

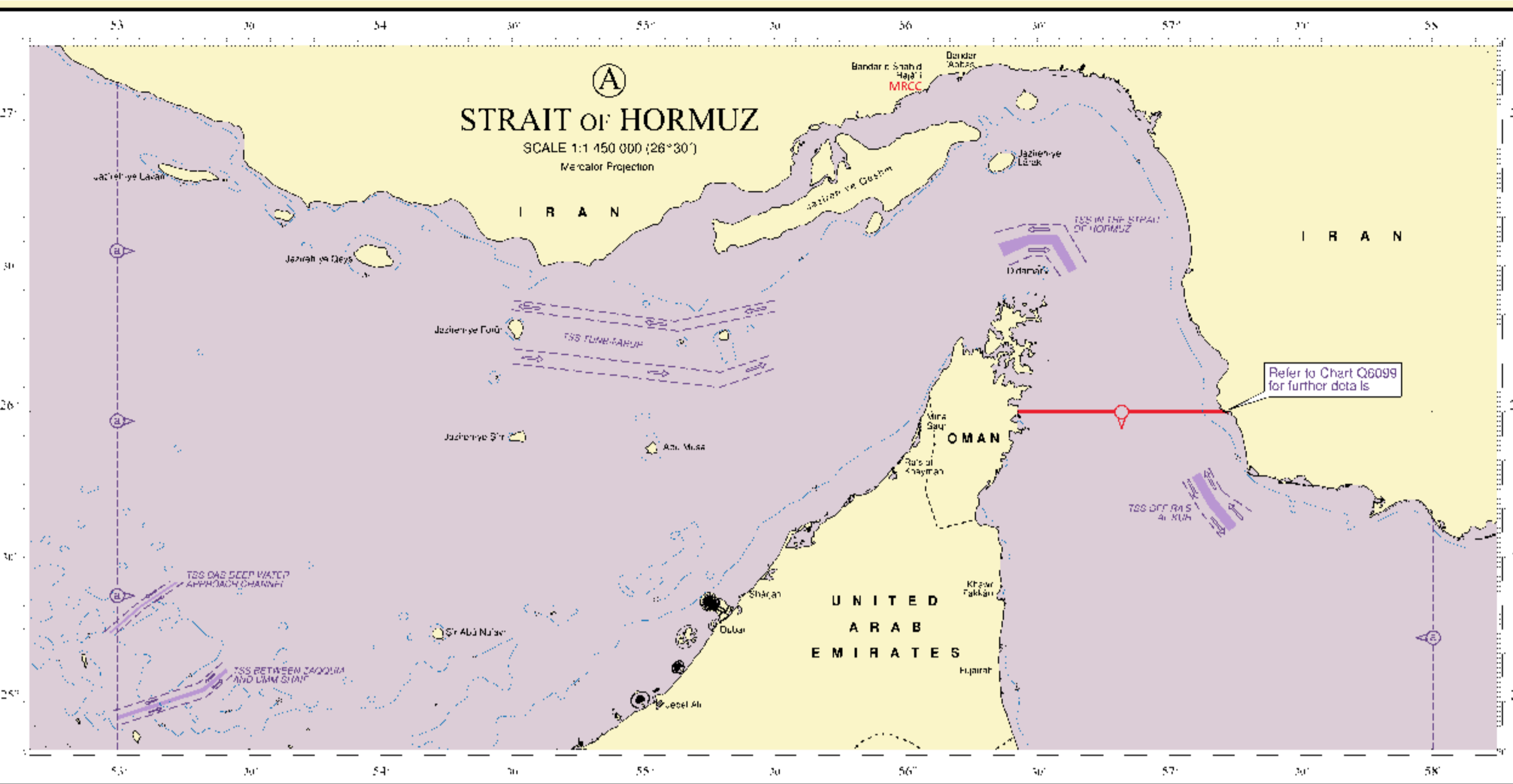
# MARITIME SECURITY CHART PERSIAN GULF AND ARABIAN SEA

SCALE 1:2 800 000 (22°30')

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

**UKMTO VOLUNTARY REPORTING AREA**

**HIGH RISK AREA**



**EMERGENCY CONTACT UKMTO**  
United Kingdom Maritime Trade Operations  
Email: [watchkeepers@ukmto.org](mailto:watchkeepers@ukmto.org)  
Tel: +44 (0)2392 222060  
+971 50 552 3215

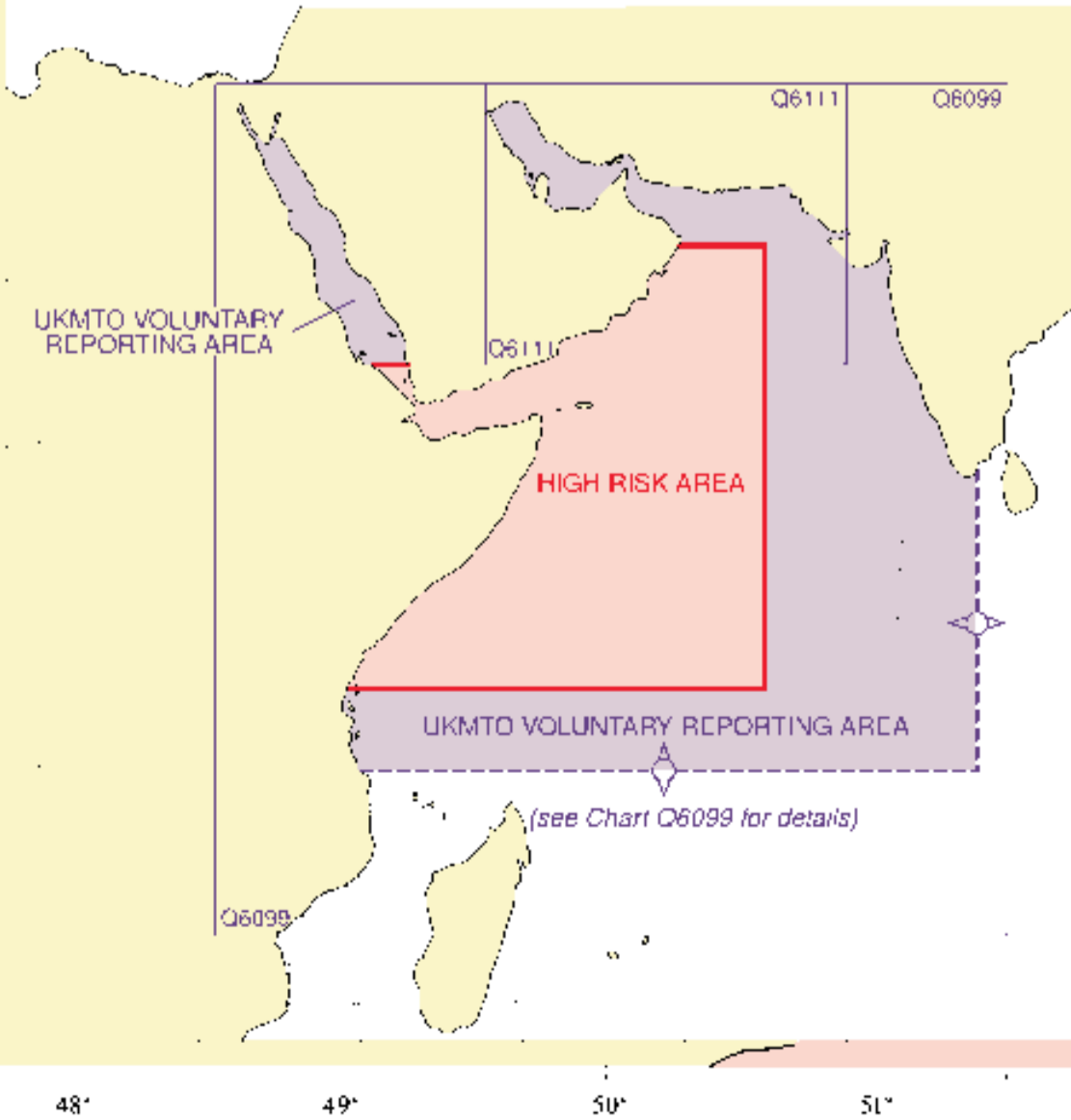
**SECONDARY CONTACTS**

- MSC-HOA  
Maritime Security Centre – Horn of Africa  
Email: [psc@msc-hoa.org](mailto:psc@msc-hoa.org)  
Tel: +44 (0)1923 938 343  
Fax: +44 (0)1923 958 520  
Website: [www.msc-hoa.org](http://www.msc-hoa.org)
- NATO Shipping Centre  
Email: [info@shipping.nato.int](mailto:info@shipping.nato.int)  
Tel: +44 (0)1923 936 514  
Fax: +44 (0)1923 956 575  
Website: [www.shipping.nato.int](http://www.shipping.nato.int)
- Naval Cooperation and Guidance for Shipping (NACGS) Bahrain  
Email: [CLSMC.NCAGS\\_BW@ML.NAVY.MIL](mailto:CLSMC.NCAGS_BW@ML.NAVY.MIL)  
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Tel: +603 2033 0914 (24hr Helpline)  
+603 2078 5189  
Website: [www.icc-crc.org](http://www.icc-crc.org)

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

- UKMTO, MSC-HOA, NACGS Bahrain and the IMB-PRC
- IMO Maritime Safety Committee (MSC) Circulars
- 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.

## UKMTO VOLUNTARY REPORTING AREA



**MARITIME SECURITY PLANNING CHART**  
This planning chart provides the manner 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 is made by military authorities to promulgate information to mariners via navigational warnings this may not always be possible due to the time 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. Examples of such threats are given, but not limited to, in the column provided on this chart (see the column containing 'Potential Threats to Security of Navigation').

**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, 30°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 20°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.

**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/resources-to-mariners](http://www.admiralty.co.uk/maritime-security-information/resources-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 – Co-ordinator: INDIA. Transmitted via PUNE LES on IOR satellite.  
NAVAREA IX – Co-ordinator: PAKISTAN. Transmitted via Ruum IES 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/10°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 receivers to receive navigational warnings from all appropriate NAVTEX stations.

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

**UKMTO VOLUNTARY REPORTING AREA VOLUNTARY GULF 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 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 Master, owner or operating company choosing not to report may only do so at their own risk. 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 Reporting Area or when leaving a port within the area, vessels are requested to:  
Send an Initial Report to UKMTO (by email to [watchkeepers@ukmto.org](mailto:watchkeepers@ukmto.org)), using the 'UKMTO INITIAL REPORT' format below or telephone +44 (0)2392 222060 or +971 50 552 3215.

UKMTO INITIAL REPORT	
1 Ship Name	9 Cargo
2 Flag	30 Destination and Estimated Time of Arrival
3 IMO Number	4 INMARSAT C Telephone Number
5 Name and contact details of Company Security Officer	6 Course
7 Nationality of Master and Crew	8 Armed/Unarmed security team embarked

Report daily by 0800 UTC to UKMTO, using the 'DAILY/TRANSIT POSITION REPORT' format below. In addition, ships transiting the Strait of Hormuz should complete the same report when transiting 28°E and 53°E.

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 (UTC if applicable). See Chart Q6099
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 of position when leaving the Voluntary Reporting Area
2 Ship call sign & IMO Number	
3 Time of report in UTC	

**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 Information to Mariners (SRIM) 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 further advice and self-protective measures can be given to masters 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 workload 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 regarded as hence name 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**  
Regard less 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 as such specific guidance and advice will be provided on planning charts or via Security Related Information 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. Additionally a ship, its cargo or passengers could be the object of attack. 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 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 on threats to merchant shipping that to promulgate all the details may either overburden the mariner with too much information or provide assistance or advantage to the other 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 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 transit to a port within that zone then merchant vessels are strongly advised to avoid the zone.  
**Ordnance Jettison Areas**  
During military operations it may be situation where, for safety reasons, unexploded ordnance 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 Information 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 unaccompanied by warships through an area of increased risk. Further details will be promulgated by Security Related Information to Mariners, navigation warning or to specific ships by the military / Naval Coordination and Guidance to Shipping (NACGS) 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 & ECRS), gyrocompasses, ANPA 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.

**NOTES:**