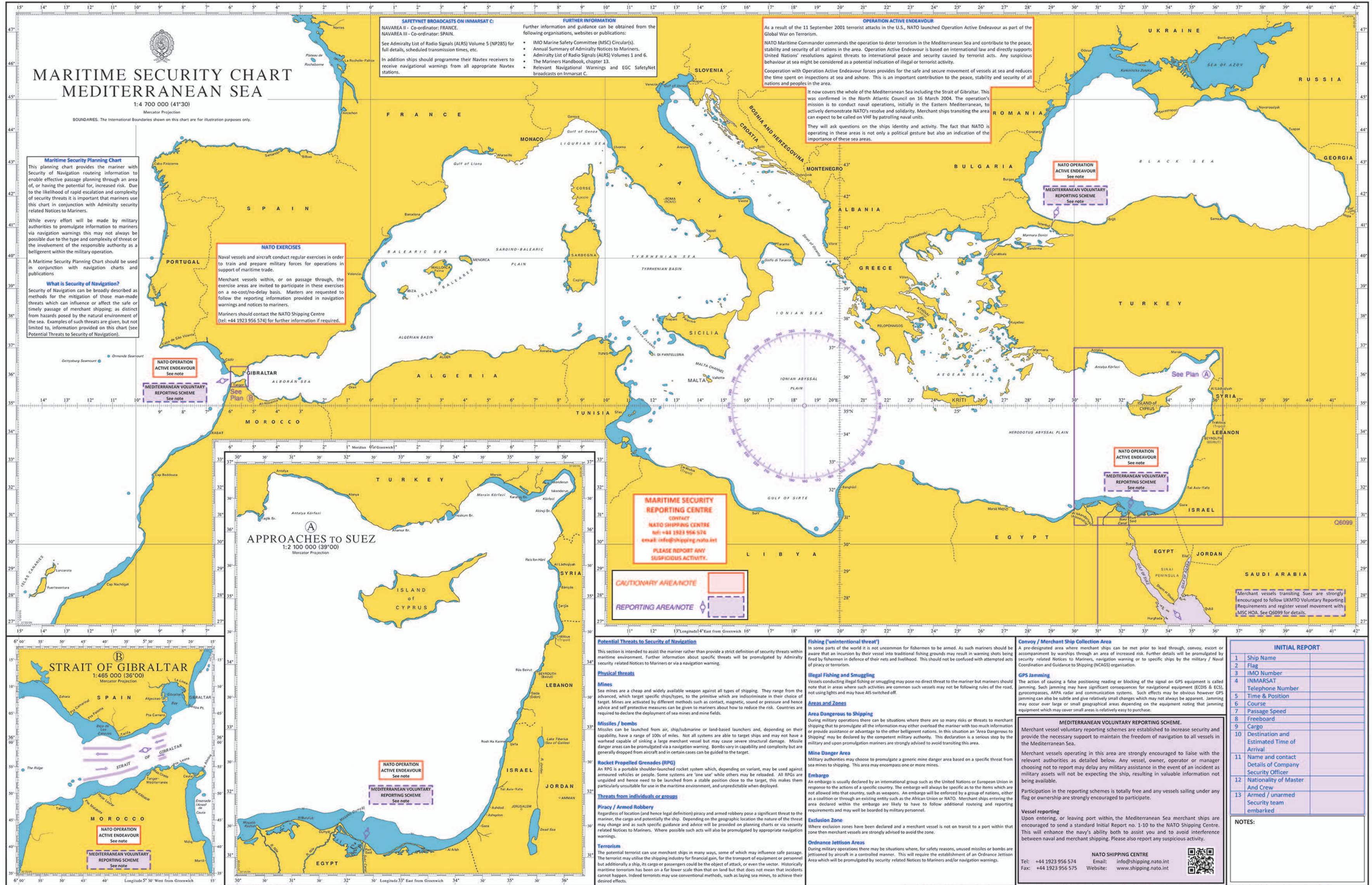


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**IMPORTANT - SEE RELATED ADMIRALTY PUBLICATIONS**  
 Notices to Mariners (Annual, Permanent, Preliminary and Temporary), NP2011 (Symbols and Abbreviations), The Mariners Handbook (Essential Information for the Safe and Successful Operation of a Ship), Safety and Security (Practical), List of Lights & Fog Signals, List of Radio Signals, Tide Tables, and other publications.  
**KEEP CHARTS AND PUBLICATIONS UP-TO-DATE AND USE THE LARGEST SCALE CHART APPROPRIATE**



# MARITIME SECURITY CHART MEDITERRANEAN SEA

1:4 700 000 (41°30')  
Mercator Projection

**Maritime Security Planning Chart**  
 This planning chart provides the mariner with Security of Navigation routing 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 Notices to Mariners.  
 While every effort will be made by military authorities to promulgate information to mariners via navigation warnings this may not always be possible due to the type and complexity of threat or the involvement of the responsible authority as a belligerent within the military operation.  
 A Maritime Security Planning Chart should be used in conjunction with navigation charts and publications.  
**What is Security 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. Examples of such threats are given, but not limited to, information provided on this chart (see Potential Threats to Security of Navigation).

**NATO EXERCISES**  
 Naval vessels and aircraft conduct regular exercises in order to train and prepare military forces for operations in support of maritime trade.  
 Merchant vessels within, or on passage through, the exercise areas are invited to participate in these exercises on a no-cost/no-delay basis. Masters are requested to follow the reporting information provided in navigation warnings and notices to mariners.  
 Mariners should contact the NATO Shipping Centre (tel: +44 1923 956 574) for further information if required.

**SAFETYNET BROADCASTS ON INMARSAT C:**  
 NAVAREA II - Co-ordinator: FRANCE.  
 NAVAREA III - Co-ordinator: SPAIN.  
 See Admiralty List of Radio Signals (ALRS) Volume 5 (NP285) for full details, scheduled transmission times, etc.  
 In addition ships should programme their Navtex receivers to receive navigational warnings from all appropriate Navtex stations.

**FURTHER INFORMATION**  
 Further information and guidance can be obtained from the following organisations, websites or publications:  
 • 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 Mariners Handbook, chapter 13.  
 • Relevant Navigational Warnings and EGC SafetyNet broadcasts on Inmarsat C.

**OPERATION ACTIVE ENDEAVOUR**  
 As a result of the 11 September 2001 terrorist attacks in the U.S., NATO launched Operation Active Endeavour as part of the Global War on Terrorism.  
 NATO Maritime Command commands the operation to deter terrorism in the Mediterranean Sea and contribute to the peace, stability and security of all nations in the area. Operation Active Endeavour is based on international law and directly supports United Nations' resolutions against threats to international peace and security caused by terrorist acts. Any suspicious behaviour at sea might be considered as a potential indication of illegal or terrorist activity.  
 Cooperation with Operation Active Endeavour forces provides for the safe and secure movement of vessels at sea and reduces the time spent on inspections at sea and ashore. This is an important contribution to the peace, stability and security of all nations and peoples in the area.  
 It now covers the whole of the Mediterranean Sea including the Strait of Gibraltar. This was confirmed in the North Atlantic Council on 16 March 2004. The operation's mission is to conduct naval operations, initially in the Eastern Mediterranean, to actively demonstrate NATO's resolve and solidarity. Merchant ships transiting the area can expect to be called on VHF by patrolling naval units.  
 They will ask questions on the ships identity and activity. The fact that NATO is operating in these areas is not only a political gesture but also an indication of the importance of these sea areas.

**NATO OPERATION ACTIVE ENDEAVOUR**  
See note

**MEDITERRANEAN VOLUNTARY REPORTING SCHEME**  
See note

**APPROACHES TO SUEZ**  
1:2 100 000 (39°00')  
Mercator Projection

**MARITIME SECURITY REPORTING CENTRE**  
 CONTACT  
 NATO SHIPPING CENTRE  
 Tel: +44 1923 956 574  
 Email: info@shipping.nato.int  
 PLEASE REPORT ANY SUSPICIOUS ACTIVITY.

**CAUTIONARY AREA NOTE**

**REPORTING AREA NOTE**

**Potential Threats to Security of Navigation**  
 This section is intended to assist the mariner rather than provide a strict definition of security threats within maritime environment. Further information about specific threats will be promulgated by Admiralty security related Notices to Mariners or via a navigation warning.

**Physical threats**

**Mines**  
 Sea mines are a cheap and widely available weapon against all types of shipping. They range from the advanced, which target specific ships/types, to the primitive which are indiscriminate in their choice of target. Mines are activated by different methods such as contact, magnetic, sound or pressure and hence advice and self protective measures can be given to mariners about how to reduce the risk. Countries are required to declare the deployment of sea mines and mine fields.

**Military / bombs**  
 Missiles can be launched from air, ship/submarine or land-based launchers and, depending on their capability, have a range of 100s of miles. Not all systems are able to target ships and may not have a warhead capable of sinking a large merchant vessel but may cause severe structural damage. Missile danger areas can be promulgated via a navigation warning. Bombs vary in capability and complexity but are generally dropped from aircraft and in certain cases can be guided to the target.

**Rocket Propelled Grenades (RPG)**  
 An RPG is a portable shoulder-launched rocket system which, depending on variant, may be used against armoured vehicles or people. Some systems are 'one use' while others may be reloaded. All RPGs are unguided and hence need to be launched from a stable position close to the target, this makes them particularly unsuitable for use in the maritime environment, and unpredictable when deployed.

**Piracy / Armed Robbery**  
 Regardless of location (and hence legal definition) piracy and armed robbery pose a significant threat to the mariner, the cargo and potentially the ship. Depending on the geographic location the nature of the threat may change and as such specific guidance and advice will be provided on planning charts or via security related Notices to Mariners. Where possible such acts will also be promulgated by appropriate navigation warnings.

**Terrorism**  
 The potential terrorist can use merchant ships in many ways, some of which may influence safe passage. The terrorist may utilise the shipping industry for financial gain, for the transport of equipment or personnel but additionally, a ship, its cargo or passengers could be the object of attack, or even the vector. Historically maritime terrorism has been on a far lower scale than that on land but that does not mean that incidents cannot happen. Indeed terrorists may use conventional methods, such as laying sea mines, to achieve their desired effects.

**Fishing ('unintentional threat')**  
 In some parts of the world it is not uncommon for fishermen to be armed. As such mariners should be aware that an incursion by their vessel into traditional fishing grounds may result in warning shots being fired by fishermen in defence of their nets and livelihood. This should not be confused with attempted acts of piracy or terrorism.

**Illegal Fishing and Smuggling**  
 Vessels conducting illegal fishing or smuggling may pose no direct threat to the mariner but mariners should note that in areas where such activities are common such vessels may not be following the rules of the road, not using lights and may have AIS switched off.

**Areas and Zones**

**Area Dangerous to Shipping**  
 During military operations there can be situations where there are so many risks or threats to merchant shipping that to promulgate all the information may either overload the mariner with too much information or provide assistance or advantage to the other belligerent nations. In this situation an 'Area Dangerous to Shipping' may be declared by the competent military authority. This declaration is a serious step by the military and upon promulgation mariners are strongly advised to avoid transiting this area.

**Mine Danger Area**  
 Military authorities may choose to promulgate a generic mine danger area based on a specific threat from sea mines to shipping. This area may encompass one or more mines.

**Embargo**  
 An embargo is usually declared by an international group such as the United Nations or European Union in response to the actions of a specific country. The embargo will always be specific to the items which are not allowed into that country, such as weapons. An embargo will be enforced by a group of nations, either as a coalition or through an existing entity such as the African Union or NATO. Merchant ships entering the area declared within the embargo are likely to have to follow additional routing and reporting requirements and may be boarded by military personnel.

**Exclusion Zone**  
 Where exclusion zones have been declared and a merchant vessel is not on transit to a port within that zone then merchant vessels are strongly advised to avoid the zone.

**Ordnance Jettison Areas**  
 During military operations there may be situations where, for safety reasons, unused missiles or bombs are jettisoned by aircraft in a controlled manner. This will require the establishment of an Ordnance Jettison Area which will be promulgated by security related Notices to Mariners and/or navigation warnings.

**Convoy / Merchant Ship Collection Area**  
 A pre-designated area where merchant ships can be met prior to lead through, convoy, escort or accompaniment by warships through an area of increased risk. Further details will be promulgated by security related Notices to Mariners, navigation warning or to specific ships by the military / Naval Coordination and Guidance to Shipping (NCGS) organisation.

**GPS Jamming**  
 The action of causing a false positioning reading or blocking of the signal on GPS equipment is called jamming. Such jamming may have significant consequences for navigational equipment (ECDIS & ECR), gyrocompasses, ABPA radar and communication systems. Such effects may be obvious however GPS jamming can also be subtle and give relatively small changes which may not always be apparent. Jamming may occur over large or small geographical areas depending on the equipment noting that jamming equipment which may cover small areas is relatively easy to purchase.

**MEDITERRANEAN VOLUNTARY REPORTING SCHEME.**  
 Merchant vessel voluntary reporting schemes are established to increase security and provide the necessary support to maintain the freedom of navigation to all vessels in the Mediterranean Sea.  
 Merchant vessels operating in this area are strongly encouraged to liaise with the relevant authorities as detailed below. 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, resulting in valuable information not being available.  
 Participation in the reporting schemes is totally free and any vessels sailing under any flag or ownership are strongly encouraged to participate.

**Vessel reporting**  
 Upon entering, or leaving port within, the Mediterranean Sea merchant ships are encouraged to send a standard Initial Report no. 1-10 to the NATO Shipping Centre. This will enhance the navy's ability both to assist you and to avoid interference between naval and merchant shipping. Please also report any suspicious activity.

**NATO SHIPPING CENTRE**  
 Tel: +44 1923 956 574  
 Fax: +44 1923 956 575  
 Email: info@shipping.nato.int  
 Website: www.shipping.nato.int

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

**NOTES:**