

MARITIME SECURITY CHART RED SEA, GULF OF ADEN AND ARABIAN SEA

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

VOLUNTARY REPORTING AREA NOTE

Upon leaving port
 Upon reaching port
 Heading south at 26°N

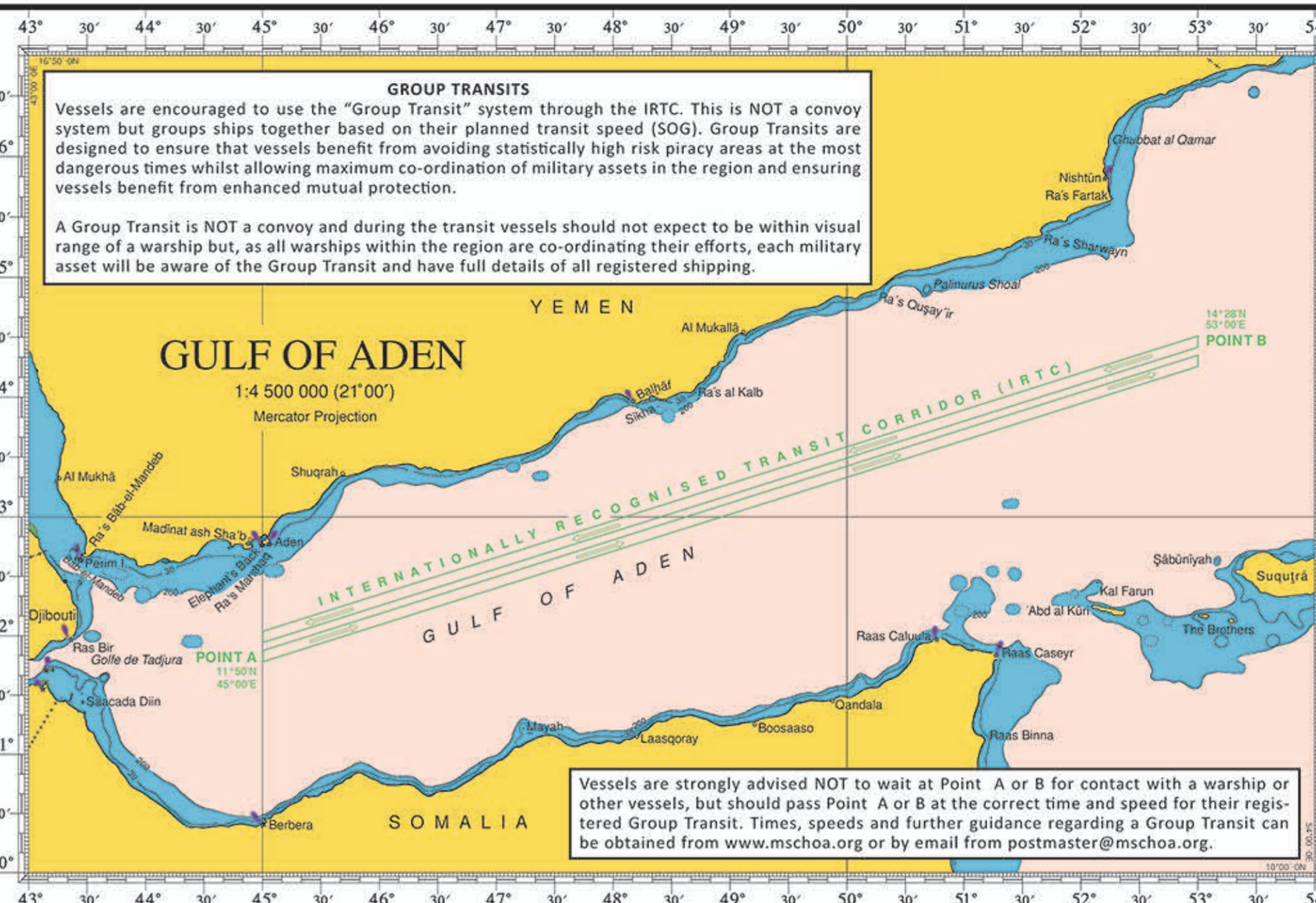
EMERGENCY CONTACT
UKMTO
 United Kingdom Maritime Trade Operations
 Email: watchkeepers@ukmto.org
 Tel: +44 2392 222060
 +971 50 552 3215

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.cuscnavy.mil/marlo/
- IMB Piracy Reporting Centre
 Email: piracy@icc-css.org
 Tel: +603 2031 0014 (24 hr Helpline)
 Fax: +603 2078 5769
 Telex: +84 34199 (IMBPC1 MA34199)
 Website: www.icc-css.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.
- IMO Marine Safety Committee (MSC) Circulars.
- 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.



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, 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.

VESEL 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:

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

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 / unarmoured security team embarked

After transmitting the initial reports above, vessels are asked to report daily by 0800 UTC to UKMTO, giving their name, call-sign, 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 Recognised Transit Corridor (IRTC) entry point ("Point A" or "Point B") to the daily reports to UKMTO and MSC-HOA;

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)

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.

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.

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 high risk of piracy and within which self-protective measures are most likely to be required. For the purpose of BMP the High Risk Area is bounded by:

In the Red Sea: northern limit: Latitude 15°N
 In the Gulf of Oman: northern limit: Latitude 22°N
 Eastern Limit: Longitude 65°E
 Southern Limit: Latitude 5°S

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 BMP4 guidance.

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 08.00 hours UCT whilst operating in the VRA and HRA. The UKMTO 'Vessel Reporting Form - Daily Position Report' BMP4 Annex B should be used.

The UKMTO VRA is bounded by:
 Suez to the North, 10°S and 78°E including the Persian Gulf.

MSCHOA VESSEL REGISTRATION

Vessels are encouraged to register vessel movements with MSC HOA. Registration is for all vessels transiting the area bounded by:

The Strait of Hormuz and Suez to the North, 10°S and 78°E.

RECOMMENDED ACTIONS IN EVENT OF SUSPECTED OR ACTUAL 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 Dubai 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 Dubai.
 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.
 Must be the crew, except those that are 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 increase 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 of either side of the vessel (small helm alterations recommended).
 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.

d) PIRATES ON BOARD
 Try to remain calm.
 Before pirates reach the bridge, inform UKMTO Dubai, 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.

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 can also be made available by Security Related Information to Mariners (SRIM) from this portal.

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/10°S/78°E) should ensure that their Inmarsat C terminals are logged into the IOR satellite and are set to receive navigational warnings from both Navarea VII 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.

MSCHOA VESSEL REGISTRATION

Register Vessel Movement online, by e-mail or by fax
 +441923 958 520 See www.mschoa.org for report details.

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

MSCHOA 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.

VESSEL'S DETAILS	
All fields with an asterisk (*) are obligatory	
Ship Name*	Flag State*
IMO Number*	MMSI Number*
Call Sign*	Ship's Master
Primary E-mail*	Secondary E-mail
Ship contact number*	Ship contact E-mail*
Owner name	Operator name
Operator address	Operator telephone
Operator E-mail	DPA name
DPA telephone	DPA E-mail

Entry Point - MSCHOA VESSEL REGISTRATION* (78°/10°S/Strait of Hormuz/Suez/Port)	Entry Date/Time - MSCHOA VESSEL REGISTRATION* (DD/MM/YYYY) (HH) (MM)
Exit Point - MSCHOA VESSEL REGISTRATION* (78°/10°S/Strait of Hormuz/Suez/Port)	Exit Date/Time - MSCHOA VESSEL REGISTRATION* (DD/MM/YYYY) (HH) (MM)
Do you intend to transit the IRTC?	(Tick box if applicable)
ETA to IRTC (Times are in UTC/Zulu time)*	
Direction* (East/West)	
Do you intend to join a group transit?	Do you intend to join a National Convoy?
	Which National Convoy are you joining?*
	(Chinese, Indian, Japanese, Korean, Russian, Turkish)
Crew numbers & nationalities	Dragage
Freeboard of lowest accessible deck in Metres (M)*	Planned Transit Speed*
Vessels Maximum Speed*	Cargo (Crude Oil, Chemicals, Containers, Passengers, Other...Please Specify)
	Hazardous Cargo
Next Port of call	Last 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 Ripped	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 onboard?
Helicopter landing area?	Weapons held onboard?
Additional Measures	Any other information which may assist counter-piracy?

NOTES: