ADMIRALTY

Crown Copyright and Database Right 2021. Ministry of Defence. You may re-use this information (not including logos) free of charge in any format or medium, under the terms of the Open Government Licence v3.0 except where otherwise stated. To view this licence, visit nationalarchives.gov.uk/doc/open-government-licence/version/3 or write to the Information Policy Team, The National Archives, Kew, London TW9 4DU, or email psi@nationalarchives.gov.uk. Where we have identified any third party copyright information you will need to obtain permission from the copyright holders concerned. Any enquiries regarding this publication should be sent to us at admiralty.co.uk

Adjoining Chart Q6110

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

SCALE 1:9 000 000 (At the Equator)

MERCATOR Projection

BOUNDARIES: The international boundaries shown on this chart are approximate only

EMERGENCY CONTACT JOMTO
United Kingdom Maritime Trade Operations
Email: watchkeepers@ukmto.org
Tel: +44 (0)2392 222060

For details of TSS in the Strait of Hormuz see Maritime Security Chart Q61 11

MSC-HOA reporting boundary, refer to Vessel Registration Information

JOMTO VOLUNTARY REPORTING AREA

MARITIME SECURITY TRANSIT CORRIDOR (MSTC)

Bab el Mandeb and TSS West and eastbound vessel limiters This is voluntary route connecting the MTC and TSS to the West of Bab el Mandeb. For further details, mariners should refer to ADMIRALTY List of Radio Signals Volume 6 (6) (NP285(6)) and the Mariner's Handbook (NP100).

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 counter-threats it is important that mariners use this chart in conjunction with ADMIRALTY Security Related Information Warnings (SRIs).

While every effort will be made by military authorities to promulgate information or mariners via navigational warnings this may not always be possible due to the type and complexity of the threat.

Voluntary Security Planning Chart should be used in conjunction with nautical 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, in relation from hazards posed by the natural environment of the sea.

SECURITY OF NAVIGATION INFORMATION

Maritime Security of Navigation information is available online for this and other regions from the ADMIRALTY Maritime Security Portal (www.admiralty.co.uk/maritime-safety-information/security-global-maritime-risk-to-mariners).

EGC SATELLITE SERVICES

INMARSAT-C – Co-ordination: 00256.
INMARSAT-C – Co-ordination: 00432 NAVAREA VIII.
For ADMIRALTY List of Radio Signals (ALRS) Volume 5 (NP285 (5)) – Maritime Safety Information Services, Volume 5 (NP285) – Inmarsat Maritime Distress and Safety System (GMDSS).

Ships in the UKMTO Voluntary Reporting Area (from Suez Canal to 10°S 78°E) should ensure that their EGC Satellite Services equipment is set to receive navigational warnings from both NAVAREA VIII and IX to be sure that they receive all criteria.

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

SECONDARY CONTACTS

- **[MPA-SSAS]**
  Maritime Security Centre - Horn of Africa
  Email: postmaster@marinvo.org
  Tel: +3312 0161 2222
  Fax: +44 (0)1923 958 520
  Tel: +44 (0)1923 958 545
  Fax: +44 (0)1923 958 520
  Website: www.marinvo.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
- **US Naval Cooperation And Guidance for Shipping (NAVCENT Bahrain)**
  Email: cusnc.bahrain.fcon@me.navy.mil
  Tel: +973 1785 3920 (Maritime Duty Officer)
  Fax: +973 1785 4327 (Commercial)
  Website: www.cusnc.navy.mil/Bahrain/
- **International Maritime Bureau Piracy Reporting Centre (IMB-PRC)**
  Email: piracy@icc-ccs.org
  imbpc@icc-ccs.org
  Tel: +603 2031 0014 (24hr Helpline)
  Fax: +603 2078 5769
  Website: www.icc-ccs.org
- **European Int Maritime clearance in the Strait of Hormuz (OmanDrive)**
  Tel: +971 26 781 78
  Email: ukmto.research.mspcservice.fr@dcnsinternational.com

FURTHER INFORMATION

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

- UKMTO, MSC-HOA, NCAGS Bahrain and the MSCHOC.
- Naval Management Maritime Incident Response Information Maritime Security (BMP).
- IMO Maritime Safety Committee (MSC) circulars.
- Annual Summary of NAVWARNS (P) Rolls (c) to Maritime.
- ADMIRALTY List of Radio Signals (ALRS).
- The Mariner's Handbook (NP100).
- The relevant Navigational Warnings and ECC (NAVTEX) Service Broadcasts.

MARITIME GLOBAL SECURITY WEBSITE

Further security related guidance produced by shipping industry organisations and additional useful links to other maritime and military security resources can be found at www.maritimeglobalsecurity.org

28 BEST MANAGEMENT PRACTICES (BMP) INCIDENT AVOIDANCE, PREPARATION AND RESPONSE

Attack: Ground control armoury base illegally boarded the ship and taken control of the vessel against the will of the Master and crew.

Boarding: An illegal boarding is where the attackers have boarded the ship but have not taken control of the vessel.

Attempted Boarding: Close approach or hail to halt contact with report that boarding parties/small arms were employed or visible in the approaching boat, but are thwarted by BMP measures, PoST, counter-measures, lack of appropriate equipment, etc.

Attack: the ship has been subjected to an aggressive approach by unidentified craft and weapons have been discharged.

Suspicious approach: Definite observation towards the ship, rapid increase in speed which cannot be accounted for in the prevailing conditions, sudden changes in course towards ship and aggressive behaviour.

Sightings and irregular activity: Suspicious activity not associated with the locality or prevailing conditions.

THE INTERNATIONAL MARITIME SECURITY CONSTRUCT (IMSC) OPERATION CENTRES

The IMSC has been established to maintain Freedom of Navigation (FON), International Law and free flow of maritime commerce to support regional stability and security. A multinational combat effort is committed to ensuring that mariners on transits passage have unrestricted use of international waters. The IMSC is complementary to existing international maritime missions and deterring operations in the region that provide maritime security assurance.

Ships should continue to report to the UKMTO using the standard **Initial Report**.

IMSC Contact Information
Tel: +973 1785 4398
Email: IMSCMTO@me.navy.mil
Website: cusnc.navy.mil/cmf/imsc.com
Twitter: @IMSC_Centre
Facebook: IMSCthecmf
LinkedIn: imsc-cmf/cmf

European Int Maritime Awareness in the Strait of Hormuz (EMASOH)

The EMASOH mission aims to decrease tensions in the Gulf and in the Strait of Hormuz for the benefit of the maritime community.

Tel: +971 600 566 78
Email: +(971) emasoh.mspcservice.fct@mindefgouv.fr

This Maritime Security Chart (MSC) has been developed through close partnership between Military Authorities in the region, the merchant shipping community and the Hydrographic Office.

POTENTIAL THREATS TO SECURITY OF NAVIGATION

For further information on potential threats to security of navigation, see Q6110 and BMP.

MARITIME SECURITY TRANSIT CORRIDOR
GULF OF ADEN TO RED SEA

Ⓐ

SCALE 1:1 000 000

Mercator Projection

MARITIME SECURITY TRANSIT CORRIDOR (MSTC)

Due to the heightened risk associated with transiting these waters the maritime security transit corridor has been established. The MSTC incorporates the internationally Recommended Transit Corridor (IRTC). Mariners shall at Bab el Mandeb and Off Hanish and North of Socotra to Aden, then a two way route connecting the IRTC and TSS in the Strait of Bab el Mandeb. for further details, mariners should refer to ADMIRALTY List of Radio Signals Volume 6 (6) (NP285(6)) and the Mariner's Handbook (NP100).

JOMTO VOLUNTARY REPORTING AREA

JOMTO 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 0800 hours (UTC+4hr) reporting in this line. The UKMTO Vessel Reporting Form - Daily Position Report Mail should be used. The JOMTO Area is bounded by: East to the North, 65°E, and 78°E excluding the Persian Gulf.

VOLUNTARY REPORTING REQUIREMENTS

Merchant vessel voluntary reporting scheme is established to increase security and provide enhanced 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 with the relevant authorities, as detailed above. Any Master, owner, or operating company 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 this reporting scheme 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 will not be passed to officials (vessels in accordance with United Kingdom Data Protection Laws).

VESSEL MOVEMENTS

Upon entering the UKMTO Voluntary Reporting Area (bounded by East in line names, as 65°E and 78°E), or when leaving a port within this area, vessels are encouraged to:

1. Send an Initial Report to UKMTO by email to watchkeepers@ukmto.org, using the 'UKMTO INITIAL REPORT' format below or telephone +44(0)2392 222060.

Q1–	UKMTO INITIAL REPORT		
1	Ship Name	10	Nationality and Nationality Master (if Not)
2	Flag	11	Name and contact details of Company Security Officer
3	IMO Number		
4	Type/Size, Tonnage Number	12	Nationality of Owners and Crew
5	Time and Position		
6	Course	13	Armed/Unarmed security team embarked
7	Passage Speed		
8	Freeboard		
9	Crew		

2. Report daily by 0900 UTC to UKMTO, using the 'DAILY/TRANSIT POSITION REPORT' format below.

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

Q2–	DAILY/TRANSIT POSITION REPORT		
1	Ship Name	5	Entire Course and Speed
2	Ship's Call Sign and IMO Number	6	Any other important information*
3	Time of Report (UTC)	7	ETA point A/B/IRTC (if applicable)
4	Ship's Position		

*Other important information could be change of destination or ETA, number of SUA on board, etc.

3. Upon reaching port, or exiting the UKMTO Voluntary Reporting Area, send **ONE** a "FINAL REPORT" using the format below.

Q3–	FINAL REPORT		
1	Ship's Name	4	Port or position when leaving the Voluntary Reporting Area
2	Ship's Call Sign and IMO Number		
3	Time of Report (in UTC)		

4. In the event of extremely suspicious/irregular activity vessels are requested to send a report using the format below.

	SUSPICIOUS/IRREGULAR ACTIVITY REPORT		
1	Ship's Name	5	Ship's Course and Speed
2	Ship's Call Sign and IMO Number	6	Description of suspicious activity. Time, position, number and description of craft and activity witnessed
3	Time of Report (UTC)		
4	Ship's Position		

Note: Attach possible names any images to an explanatory appreciation.

FOLLOW-UP REPORT TO UKMTO AND MSCHOA

Following any attack or suspicious activity, it is vital that a detailed report of the event is provided to UKMTO and MSC-HOA. It is helpful to provide a copy of this report to the IMB.

RECOMMENDED ACTIONS IN THE EVENT OF SHIPS UNDER ATTACK

APPROACH STAGE

Effective lookouts may aid in identifying the nature of the attack, the threat profile of a pirate or other attack may notably look similar and it will not be until the attackers are close that the nature of the attack becomes apparent. In all cases, the following measures should be taken:

- Post attempt at full speed, manoeuvre to maximise its operational distance.
- Steer a straight course to maintain a steady speed.
- Initiate the ship's emergency procedures.
- Activate the emergency communication plan.
- Sound the emergency alarm and make on all such communications, in accordance with the ship's emergency communication plan.
- Make immediate call on VHF Ch. 16, send a distress message via the Digital Selective Calling (DSC) system and GSC Satellite Services, as applicable.
- Activate the Ship Security Alert System (SSAS).
- Report the attack immediately to UKMTO +44 (0)2392 222060 by telephone.
- Ensure the AIS is switched on.
- Activate water spray.
- Ensure that all external doors and, where possible, internal public rooms and cabins are fully secured.
- All crew not required on the bridge or in the engine room should remain at the safe muster point on citadel as instructed by the Master.
- When any unidentified craft is observed, consider altering course to increase an approaching craft's exposure to wind/waves.
- Sound the ship's whistle/foghorn continuously to demonstrate to any potential attacker that the ship is aware of the attack and is responding to it.
- Where armed force Nuvation (HRFN) is present, will take agreed actions in accord with masters.

ATTACK STAGE

As the attackers get close the following steps should be taken:

- Nonessential engineering crew are to muster with muster point as citadel as instructed by the Master.
- Ensure the Master has been informed.
- Prior attempt to report the attack immediately to UKMTO +44(0)2392 222060 by telephone.
- As the attackers close in on the ship, Masters should commence visual observation of both sides maintaining speed to deter skiffs from ship alongside the ship in preparation for a boarding attempt. Those manoeuvres with radio additional work to impede the operation of the skiffs.
- Large amounts of helm do not recommended as these are likely to significantly reduce a ship's speed.
- Check VDR data is being saved.
- If SUAS, if present, will conduct this duties as governed by the Rules for Use of SUAS (RUSI).

ACTIONS ON BOARDING

If the ship is illegally boarded the following actions should be taken:

- Take all crew off the bridge and then stop the engines.
- All remaining crew members to proceed to the citadel or safe muster point locking all internal doors en route.
- If SUAS, if present, will follow procedures agreed with company and Master.
- Ensure all crew are present within citadel or safe muster point. This includes the Master, bridge team and ROSP.
- Establish communication from the citadel with UKMTO and your company and confirm all crew are accounted for and that you are in the safe muster point.
- Stay in the citadel until conditions have ensure leave or external law enforcers.
- If any member of the crew is captured it should be considered that the pirates have full control of the ship.

IF CONTROL OF THE SHIP IS LOST

- All movement should be safe, slow and very deliberate. Crew members should keep their hands visible always and comply fully. This will minimise the risk of violence.
- Experience has shown that the period within supervision, highly agitated and possible under the influence of drugs or alcohol.

OUTCOME OF HIJACK/POST-INTERVENTION

Brief and prepare the ship's crew to cooperate fully during any military action onboard.

For further information see BMP and Q6110.

NOTES

MSC-HOA VESSEL REGISTRATION

Masters are strongly encouraged to register vessel movements with MSCHOA. The completion of the MSC-HOA VESSEL REGISTRATION FORM is requested as follows:

- When entering the Red Sea corresponding south.
- The Strait of Hormuz at 26°N when proceeding south into the Gulf of Oman.
- When crossing the 78°E line on 10°S and 78°E.

Registration with MSCHOA ensures the vessel is monitored by military forces during its transit of the registered area. In addition regular threat assessment updates, warnings and the latest self protection information are made available to shipping companies and Masters that register with MSC-HOA.

Register your vessel online: www.mschoa.org
Email: request an offline registration form from postmaster@mschoa.org or email with details from MSC-HOA of MSA MSA/ThisOtherWriter
Tel: +33(0)298 220 220 Fax: +33 (0)298 220 171
+39 065 478 3284

This form may be completed online by ship operators (or by Masters where vessels have internet access) but note that registration with the MSC-HOA website is required before this form can be completed.

MSC-HOA will also accept faxed forms and forms by email. Ship operators should ensure that they use the most recent version except where latest amendment forms.

Q4–	MSC-HOA VESSEL REGISTRATION FORM	
	VESSEL'S DETAILS	
	(all fields with an asterisk (*) are obligatory)	
Ship Name*		Ship Type*
IMO Number*		MMSI Number*
Call Sign*		Ship's Master Name*
Primary E-mail*		Secondary E-mail
Ship Contact Number*		Ship's Length Overall*
Owner Name*		Operator name*
Operator address		Operator Security Number*
Nationality of ship*		Designated Person Ashore/Other name*
Ship's Inmarsat Number*		Ship's Inmarsat Telex Number*
Ship's Type*		Ship's Tonnage*

	VOYAGE DETAILS	
Entry Point - MSC-HOA VESSEL REGISTRATION Area* (UK & NATO Vessels via North and East Point)		Exit Point - MSC-HOA VESSEL REGISTRATION Area* (UK & NATO Vessels via Suez Point)
Are you intend to join a group of ships as part of your transit?		If YES, GROUP Callsign/Name
Expected Transit Duration*		Transit Speed*
Are you intend to join a group of ships as part of your transit?		If YES, GROUP Callsign/Name
Number of Armed Security Team Members*		Type of weapons*
Maritime Experience*		Years of Experience*

	SELF PROTECTION MEASURES	
Will you be BPS on this voyage (MSA)*		Will Vessel be in Group/Convoy*
Anti-piracy measures implemented*		
Crew Briefing		Drills conducted
Fire Hoses Rigged		Fire Pumps Ready
Barbed Razor Wire		Locked Doors
External Communication Plan		Protection Parties Briefed
Citadel		Illumination Rigged
Night Vision Optics		Emergency Engine Ready
CCTV		Daily Drills Completed
Armed Security Team Onboard		Armed Security Team Offboard*
Ammunition with Purpose*		Are the Vessels?*
Ammunition Landing Date*		Weapons Safe Onboard?*
Additional Measures		