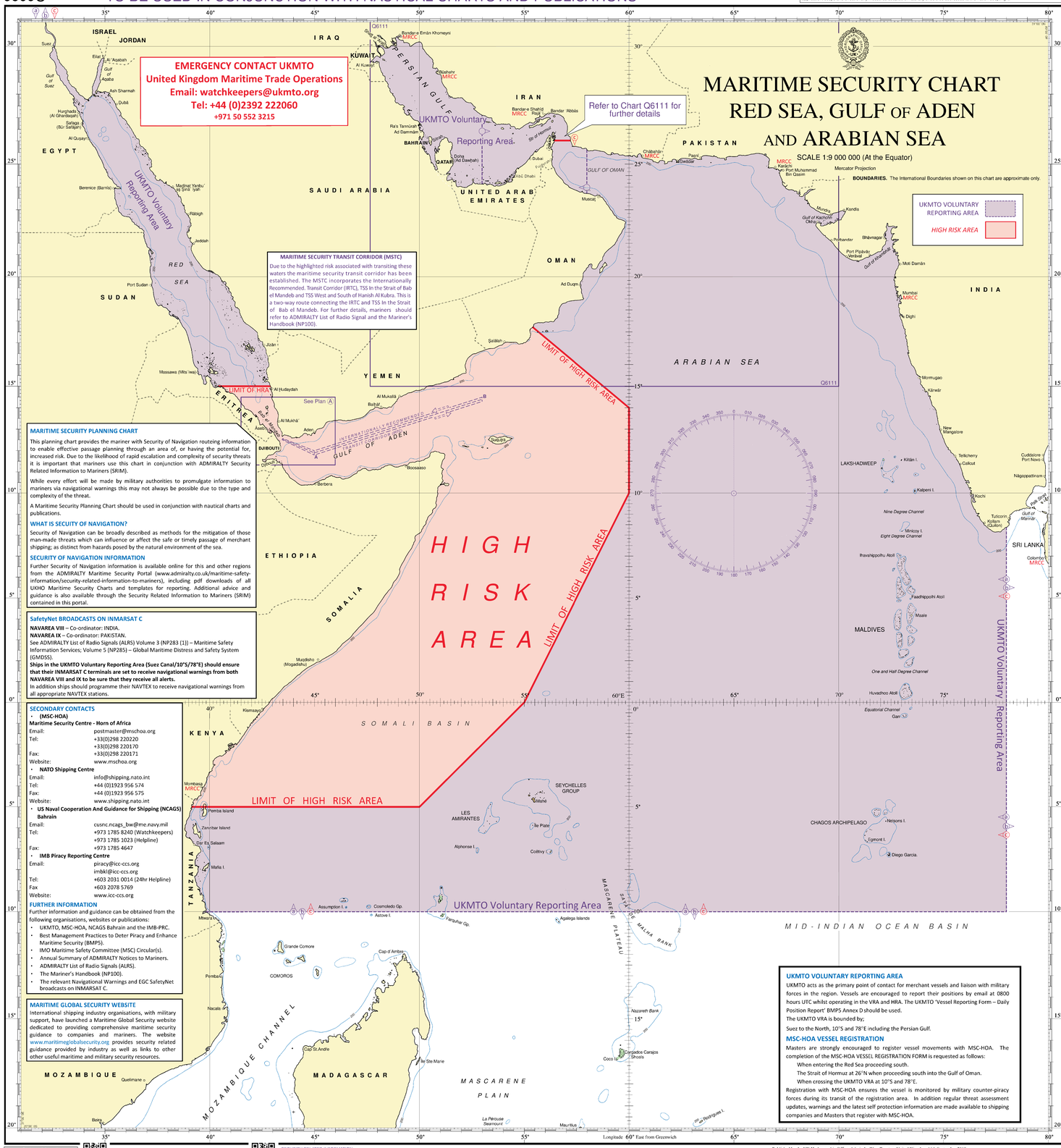
**IMPORTANT – SEE RELATED ADMIRALTY PUBLICATIONS**
Notices to Mariners (Annual Permanent, Preliminary and Temporary): **NP511** (Symbols and Abbreviations);
The Mariner's Handbook (especially Chapters 1 & 2 on the use, accuracy and limitations of charts); **Sailing Directions** (Pilots);
**List of Lights & Fog Signals; List of Radio Signals; Tide Tables** (or their digital equivalents).
**KEEP CHARTS AND PUBLICATIONS UP-TO-DATE AND USE THE LARGEST SCALE CHART APPROPRIATE**




## MARITIME SECURITY PLANNING CHART

This planning chart provides the mariner with Security of Navigation routeing information to enable effective passage planning through an area of, or having the potential for, increased risk. Due to the likelihood of rapid escalation and complexity of security threats it is important that mariners use this chart in conjunction with ADMIRALTY Security Related Information to Mariners (SRIM).

While every effort will be made by military authorities to promulgate information to mariners via navigational warnings this may not always be possible due to the type and complexity of the threat.

A Maritime Security Planning Chart should be used in conjunction with nautical charts and publications.

### WHAT IS SECUITY OF NAVIGATION?

Security of Navigation can be broadly described as methods for the mitigation of those man-made threats which can influence or affect the safe or timely passage of merchant shipping; as distinct from hazards posed by the natural environment of the sea.

### SECURITY OF NAVIGATION INFORMATION

Further Security of Navigation information is available online for this and other regions from the ADMIRALTY Maritime Security Portal (www.admiralty.co.uk/maritime-safety-information/security-related-information-to-mariners), including pdf downloads of all UKHO Maritime Security Charts and templates for reporting. Additional advice and guidance is also available through the Security Related Information to Mariners (SRIM) contained in this portal.

## SafetyNet BROADCASTS ON INMARSAT C

**NAVAREA VIII** – Co-ordinator: INDIA.
**NAVAREA IX** – Co-ordinator: PAKISTAN.
See ADMIRALTY List of Radio Signals (ALRS) Volume 3 (NP283 (1)) – Maritime Safety Information Services; Volume 5 (NP285) – Global Maritime Distress and Safety System (GMDSS).
**Ships in the UKMTO Voluntary Reporting Area (Suez Canal/10°S/78°E) should ensure that their INMARSAT C terminals are set to receive navigational warnings from both NAVAREA VIII and IX to be sure that they receive all alerts.**
In addition ships should programme their NAVTEX to receive navigational warnings from all appropriate NAVTEX stations.

## SECONDARY CONTACTS

- **(MSC-HOA)**

**Maritime Security Centre - Horn of Africa**

| | |
|---|---|
| Email: | postmaster@mschoa.org |
| Tel: | +33(0)298 220220 |
| | +33(0)298 220170 |
| Fax: | +33(0)298 220171 |
| Website: | www.mschoa.org |

- **NATO Shipping Centre**

| | |
|---|---|
| Email: | info@shipping.nato.int |
| Tel: | +44 (0)1923 956 574 |
| Fax: | +44 (0)1923 956 575 |
| Website: | www.shipping.nato.int |

- **US Naval Cooperation And Guidance for Shipping (NCAGS) Bahrain**

| | |
|---|---|
| Email: | cusnc.ncags_bw@me.navy.mil |
| Tel: | +973 1785 8240 (Watchkeepers) |
| | +973 1785 1023 (Helpline) |
| Fax | +973 1785 4647 |

- **IMB Piracy Reporting Centre**

| | |
|---|---|
| Email: | piracy@icc-ccs.org |
| | imbk@icc-ccs.org |
| Tel: | +603 2031 0014 (24hr Helpline) |
| Fax | +603 2078 5769 |
| Website: | www.icc-ccs.org |

### FURTHER INFORMATION

Further information and guidance can be obtained from the following organisations, websites or publications:

- UKMTO, MSC-HOA, NCAGS Bahrain and the IMB-PRC.
- Best Management Practices to Deter Piracy and Enhance Maritime Security (BMP5).
- IMO Maritime Safety Committee (MSC) Circular(s).
- Annual Summary of ADMIRALTY Notices to Mariners.
- ADMIRALTY List of Radio Signals (ALRS).
- The Mariner's Handbook (NP100).
- The relevant Navigational Warnings and EGC SafetyNet broadcasts on INMARSAT C.

## MARITIME GLOBAL SECURITY WEBSITE

International shipping industry organisations, with military support, have launched a Maritime Global Security website dedicated to providing comprehensive maritime security guidance to companies and mariners. The website www.maritimeglobalsecurity.org provides security related guidance provided by industry as well as links to other other useful maritime and military security resources.

## UKMTO VOLUNTARY REPORTING AREA

UKMTO acts as the primary point of contact for merchant vessels and liaison with military forces in the region. Vessels are encouraged to report their positions by email at 0800 hours UTC whilst operating in the VRA and HRA. The UKMTO 'Vessel Reporting Form – Daily Position Report' BMP5 Annex D should be used.

The UKMTO VRA is bounded by;

Suez to the North, 10°S and 78°E including the Persian Gulf.

## MSC-HOA VESSEL REGISTRATION

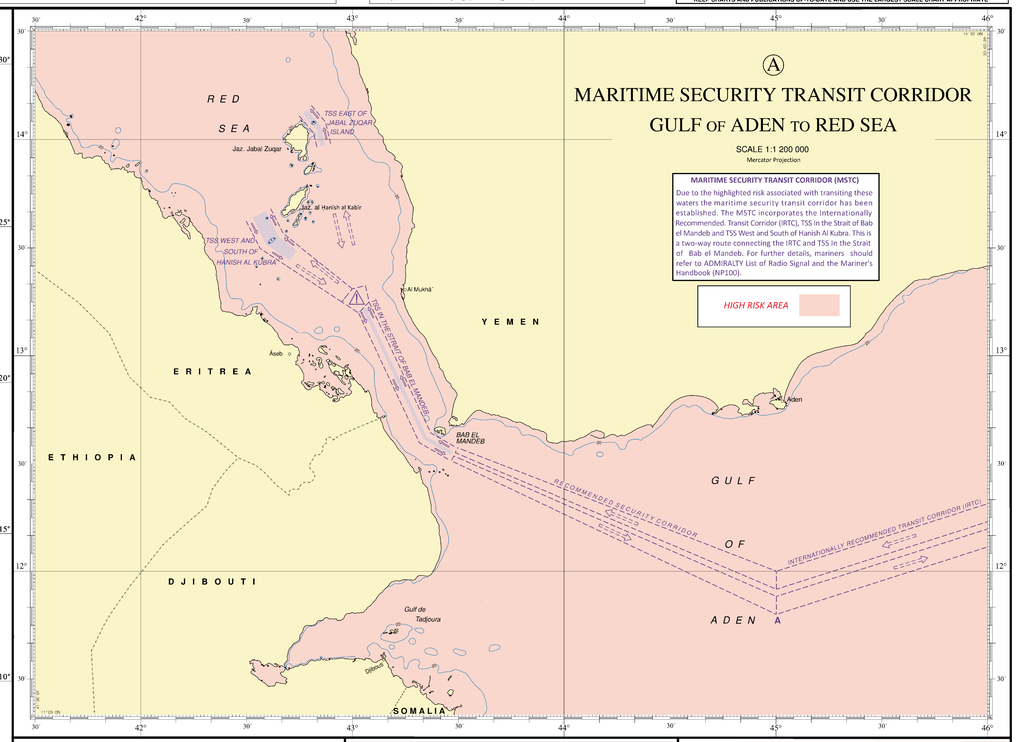
Masters are strongly encouraged to register vessel movements with MSC-HOA. The completion of the MSC-HOA VESSEL REGISTRATION FORM is requested as follows:

When entering the Red Sea proceeding south.

The Strait of Hormuz at 26°N when proceeding south into the Gulf of Oman.

When crossing the UKMTO VRA at 10°S and 78°E.

Registration with MSC-HOA ensures the vessel is monitored by military counter-piracy forces during its transit of the registration area. In addition regular threat assessment updates, warnings and the latest self protection information are made available to shipping companies and Masters that register with MSC-HOA.




## THE HIGH RISK AREA

The High Risk Area (HRA) is an area within the UKMTO designated Voluntary Reporting Area (VRA) where it is considered there is a higher risk of piracy and within which self-protective measures are most likely to be required. For the purpose of BMP5 the High Risk Area is bounded by the territorial waters off the coast of east Africa at Latitude 05°00'S to 050°00'E. Then to positions:

| | |
|---|---|
| Lat: 00°00'N | Long: 055°00'E |
| Lat: 10°00'N | Long: 060°00'E |
| Lat: 14°00'N | Long: 060°00'E |

Then a bearing 310° to the territorial waters of the Arabian Peninsula.

The HRA does not infringe on the Territorial Waters (TTWs) of any State except for Somalia.

An increased state of readiness and vigilance may be required within the VRA in accordance with the ship voyage risk assessments which remain a cornerstone of BMP5 guidance.

## RECOMMENDED ACTIONS IN THE EVENT OF SHIPS UNDER ATTACK

### APPROACH STAGE

Effective lookouts may aid in identifying the nature of the attack, the threat profile of a piracy or other attack may initially look similar and it will not be until the attackers are close that the nature of the attack becomes apparent. In all cases, the following steps should be taken:

- If not already at full speed, increase to maximum to open the distance.
- Steer a straight course to maintain a maximum speed.
- Initiate the ship's emergency procedures.
- Activate the emergency communication plan.
- Sound the emergency alarm and make an attack announcement, in accordance with the ship's emergency communication plan.
- Make a mayday call on VHF Ch. 16. Send a distress message via the Digital Selective Calling (DSC) system and INMARSAT C, as applicable.
- Activate the SSAS.
- Report the attack immediately to UKMTO (+44 (0)2392 222060) by telephone.
- Ensure the AIS is switched on.
- Activate water spray.
- Ensure that all external doors and, where possible, internal public rooms and cabins are fully secured.
- All crew not required on the bridge or in the engine room should muster at the safe muster point or citadel as instructed by the Master.
- When sea conditions allow, consider altering course to increase an approaching skiff's exposure to wind/waves.
- Sound the ship's whistle/foghorn continuously to demonstrate to any potential attacker that the ship is aware of the attack and is reacting to it.
- Check Vessel Data Recorder (VDR) is recording.
- PCASP, if present, will take agreed actions to warn off attackers.

### ATTACK STAGE

As the attackers get close the following steps should be taken:

- Reconfirm all ship's crew are in the safe muster point or citadel as instructed by the Master.
- Ensure the SSAS has been activated.
- If not actioned, report the attack immediately to UKMTO (+44 (0)2392 222060) by telephone.
- As the attackers close in on the ship, Masters should commence small alterations of helm whilst maintaining speed to deter skiffs from lying alongside the ship in preparation for a boarding attempt. These manoeuvres will create additional wash to impede the operation of the skiffs.
- Large amounts of helm are not recommended, as these are likely to significantly reduce a ship's speed.
- Check VDR data is being saved.
- PCASP , if present, will conduct themselves as governed by the RUF.

### ACTIONS ON ILLEGAL BOARDING

If the ship is illegally boarded the following actions should be taken:

- Take all way off the ship and then stop the engines.
- All remaining crew members to proceed to the citadel or safe muster point locking all internal doors on route.
- PCASP, if present, will follow procedures agreed with company and Master.
- Ensure all crew are present in the citadel or safe muster point. This includes the Master, bridge team and PCASP.
- Establish communications from the citadel with UKMTO and your company and confirm all crew are accounted for and in the citadel or safe muster point.
- Stay in the citadel until conditions force you to leave or advised by the military.
- If any member of the crew is captured it should be considered that the pirates have full control of the ship.

### IF CONTROL OF THE SHIP IS LOST

- All movement should be calm, slow and very deliberate. Crew members should keep their hands visible always and comply fully. This will greatly reduce the risk of violence.

Experience has shown that the pirates will be aggressive, highly agitated and possibly under the influence of drugs or alcohol.

### IN THE EVENT OF MILITARY INTERVENTION

Brief and prepare the ship's crew to cooperate fully during any military action onboard.

For further information see BMP5 and Q6111.

## UKMTO VOLUNTARY REPORTING AREA

### VOLUNTARY REPORTING REQUIREMENTS

Merchant vessel voluntary reporting schemes are established to increase security and provide anti-piracy support to maintain the freedom of navigation to all vessels in the Indian Ocean, Arabian Sea, Gulf of Aden and the Red Sea.

Merchant vessels operating in these areas are strongly encouraged to liaise with the relevant authorities, as detailed below. Any Master, owner, or operating company choosing not to report may delay any military assistance in the event of an incident as military assets will not be expecting the ship, resulting in valuable information not being available.

Participation in the reporting schemes is totally free and vessels sailing under any flag or ownership are strongly encouraged to participate. Be assured that all information provided is treated in strict commercial confidence and only used within military circles.

### VESSEL REPORTING

Upon entering the UKMTO Voluntary Reporting Area (bounded by Suez in the north, to 10°S and 78°E), or when leaving a port within the area:

ⓐ▷ Send an Initial Report to UKMTO (by email to watchkeepers@ukmto.org), using the "UKMTO INITIAL REPORT" format below or Telephone +44 (0)2392 222060 or +971 50 552 3215.

| ⓐ▷ UKMTO INITIAL REPORT | | | |
|---|---|---|---|
| 1 | Ship Name | 9 | Cargo |
| 2 | Flag | 10 | Destination and Estimated Time of Arrival |
| 3 | IMO Number | | |
| 4 | INMARSAT Telephone Number | 11 | Name and contact details of Company Security Officer |
| 5 | Time and Position | | |
| 6 | Course | 12 | Nationality of Master and Crew |
| 7 | Passage Speed | 13 | Armed/unarmed security team embarked |
| 8 | Freeboard | | |

○▷ Report daily by 0800 UTC to UKMTO, using the "DAILY/TRANSIT POSITION REPORT" format below.

If planning to transit the Gulf of Aden, vessels are requested to add the ETA at the Internationally Recommended Transit Corridor (IRTC) entry point "A" or "B" to the daily reports to UKMTO and MSC-HOA.

| ○▷ DAILY/TRANSIT POSITION REPORT | | | |
|---|---|---|---|
| 1 | Ship Name | 5 | Ship's Course and Speed |
| 2 | Ship's Call Sign and IMO Number | 6 | Any other important information* |
| 3 | Time of Report in UTC | 7 | ETA point A/B IRTC (if applicable) |
| 4 | Ship's Position | | |

**Other important information could be change of destination or ETA, number of UK crew on board, etc.*

ⓑ▷ Upon reaching port, or exiting the UKMTO Voluntary Reporting Area, send UKMTO a "FINAL REPORT" using the format below.

| ⓑ▷ FINAL REPORT | | | |
|---|---|---|---|
| 1 | Ship's Name | 4 | Port or position when leaving the Voluntary Reporting Area |
| 2 | Ship's Call Sign and IMO Number | | |
| 3 | Time of Report in UTC | | |

○▷ In the event of witnessing suspicious/irregular activity, vessels are requested to send a report using the format below.

| SUSPICIOUS/IRREGULAR ACTIVITY REPORT | | | |
|---|---|---|---|
| 1 | Ship's Name | 5 | Ship's Course and Speed |
| 2 | Ship's Call Sign and IMO Number | 6 | Sighting of suspicious activity. Time, position, brief description of craft and activity witnessed |
| 3 | Time of Report in UTC | | |
| 4 | Ship's Position | | |

*Note: Where possible include any imagery to aid military appreciation.*

### FOLLOW-UP REPORT TO UKMTO AND MSCHOA

Following any attack or suspicious activity, it is vital that a detailed report of the event is provided to UKMTO and MSCHOA. It is helpful to provide a copy of the report to the IMB.

## MSC-HOA VESSEL REGISTRATION

Register your vessel:
Online: www.mschoa.org
Email: request an offline registration form from postmaster@mschoa.org or email with details from MSC-HOA VESSEL REGISTRATION FORM
Tel: +33 (0)298 220 220 Fax: +33 (0)298 220 171
+33 (0)298 220 170

The forms may be completed online by ship operators (or by Masters where vessels have internet access) but note that registration with the MSC-HOA website is required before the forms can be completed.

MSC-HOA will also accept faxed forms and forms by email. Ship operators should ensure that they and/or their vessels are in receipt of the latest version of the forms.

| ⓒ▷ MSC-HOA VESSEL REGISTRATION FORM | |
|---|---|
| VESSEL'S DETAILS | |
| All fields with an asterisk (*) are obligatory | |
| Ship Name* | Flag State* |
| IMO Number* | MMSI Number* |
| Call Sign* | Ship's Master Name* |
| Primary E-mail* | Secondary E-mail |
| Ship Contact Number* | Ship contact E-mail* |
| Owner Name* | Operator name* |
| Operator address | Operator Contact Number* |
| Operator E-mail* | Designated Person Ashore (DPA) name* |
| DPA Contact Number* | DPA E-mail* |
| Vessel Type* | Iridium number |

| MOVEMENT DETAILS | |
|---|---|
| Entry Point – MSC-HOA VESSEL REGISTRATION Area* (78°E/10°S/Strait of Hormuz/Suez/Port) | ETA (UTC) – MSC-HOA VESSEL REGISTRATION Area* (dd/mm/yyyy hh:mm) |
| Exit Point – MSC-HOA VESSEL REGISTRATION Area* (78°E/10°S/Strait of Hormuz/Suez/Port) | ETD (UTC) – MSC-HOA VESSEL REGISTRATION Area* (dd/mm/yyyy hh:mm) |
| Do you intend to transit the IRTC part of the MSTC?* | |
| ETA at IRTC (UTC)* (dd/mm/yyyy hh:mm) | ETD at IRTC (UTC)* (dd/mm/yyyy hh:mm) |
| Direction* (East/West) | Draught |
| Do you intend to join a group in transit? (If YES) Group To Join (If NO) Intend to join National Convoy? | Transit Speed |
| | Cargo (Crude Oil, Chemicals, Containers, Passengers, Other…Please Specify) |
| Crew numbers & nationalities | Hazardous Cargo details (if applicable) |
| Freeboard of lowest accessible deck in Metres (m)* | Last Port of call* |
| Maximum Speed | Next Port of call* |
| | |
| | |

| SELF PROTECTION MEASURES | |
|---|---|
| AIS to be left on through GOA* | AIS to be left on through HOA* |
| Anti-piracy measures in place?* | |
| Crew Briefing | Extra Lookouts |
| Fire Hoses Rigged | Fire Pump Ready |
| Barbed/Razor Wire | Locked Doors |
| External Communication Plan | Outboard Ladders Stowed |
| Citadel | Dummies Posted |
| Night Vision Optics | Manned Engine Room |
| CCTV | Crew Drills Completed |
| Unarmed Security Team onboard | Armed Security Team onboard* |
| Helicopter winch area?* | Doctor oboard?* |
| Helicopter landing pad?* | Weapons held onboard?* |
| Additional Measures | |
| | |

This Maritime Security Chart (MSC) has been developed through close partnership between Military Authorities within the region, the Merchant Shipping community and the UK Hydrographic Office.

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SECURITY RELATED INFORMATION
For the latest security information see
http://www.admiralty.co.uk/msi

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