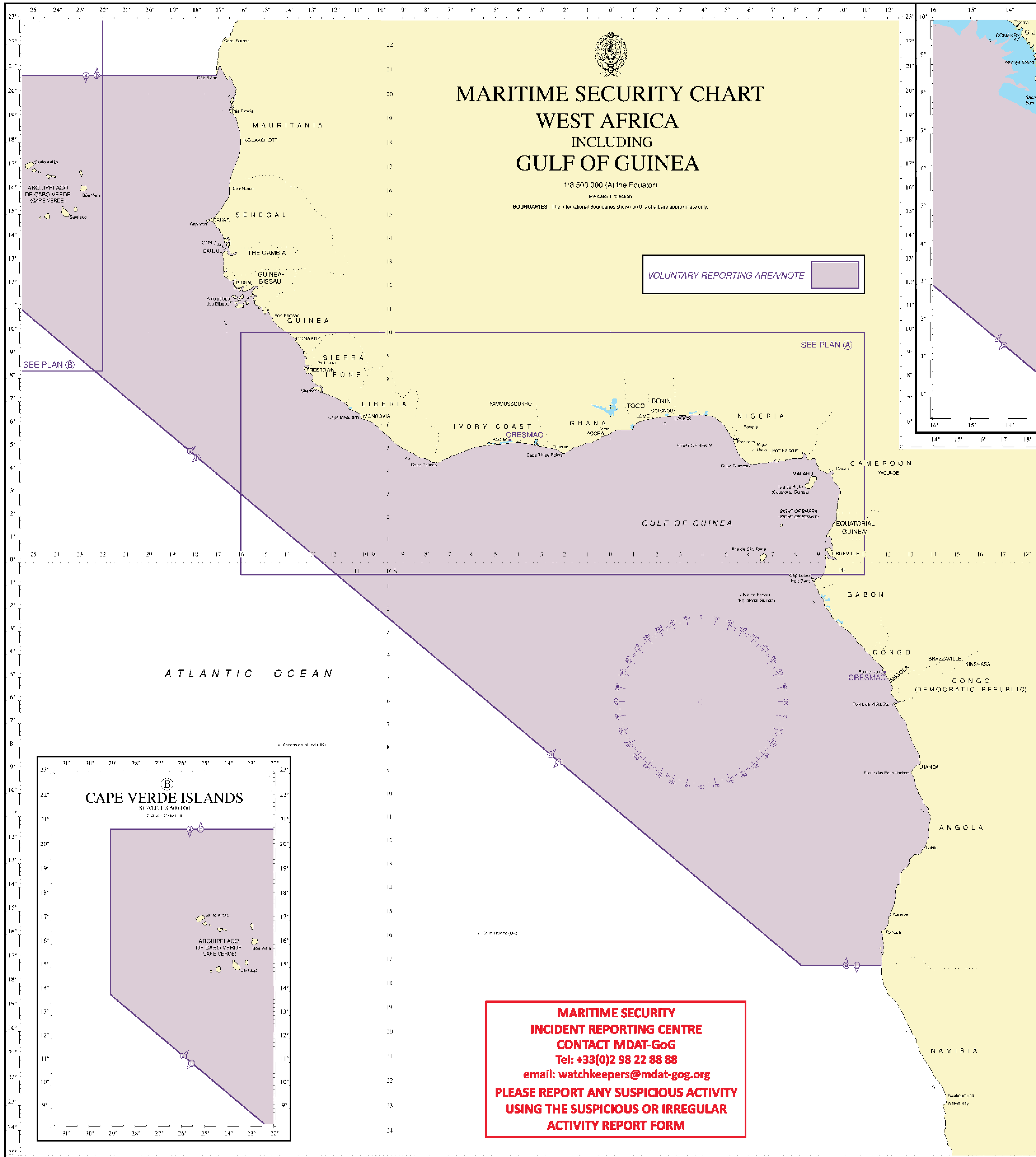
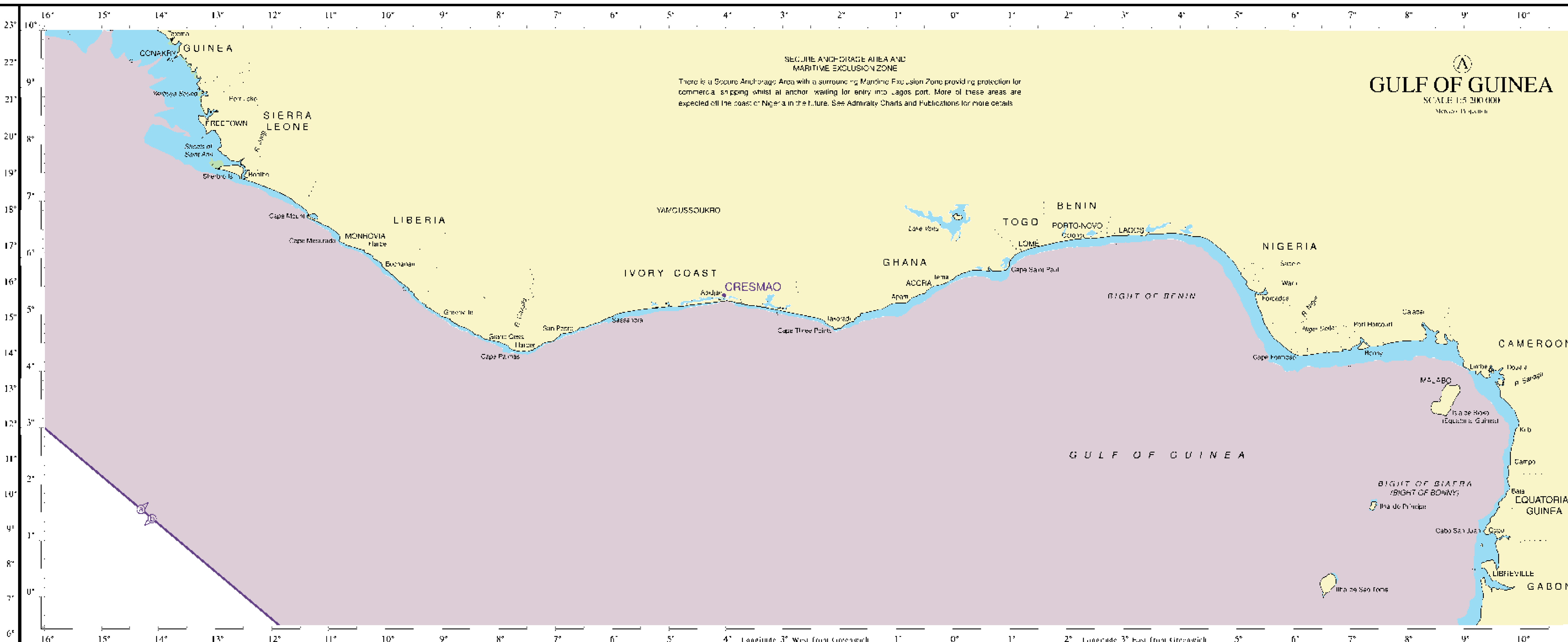
© Crown Copyright 2014. All rights reserved. This publication is protected by Crown Copyright. It is derived from Crown Copyright information and from copyright information published by other organisations. No part of this product may be reproduced in any material form (including photocopying or storing by electronic means) without the prior permission of the copyright owners. Applications for the copyright owners' permission to reproduce any part of this publication should be addressed, in the first instance, to the Copyright Manager, The United Kingdom Hydrographic Office, Taunton, Somerset TA1 2DN, UK.

IMPORTANT – SEE RELATED ADMIRALTY PUBLICATIONS
Notices to Mariners (Annual, Permanent, Preliminary and Temporary), NP5011 (Symbols and Abbreviations), The Mariner's Handbook (especially Chapters 1 & 2 for the use, accuracy and limitations of charts), Sailing Directions (Pilots), List of Lights & Fog Signals, List of Radio Signals, Tide Tables (or their digital equivalents).
KEEP CHARTS AND PUBLICATIONS UP-TO-DATE AND USE THE LARGEST SCALE CHART APPROPRIATE





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 security threats it is important that mariners use this chart in conjunction with Security Related Information to Mariners (SRIM) which can be found at www.ukho.gov.uk/security. Any short term, safety critical information will be broadcast via navigation warnings.

A Maritime Security Planning Chart should be used in conjunction with navigation 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, information provided on this chart (see Potential Threats to Security of Navigation).

THE MARITIME DOMAIN AWARENESS TRADE - GULF OF GUINEA (MDAT-GoG)

MDAT-GoG is a virtual reporting mechanism supporting the interregional architecture defined by the Yaoundé code of conduct. All merchant vessels within the VRA are encouraged to report to it using the formats supplied. The key output from the MDAT-GoG is to contribute to maintain a coherent maritime situational awareness picture in the Central and Western African maritime space, with the ability to inform and support industry, contributing to the safety of the mariner.

POTENTIAL THREATS TO SECURITY OF NAVIGATION

This section is intended as assistance to the mariner rather than provide a strict definition of security threats within the maritime environment. Further information about specific threats will be promulgated by Security Related Information to Mariners or via navigation warnings.

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 geographical location the nature of the threat may change and 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. (see Navtex/SafetyNet box).

Suspicious or Irregular Activity

Anomalies are behaviours outside the normal expectations of shipping, commercial trade, or marine practice. They may be indicative of a maritime security threat. These can include, but are not limited to, the following:

Unusual RVs of ships at sea including transfers of cargo or people
Darkened ships/not illuminating nav lights
Ships not flying a flag/displaying a name
Ships navigating contrary to the ordinary practise of seamen
Ships outside of normal patterns/sea lanes
Fishing boat without appropriate equipment
Overcrowded/unseaworthy/overloaded ships
Non-ocean going ships in the high seas
Abandoned ships
Unwarranted/unsolicited approaches by ships to your own ship or other ships in your vicinity
Non-military/government ships carrying arms
Ships carrying boarding equipment
Suspicious/unusual voice communications
Ships underway/making way without AIS transmission

NAVTEX

Ships should programme their Navtex receivers to receive navigation warnings from all appropriate Navtex stations.

SafetyNet broadcasts on Inmarsat C:

NAVAREA II – Co-ordinator: FRANCE.
NAVAREA VII – Co-ordinator: SOUTH AFRICA.

See Admiralty List of Radio Signals (ALRS) Volume 5 (NP285) for full details, scheduled transmission times, etc.

Ships in the Maritime Domain Awareness Trade - Gulf of Guinea Voluntary Reporting Area (MDAT-GoG VRA) should ensure that their Inmarsat C terminals are set to receive navigational warnings from both NAVAREA II and VII to be sure that they receive all of the relevant navigational warnings.

VOLUNTARY REPORTING REQUIREMENTS

The Voluntary Reporting Area (VRA) for MDAT-GoG exists to improve security, provide valuable support to Mariners and to maintain the freedom of navigation for all vessels in the waters off Africa's western seaboard.
All information reported to MDAT-GoG is treated in strict commercial confidence.

The reporting forms should be used as follows:

WHEN	TYPE OF REPORT
Entering the VRA	MDAT-GoG Initial Report
Underway within the VRA	MDAT-GoG Daily Position Report (at 1200 UTC)
Arriving at a Port within the VRA	MDAT-GoG Final Report
Leaving a Port within the VRA	MDAT-GoG Initial Report
Exiting the VRA	MDAT-GoG Final Report
Suspicious or Irregular activity	Suspicious or Irregular Activity Report

VESSEL REPORTING

Merchant vessels are strongly encouraged to report to MDAT-GoG by email (watchkeepers@mdat-gog.org) or telephone (+33(0)2 98 22 88 88) at the following times and intervals:

Upon entering the MDAT voluntary reporting area or when leaving a port within the area;

(a) Send an Initial Report to MDAT-GoG (by email to watchkeepers@mdat-gog.org);

(a) MDAT-GoG INITIAL REPORT		
1	Ship Name	
2	Flag	
3	Ship call sign & IMO Number	
4	INMARSAT Telephone Number	
5	MMSI	
6	Time of report in UTC	
7	Ship Position	
8	Course	
9	Passage speed	
10	Maximum speed	
11	Freeboard	
12	Cargo	
13	Destination and Estimated Time and Date of Arrival	
14	Name and contact details of Company Security Officer	
15	Nationality of Master and Crew	
16	Armed/unarmed security team embarked	

After transmitting the initial report above, vessels are asked to report daily by 1200 UTC to MDAT-GoG.

MDAT-GoG DAILY POSITION REPORT		
1	Ship Name	
2	Ship call sign & IMO Number	
3	Time of report in UTC	
4	Ship Position	
5	Ship Course and Speed	
6	Any other information	
7	ETA leaving VRA (if applicable)	

(b) Upon reaching port or exiting the MDAT-GoG VRA, send a Final Report;

(b) MDAT-GoG FINAL REPORT		
1	Ship Name	
2	Ship call sign & IMO Number	
3	Time of report in UTC	
4	Port/anchorage, or position when leaving GoG VRA	

INCIDENT REPORT
(THE SIGHTING OF SUSPICIOUS/IRREGULAR ACTIVITY AND/OR UNDER DIRECT ATTACK)

MDAT-GoG SUSPICIOUS OR IRREGULAR ACTIVITY REPORT		
1	Own Ship Name	
2	Own Ship call sign & IMO Number	
3	Time of report in UTC	
4	Own Ship Position	
5	Own Ship Course and Speed	
6	Details of suspicious or irregular activity.	

RISK ASSESSMENT CONSIDERATIONS	
AIS to be left on through VRA?	Extra Lookouts
Anti-threat measures in place?	Fire Pump Ready
Crew Briefing	Locked Doors
Fire Hoses Rigged	Outboard Ladders Stowed
Barbed/Razor Wire	Dummies Posted
External Communication Plan	Manned Engine Room
Citadel	Crew Drills Completed
Night Vision Optics	Armed Security Team onboard
CCTV	Doctor onboard?
Unarmed Security Team onboard	Weapons held onboard?
Helicopter Winch Area?	Any other information which may assist authorities?
Helicopter Landing Area?	
Additional Measures	

NOTES:

Customer Information
Edition Number: 2
Edition Date: 30th June 2016
Notices to Mariners

SECURITY RELATED INFORMATION
For the latest security related information see
http://www.ukho.gov.uk/ProductsandServices/MaritimeSafety

Published at Taunton, United Kingdom 11th April 2014 under the direction of Rear Admiral Ian Moncrieff CBE, National Hydrographer of the United Kingdom Hydrographic Office
www.ukho.gov.uk