Information on this chart and in any associated Notices to Mariners is provided for the safe 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.

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IMPORTANT – SEE RELATED ADMIRALTY PUBLICATIONS
Notices to Mariners (Annual, Permanent, Preliminary and Temporary), **NP5011** (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 MEDITERRANEAN SEA

BOUNDARIES. The International Boundaries shown on this chart are for illustration purposes only.

SAFETYNET BROADCASTS ON INMARSAT C:

NAVAREA II - Co-ordinator: FRANCE
NAVAREA III - Co-ordinator: SPAIN

See ADMIRALTY List of Radio Signals Volume 3 (NP283) and 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 3 and 5
- The Mariner's Handbook (NP100)
- Relevant Navigational Warnings and EGC SafetyNET broadcasts on Inmarsat C

OPERATION SEA GUARDIAN

Operation Sea Guardian is a maritime security operation conducted by the North Atlantic Treaty Organisation (NATO) in the Mediterranean Sea, the Strait of Gibraltar and outside of territorial waters of regional nations. This operation is designed to deter and counter a broad spectrum of threats in the maritime environment.

As part of this operation, NATO encourages commercial vessels transiting the area to report their passage to the NATO Shipping Centre using the procedure outlined on this chart.

Additionally, vessels may be hailed on VHF regarding identification and activity in support of this operation.

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 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 navigational charts and publications.

What is Security of Navigation?

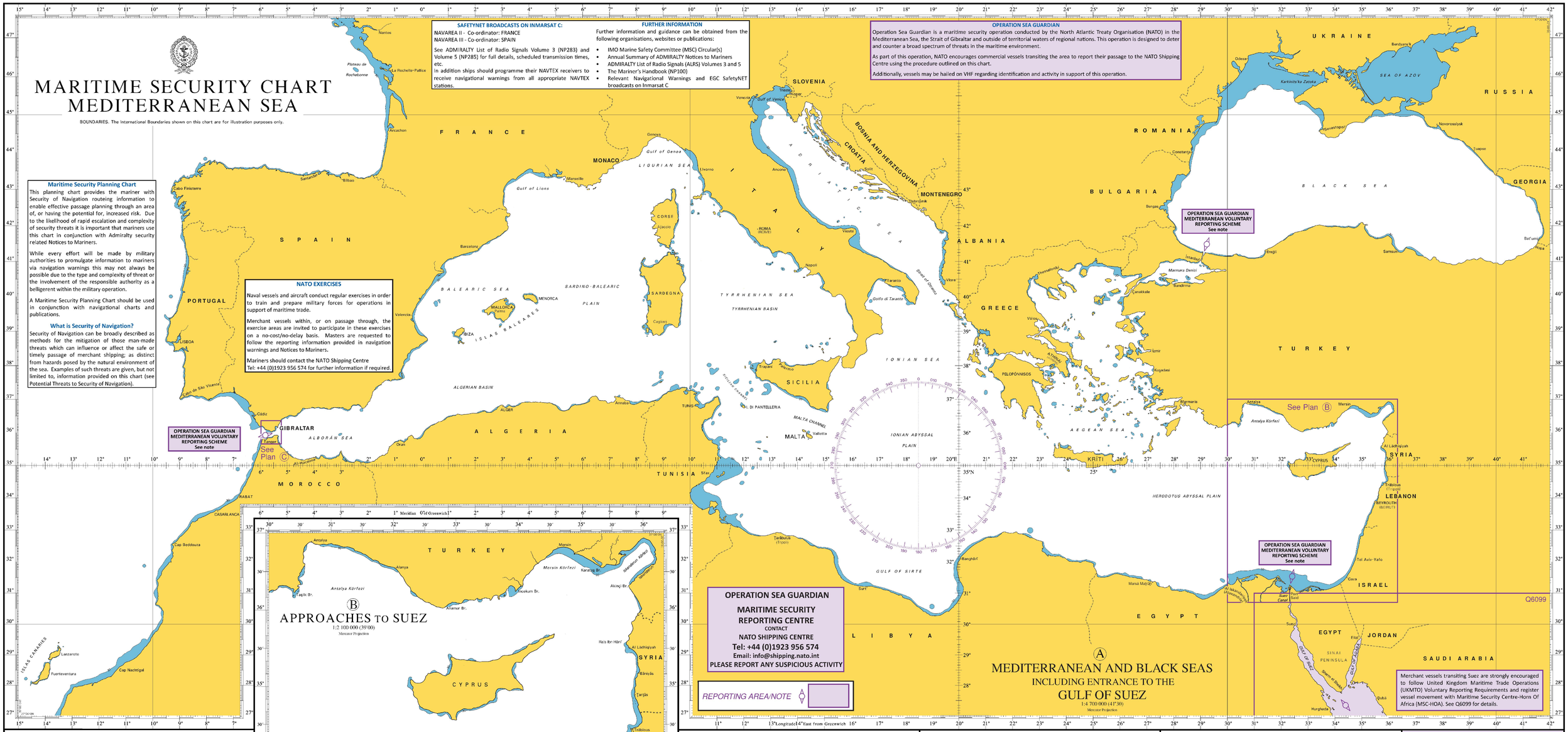
Security of Navigation can be broadly described as methods for the mitigation of those man-made threats which can influence or affect the safe or timely passage of merchant shipping; as distinct from hazards posed by the natural environment of the sea. Examples of such threats are given, but not limited 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.

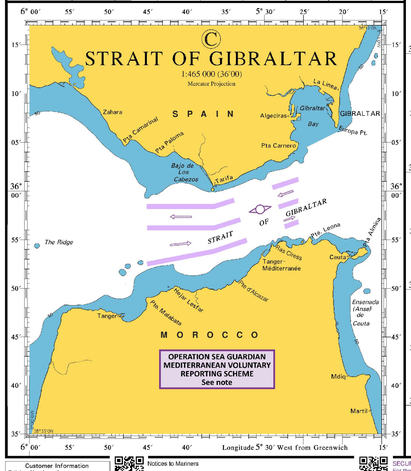
Mariners should contact the NATO Shipping Centre
Tel: +44 (0)1923 956 574 for further information if required.

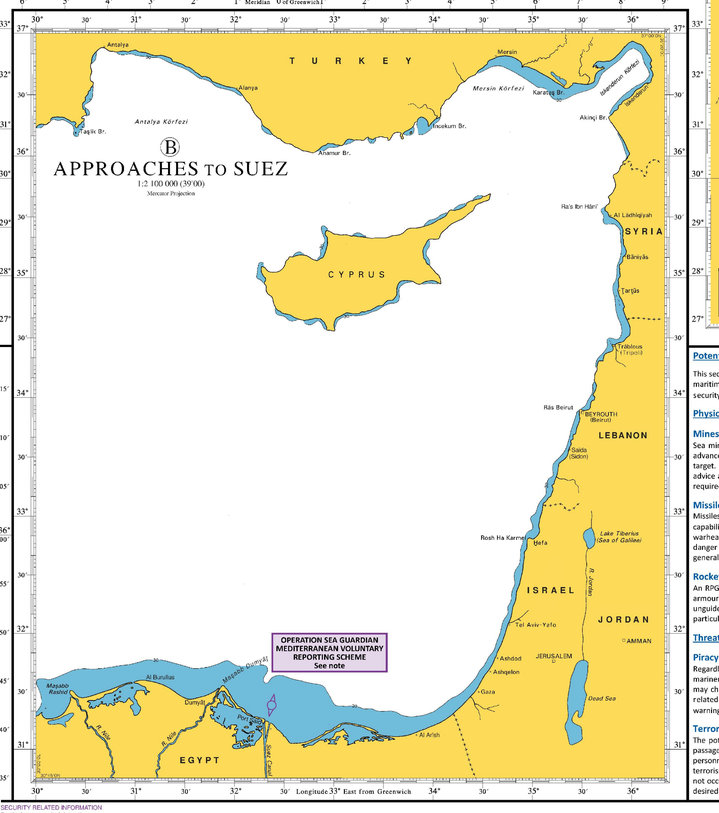


OPERATION SEA GUARDIAN
MARITIME SECURITY REPORTING CENTRE

CONTACT
NATO SHIPPING CENTRE
Tel: +44 (0)1923 956 574
Email: info@shipping.nato.int
PLEASE REPORT ANY SUSPICIOUS ACTIVITY

REPORTING AREA/NOTE





Merchant vessels transiting Suez are strongly encouraged to follow United Kingdom Maritime Trade Operations (UKMTO) Voluntary Reporting Requirements and register vessel movement with Maritime Security Centre-Horn Of Africa (MSC-HOA). See Q6099 for details.

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.

Missiles / 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.

Threats from individuals or groups

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 make use of merchant ships in many ways, some of which may influence safe passage. The terrorist may utilise the shipping industry for financial gain by transporting equipment or personnel. Additionally a ship, its cargo or passengers could also be the object of attack. Historically, maritime terrorism generally occurs on a far lower scale than it does on land but that does not mean that incidents will not occur. Indeed, terrorists may use conventional methods that inlude laying of sea mines to achieve their desired effect.

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.

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 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 as 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 routeing and reporting requirements and may well 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 (NCAGS) 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 & ECS), gyrocompasses, ARPA 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 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. Participation in the reporting scheme will provide military forces the necessary contact information in the event a specifically relevant security threat needs to be communicated.

Participation in the reporting scheme is totally free and vessels sailing under any flag or ownership are eligible to participate.

Vessel reporting

Upon entering or leaving the Mediterranean Sea, or a port within it, merchant ships or their parent organisations are encouraged to send a movement report, outlined to the right, to the NATO Shipping Centre using the NATO Shipping Centre website (preferred) or email. This will enhance the navy's ability to both assist you and to avoid interference between naval and merchant shipping.

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

MOVEMENT REPORT

1	IMO Number	
2	Vessel Name	
3	Flag	
4	INMARSAT Telephone number	
5	Master Email address	
6	Current Date/Time	
7	Current Position	
8	Course	
9	Speed	
10	Cargo	
11	Next Port of Call/ETA	
12	Last Port of Call/ Departure Date/Time	
13	Additional information	

NOTES:

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

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