



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 Information to Mariners (SRIM).
While every effort will be made by military authorities to promulgate information to mariners via navigational warnings this may not always be possible due to the type and complexity of the threat.
A Maritime 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, as distinct from hazards posed by the natural environment of the sea.

EMERGENCY CONTACT UKMTO
United Kingdom Maritime Trade Operations
Email: watchkeepers@ukmto.org
Tel: +44 (0)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 958 574
Fax: +44 (0)1923 956 575
Website: www.shipping.nato.int
Naval Cooperation and Guidance for Shipping (NCGS)
Bahrain
Email: CUSNC.NCGS_B@NAVMIL.MNAVY.MIL
Tel: +973 1785 8240 (Watchkeepers)
+973 1785 1023 (Helpline)
Fax: +973 1785 4647
IMB Piracy Reporting Centre
Email: piracy@icc-ccc.org
imb@icc-ccc.org
Tel: +603 2031 0014 (24hr Helpline)
Fax: +603 2078 5769
Website: www.icc-ccc.org

FURTHER INFORMATION
Further information and guidance can be obtained from the following organisations, websites or publications:
UKMTO, MSC-HOA, NCGS Bahrain and the IMB-PRC.
IMO Maritime Security Committee (MSC) Circular(s).
Annual Summary of Admiralty Notices to Mariners.
Admiralty List of Radio Signals (ALRS).
The Mariner's Handbook (NP100).
The relevant Navigational Warnings and EGC SafetyNet broadcasts on INMARSAT C.

NOTES:
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.
Contact UKMTO to alert them that an attack might be about to take place.
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.
Sound the emergency alarm and make a 'Pirate Attack' announcement.
Report the attack to UKMTO.
Activate Ship Security Alarm System (SSAS).
Send a distress message via GSC and INMARSAT C, as applicable, to alert other ships in vicinity.
Ensure AIS is switched on.
Muster the crew, except those that are required on the bridge or engine room, at either the Safe Muster Point or in the CDEA (if constructed).
If possible, after 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
Manoeuvre as required to remove a lee from either side of the vessel (small helm alterations recommended).
d) PIRATES ON BOARD
Do not remain calm.
Before pirates reach the bridge, inform UKMTO, 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.

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 higher 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 BMP 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 0800 hours UTC whilst operating in the VRA and HRA. The UKMTO Vessel Reporting Form - Daily Position Report BMP Annex B should be used.
The UKMTO VRA is bounded by:
Suez to the North, 10°S and 78°E including the Persian Gulf

MSC-HOA VESSEL REGISTRATION
Masters are strongly encouraged to register vessel movements with MSC-HOA. The completion of the MSC-HOA VESSEL REGISTRATION FORM is requested as follows:
When entering the Red Sea proceeding south.
The Strait of Hormuz at 26°N when proceeding south into the Gulf of Oman.
When crossing the UKMTO VRA at 10°S and 78°E.
Registration with MSC-HOA ensures the vessel is monitored by military counter-piracy forces during its transit of the registration 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.

RECOMMENDED ACTIONS IN EVENT OF SUSPECTED OR ACTUAL ATTACK - See Sections 9, 10 and 11 of BMP.
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SECURITY OF NAVIGATION INFORMATION
Further Security of Navigation information is available online for this and other regions from the UKHO Maritime Security Portal (www.admiralty.co.uk/maritime-safety-information/security-related-information-to-mariners), including pdf downloads of all UKHO Maritime Security Charts and templates for reporting. Additional advice and guidance is also available through the Security Related Information to Mariners (SRIM) contained in this portal.

SafetyNet broadcasts on INMARSAT C
NAVAREA VIII - Co-ordinator: INDIA. Transmitted via PUE 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 (NP285) - Global Maritime Distress and Safety System (GMDSS).
Ships in the UKMTO Voluntary Reporting Area (Suez Canal/30°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 VIII and IX to be sure that they receive all alerts.
In addition ships should programme their NAVTEX to receive navigational warnings from all appropriate NAVTEX stations.

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 with the relevant authorities, as detailed below. 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 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.

UKMTO INITIAL REPORT

1 Ship Name	9 Cargo
2 Flag	10 Destination and Estimated Time of Arrival
3 IMO Number	11 Name and contact details of Company Security Officer
4 INMARSAT Telephone Number	12 Nationality of Master and Crew
5 Time and Position	13 Armed/unarmed security team embarked
6 Course	
7 Passage Speed	
8 Freeboard	

Report daily by 0800 UTC to UKMTO, using the "DAILY/TRANSIT POSITION REPORT" format below.

DAILY/TRANSIT POSITION REPORT

1 Ship Name	5 Ship Course and Speed
2 Ship call sign & IMO Number	6 Any other important information
3 Time of report in UTC	7 ETA point A/B/IRTC (if applicable)
4 Ship Position	

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

FINAL REPORT

1 Ship Name	4 Port or position when leaving the Voluntary Reporting Area
2 Ship call sign & IMO Number	
3 Time of report in UTC	

MSC-HOA VESSEL REGISTRATION
Register your vessel:
Online: www.mschoa.org
Email: request an offline registration form from postmaster@mschoa.org or email with details from MSC-HOA VESSEL REGISTRATION FORM
Phone: +44 (0)1923 958 545
The forms 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 the forms can be completed.
MSC-HOA 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.

MSC-HOA VESSEL REGISTRATION FORM

VESSEL'S DETAILS	
All fields with an asterisk (*) are obligatory	
Ship Name*	MSIS Number*
IMO Number*	Ship's Master*
Call Sign*	Secondary E-mail*
Primary E-mail*	Ship Contact E-mail*
Ship Contact Number*	Operator name
Operator address	Operator telephone
Operator E-mail	DPA name
DPA telephone	DPA e-mail

MOVEMENT DETAILS

Entry Point - MSC-HOA VESSEL REGISTRATION* (18°/10°S/Strait of Hormuz/Suez/Port)	Entry Date/Time - MSC-HOA VESSEL REGISTRATION* (DD/MM/YYYY) (HH MM)
Exit Point - MSC-HOA VESSEL REGISTRATION* (78°/10°S/Strait of Hormuz/Suez/Port)	Exit Date/Time - MSC-HOA 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)*	Which National Convoys are you joining? (Chinese, Indian, Japanese, Korean, Russian, Turkish)
Do you intend to join a group transit?	Do you intend to join a National Convoys?
Crew numbers & nationalities	Draught
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
	Last Port of call

SELF PROTECTION MEASURES

AIS to be left on through GDA?	AIS to be left on through HDA?
Anti-piracy measures in place?	Extra Lookouts
Crew Briefing	Fire Pump Ready
Fire Hoses Rigged	Locked Doors
Barbed/Razor Wire	Outboard Ladders Stowed
External Communication Plan	Dummies Posted
Citadel	Manned Engine Room
Night Vision Optics	Crew Drills Completed
CCTV	Unarmed Security Team onboard
Unarmed Security Team onboard	Doctor onboard?
Helicopter landing area?	Weapons held onboard?
Additional Measures	Any other information which may assist counter-piracy?

This Maritime Security Chart (MSC) has been developed through close partnership between the Maritime Security Centre - Horn of Africa (MSC-HOA), the Merchant Shipping community and the UK Hydrographic Office.