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IMPORTANT – SEE RELATED ADMIRALTY PUBLICATIONS
Notices to Mariners (Annual, Permanent, Preliminary and Temporary); **NP001** (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 CHART
RED SEA, GULF OF ADEN AND ARABIAN SEA

1:9 000 000 (At the Equator)
Mercator Projection

BOUNDARIES. The International Boundaries shown on this chart are approximate only.

INDEX OF 1:3 500 000 ADMIRALTY CHARTS

VOLUNTARY REPORTING AREA/NOTE

HIGH RISK AREA

EMERGENCY CONTACT
UKMTO
United Kingdom Maritime Trade Operations
email: ukmto@eim.ae
tel: +971 50 552 3215

SECONDARY CONTACTS

• MSC-HOA
Maritime Security Centre – Horn of Africa
Email: postmaster@mschoa.org
Tel: +44 (0)1923 958 545
Fax: +44 (0)1923 958 520
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

• MARLO Maritime Liaison Office – Bahrain
Email: marlo.bahrain@me.navy.mil
Tel: +973 1785 3925
Duty (24hr): +973 3940 1395
Fax: +973 1785 3930
Website: www.cusnc.navy.mil/marlo/

• IMB Piracy Reporting Centre
Email: piracy@icc-ccs.org
imbkl@icc-ccs.org
Tel: +603 2031 0014 (24 hr Helpline)
Fax: +603 2078 5769
Telex: +84 34199 (IMBPC1 MA34199)
Website: www.icc-ccs.org

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

- UKMTO, MSC-HOA, MARLO and the IMB-PRC.
- Best Management Practice Guidelines – "BMP4" (available from Admiralty Distributors, OCIMF and INTERTANKO).
- Oil Companies International Marine Forum (OCIMF) Publication "Piracy-The East Africa/Somalia Situation".
- IMO Marine Safety Committee (MSC) Circular(s).
- Annual Summary of Admiralty Notices to Mariners.
- Admiralty List of Radio Signals (ALRS) Volumes 1 and 6.
- The Mariner's Handbook, chapter 13. Relevant Navigation Warnings and EGC SafetyNet broadcasts on Inmarsat C.

GROUP TRANSITS
Vessels are encouraged to use the "Group Transit" system through the IRTC. This is NOT a convoy system but groups ships together based on their planned transit speed (SOG). Group Transits are designed to ensure that vessels benefit from avoiding statistically high risk piracy areas at the most dangerous times whilst allowing maximum co-ordination of military assets in the region and ensuring vessels benefit from enhanced mutual protection.

A Group Transit is NOT a convoy and during the transit vessels should not expect to be within visual range of a warship but, as all warships within the region are co-ordinating their efforts, each military asset will be aware of the Group Transit and have full details of all registered shipping.

GULF OF ADEN
1:4 500 000 (21°00')
Mercator Projection

Vessels are strongly advised NOT to wait at Point A or B for contact with a warship or other vessels, but should pass Point A or B at the correct time and speed for their registered Group Transit. Times, speeds and further guidance regarding a Group Transit can be obtained from www.mschoa.org or by email from postmaster@mschoa.org.

VOLUNTARY REPORTING REQUIREMENTS
Merchant vessel voluntary reporting schemes are established to increase security, 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, as detailed below, with the relevant authorities. Any vessel, owner, operator or manager choosing not to report may delay any military assistance in the event of an incident as military assets will not be expecting the ship, and valuable information may not be available.

The schemes are free to participate in and vessels of any flag or ownership are invited to participate. All information is treated in strict commercial confidence and only used within military circles.

VESSEL REGISTRATION
Register Vessel Movement prior to entering the high-risk area with MSC-HOA (on-line at www.mschoa.org, by email to postmaster@mschoa.org or by fax +441923 958 520).
See www.mschoa.org for report details.

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:

(a) Send a Vessel Position Reporting Form – Initial Report to UKMTO (by email to ukmto@eim.ae). See "UKMTO INITIAL REPORT" on this chart and BMP4 Annex B for report details;

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

After transmitting the initial reports above, vessels are asked to report daily by 0800 UTC to UKMTO, giving their name, callsign, IMO Number, position, course, speed and ETA. In addition, when calling at ports within the reporting area, the date/time of arrival and the ETD should be reported;

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

	DAILY/TRANSIT POSITION REPORT	
1	Ship Name	
2	Ship call sign & IMO Number	
3	Time of report in UTC	
4	Ship Position	
5	Ship Course and Speed	
6	Any other important information	
7	ETA point A/B IRTC (if applicable)	

(b) Upon reaching port, or exiting the UKMTO Voluntary Reporting Area, send UKMTO a 'Final Report' giving the vessels name, call-sign, IMO Number, time of report and port or position when leaving the Voluntary Reporting Area;

(b)	FINAL REPORT	
1	Ship Name	
2	Ship call sign & IMO Number	
3	Time of report in UTC	
4	Port or position when leaving the voluntary reporting area	

Reports may be made by either the vessel or by the owner/operator.

CITADEL GUIDANCE
This text has been agreed by CMF, EUNAVFOR, NATO, UKMTO and the industry organization signatories of BMP4. If CITADELS are to be employed, it is strongly recommended that they must be seen as complementary to, rather than a replacement for, all other self-protection measures set out in BMP 4. It is the responsibility of owners, operators and Masters to decide and implement their policy in relation to the use of CITADELS. The most effective counter-piracy tactic is to ensure, through passive defensive measures, that the pirates do not board the ship in the first place.

CITADELS have become a focus of discussion as a result of their successful use on recent occasions. However, there has been a mis-perception on the part of some in the Shipping Industry that the occupation of CITADELS will result in a military response to release the seafarers. As a consequence of this mis-perception, EUNAVFOR MSCHOA, in discussion and with support from industry organizations, has decided to issue some further guidance and advice relating to these expectations.

The use of a CITADEL DOES NOT guarantee a military response. Before owners, operators and Masters commit to a policy that recommends the use of a CITADEL, it is important to understand the criteria that military forces will apply before boarding to free the ship can be considered:

- The Crew of the ship must have self-contained, independent, 2-way external communications.
- Sole reliance on VHF communications is insufficient.
- The pirates must be denied access to propulsion.

The following points should also be taken into consideration when preparing CITADELS:

- All emergency equipment in the CITADEL should be fully and regularly tested for functionality.
- The communications system should have a power supply for a minimum of 3 days, based on a continuous open line.
- A full list of emergency contact numbers including UKMTO should be held inside the CITADEL.
- At least 3 days of food and water provisions for all the crew should be available in the CITADEL.
- Medical supplies, including medication for the treatment of physical trauma, and sanitation should be made available.

NOTES:

SECURITY OF NAVIGATION INFORMATION
Further Security of Navigation information is available online for this and other regions from the UKHO Maritime Security Portal at www.ukho.gov.uk/security including links, pdf downloads of all UKHO Maritime Security Charts and templates for reporting. Additional advice and guidance may also be made available by Security Related Information to Mariners (SRIM) from this portal.

NAVIGATING IN, OR NEAR, PIRACY HIGH RISK AREAS
Any decision to navigate in areas where vessel security may be threatened requires careful consideration and detailed planning to best ensure the safety of the vessel and crew. The following outlines some of the key aspects involved in such planning:

(a) Gather up-to-date information regarding the current security situation in the region (navigation warnings, piracy alerts, MSC-HOA website, etc);
(b) Identify current piracy high risk areas and assess whether it is possible or practicable to avoid these areas;
(c) Consider expected weather conditions, bearing in mind that the small craft usually used by the pirates may be difficult to operate in sea conditions above Beaufort Force 4 (wave heights >2m);
(d) Consider main and auxiliary machinery capability, availability and reliability;
(e) Plan on transiting the high risk area at full sea speed or in accordance with Group Transit or National Convoy speed requirements;
(f) Plan on transiting areas of highest risk in the hours of darkness or as dictated by Group Transit or National Convoy requirements;
(g) Conduct a risk assessment;
(h) Based on the risk assessment and Ship Security Plan (SSP), prepare self-protection measures in accordance with BMP4;
(i) In accordance with the assessment and SSP draw up a contingency plan for the passage through the high risk area and ensure this is briefed and exercised by all concerned, on board and ashore;
(j) Prepare an Emergency Communication Plan, to include all essential emergency contact numbers and prepared messages;
(k) Define Automatic Identification System (AIS) policy;
(l) Establish a "Safe Muster Point" to protect crew in the case of a pirate attack;
(m) If a "Citadel" is provided and properly equipped, check that all equipment is in place and ensure that ship to shore communications are working correctly;

(REFER TO BMP4 SECT.8.13 FOR DEFINITIONS OF "SAFE MUSTER POINT" AND "CITADEL". TAKE NOTE OF "CITADEL GUIDANCE" ON THIS CHART AND www.mschoa.org)

(n) On entry into the high risk area implement the Ship Security Plan (SSP);
(o) Increase all-round lookouts and ensure enhanced radar watches;
(p) Minimise outgoing external communications to essential safety and security related messages;
(q) Set AIS in accordance with defined policy;
Have contact numbers displayed at all communications stations and prepared emergency messages ready for sending;
(r) Have all self protection measures ready for immediate use.

RECOMMENDED ACTIONS IN EVENT OF SUSPECTED OR ACTUAL PIRACY ATTACK – See Sections 9, 10 and 11 of BMP4.

a) SUSPICIOUS VESSEL IN VICINITY
If not at full speed then increase to full speed to open the Closest Point of Approach (CPA).
Activate the Emergency Communication Plan:
i. Contact UKMTO to alert them that an attack might be about to take place.
ii. Consider if a distress message should be sent to alert other ships in vicinity.

b) APPROACH STAGE
If not at full speed then increase to full speed to open the CPA.
Activate the Emergency Communication Plan:
i. Sound the emergency alarm and make a 'Pirate Attack' announcement.
ii. Report the attack to UKMTO.
iii. Activate Ship Security Alarm System (SSAS).
iv. Send a distress message via DSC and Inmarsat C, as applicable, to alert other ships in vicinity.
v. Ensure AIS is switched ON.
Muster the crew, except those that are not required on the bridge or engine room, at either the Safe Muster Point or in the Citadel (if constructed).
If possible, alter course to open the CPA. Consider a course to the effect of wind or waves on approaching vessels.
Activate self defensive measures.
Ensure all external doors are fully secured.

c) ATTACK STAGE
Reconfirm all personnel are in a position of safety.
Manoeuvre as required to remove a lee from either side of the vessel (small helm alterations recommended).

d) PIRATES ON BOARD
Try to remain calm.
Before pirates reach the bridge, inform UKMTO, ensure SSAS has been activated and that the AIS is switched on.
Offer no resistance to the pirates once they reach the bridge.
If the bridge/engine room is to be evacuated then the main engine should be stopped. All remaining crew should proceed to the designated Safe Muster Point with their hands visible.
Leave any CCTV running.

e) IF MILITARY FORCES INTERVENE
All personnel should keep low to the deck and cover their heads with both hands and ensure hands are clearly visible. Make no movements that could be interpreted as being aggressive.
Do not use flash photography.
Be prepared to prove your identity. Crew should be briefed and prepared for this.
Co-operate fully during any naval/military action onboard.
Be aware that English may not be the working language of some naval/military forces.

SafetyNet broadcasts on Inmarsat C:
NAVAREA VIII – Co-ordinator: INDIA. Transmitted via Pune LES on IOR satellite.
NAVAREA IX – Co-ordinator: PAKISTAN. Transmitted via Burum LES on IOR satellite.
See Admiralty List of Radio Signals (ALRS) Volume 5 for full details, scheduled transmission times, etc.

Ships in the UKMTO voluntary reporting area (Suez Canal/10S/78E) should ensure that their Inmarsat C terminals are logged into the IOR satellite and are set to receive navigational warnings from both Navarea VIII and IX to be sure that they receive all piracy alerts.

In addition ships should programme their Navtex receivers to receive navigation warnings from all appropriate Navtex stations.

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SECURITY RELATED INFORMATION
For the latest security related information see
http://www.ukho.gov.uk/Security

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