



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.

SECURITY OF NAVIGATION INFORMATION
Further Security of Navigation information is available online for this and other regions from the UKMTO Maritime Security Portal (www.admiralty.co.uk/maritime-security-information/security-related-information-to-mariners), including pdf downloads of all UKMTO 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 - Coordinator: INDIA. Transmitted via PLUME LES on IOR satellite.
NAVAREA IX - Coordinator: PAKISTAN. Transmitted via BuAm LES on IOR satellite.
See Admiralty List of Radio Signals (ALRS) Volume 5 (NP285) - Global Maritime Distress and Safety System (GMDSS).

MSC-HOA VESSEL REGISTRATION
Register your vessel!
Online: www.mschoa.org
Email: request-an-online-registration-form-from-pulmasto@mschoa.org or email with details from MSC-HOA VESSEL REGISTRATION FORM
Phone: +44 (0)1232 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.

UKMTO VOLUNTARY REPORTING AREA
UKMTO acts as the primary point of contact for merchant vessels and fishing vessels 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

UKMTO VOLUNTARY REPORTING AREA
VOLUNTARY REPORTING REQUIREMENTS
Merchant vessels voluntarily 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.

MSC-HOA VESSEL REGISTRATION FORM

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

RECOMMENDED ACTIONS IN EVENT OF SUSPECTED OR ACTUAL ATTACK - See Sections 9, 10 and 11 of BMP.
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.
Master: This 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 vessel.
Activate self-defence measures.
Ensure all external doors are fully secured.
c) **ATTACK STAGE**
Reposition all personnel in a position of safety.
Manoeuvre as required to remove a lee from other side of the vessel (small helm alterations recommended).
d) **PIRATES ON BOARD**
Try to remain calm.
Before pirates reach the bridge, if from 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 up.
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 outside boards 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.
Do not operate fully during any naval/military action onboard.
Be aware that English may not be the working language of some naval/military forces.

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 Tare and Position	13 Armed/unarmed security team embarked
6 Course	
7 Passage Speed	
8 Freeboard	

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/IRC (if applicable)
4 Ship Position	

FINAL REPORT

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

MOVEMENT DETAILS

Entry Point - MSC-HOA VESSEL REGISTRATION* (78°E/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°E/10°S Strait of Hormuz/Suez/Port)	Exit Date/Time - MSC-HOA VESSEL REGISTRATION* (DD/MM/YYYY) (HH) (MM)
ETA to IRC (times are in UTC/GMT time)*	(Tick box if applicable)
Do you intend to transit the IRC?	Do you intend to join a National Convoy?
Do you intend to join a group transit?	Which National Convoy are you joining? (Chinese, Indian, Japanese, Korean, Russian, Turkish)

SELF PROTECTION MEASURES

AIs to be left on through GDA?	AIs to be left on through HDA?
Anti-piracy measures in place?	Anti-piracy measures in place?
Crew Briefing	Extra Lookouts
Fire Hoses Rigged	Free Pump Ready
Barbed/Wire	Locked Doors
External Communication Plan	Onboard Ladders Stowed
Chadder	Dummies Hoisted
Night Vision Optics	Manned Engine Room
CCTV	Crew Drills Completed
Unarmed Security Team onboard	Armed Security Team onboard
Helicopter launch area?	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 Military Authorities within the region, the local Shipping community and the UK Hydrographic Office.

This Maritime Security Chart (MSC) has been developed through close partnership between Military Authorities within the region, the local Shipping community and the UK Hydrographic Office.