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.

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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 PERSIAN GULF AND ARABIAN SEA

1: 2 800 000 (22°30')

Mercator Projection

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

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 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).

A STRAIT OF HORMUZ

1: 1 250 000 (26°30)

Mercator Projection

See Plan A

BAB EL MANDEB

1: 875 000 (12°30')

Mercator Projection

This plan is an extract taken from British Admiralty chart 6.

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United Kingdom Maritime Trade Operations
Email: watchkeepers@ukmto.org
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GENERAL CONTACTS

NATO SHIPPING CENTRE		NAVAL COOPERATION AND GUIDANCE FOR SHIPPING (NCAGS BAHRAIN)	
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HIGH RISK AREA/NOTE

VOLUNTARY REPORTING AREA/NOTE

UKMTO VOLUNTARY REPORTING AREA Q6099

VOLUNTARY GULF REPORTING REQUIREMENTS

Merchant vessel voluntary reporting schemes are established to increase security, provide the necessary support to maintain the freedom of navigation to all vessels in the Gulf of Oman and the Persian Gulf.

Merchant vessels operating in these areas 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 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 Gulf Reporting Area or when leaving a port within the area, vessels are requested to:

(a) 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;

(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	Nationalities of Master and Crew	
13	Armed/unarmed security team embarked	

NOTES:

(b) Report daily at 0800 UTC to UKMTO, using the 'Daily/Transit Position Report' format found below. In addition ships transiting the Strait of Hormuz should complete the same report when transiting 58°E and 53°E.

(b) 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)	

(c) Upon reaching port, or exiting the UKMTO Voluntary Gulf Reporting Area, send UKMTO a 'Final Report' using the format found below.

(c) 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.

SafetyNet broadcasts on Inmarsat C:

NAVAREA IX - Co-ordinator: PAKISTAN. Transmitted via LES on IOR satellite.

NAVAREA VIII - Co-ordinator: INDIA. Transmitted via LES on IOR satellite.

See Admiralty List of Radio Signals (ALRS) Volume 5 (NP285), Global Maritime Distress and Safety System (GMDSS).

Ships entering or transiting the UKMTO voluntary reporting area (when passing North of 10°N and West of 80°E), 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 ensure that all safety and security of navigation alerts are received.

In addition ships should programme their NAVTEX receivers to receive navigational warnings from all appropriate NAVTEX stations.

NOTES:

Potential Threats to Security of Navigation

This section is intended to assist the mariner rather than provide a strict definition of security threats within the 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 the ship. Depending on the geographic location the nature of the threat may change and 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 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 nation. 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.

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

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