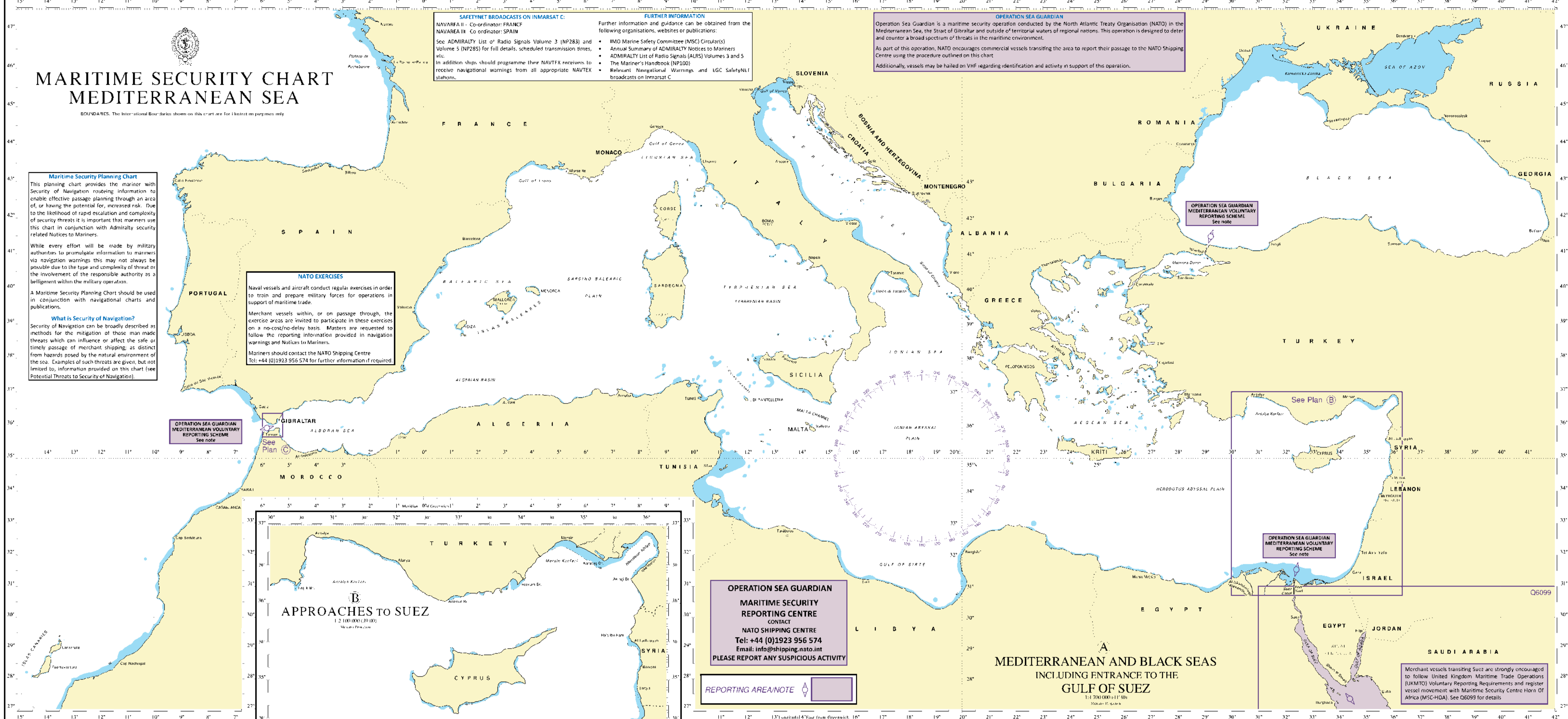


01.19D TO BE USED IN CONJUNCTION WITH NAVIGATIONAL CHARTS AND PUBLICATIONS



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 AREAS

A
MEDITERRANEAN AND BLACK SEAS
INCLUDING ENTRANCE TO THE GULF OF SUEZ

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
Miner
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 300+ 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" whilst others may be reloaded. All 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 at 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 if, in many ways, some of which may influence safe passage. The terrorist may utilize 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 utilize 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 the 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 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 routing 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 a 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 (INCAS) 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 & ECR), communication, 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
Fax: +44 1923 956 575
Email: info@shipping.nato.int
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: