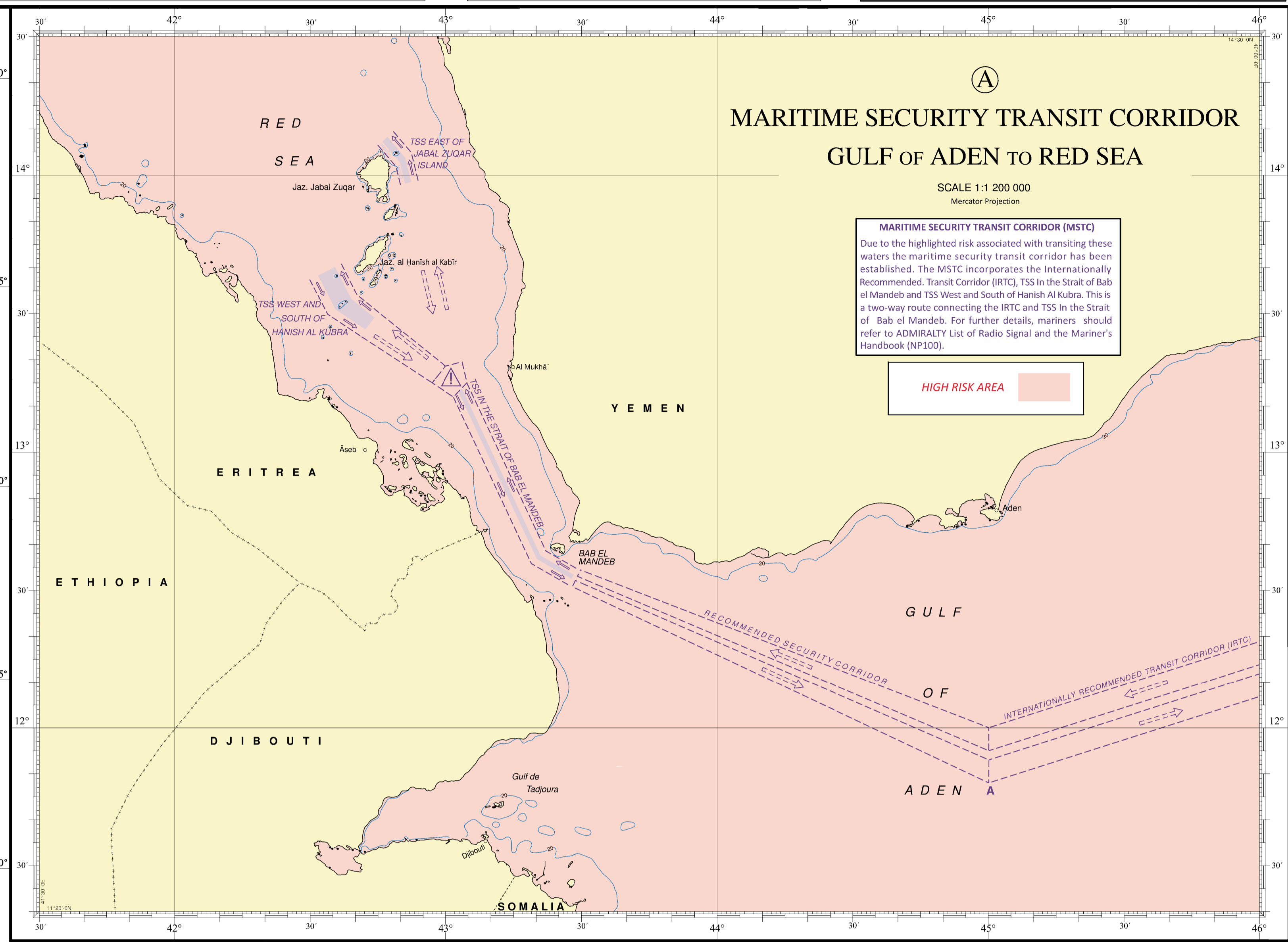
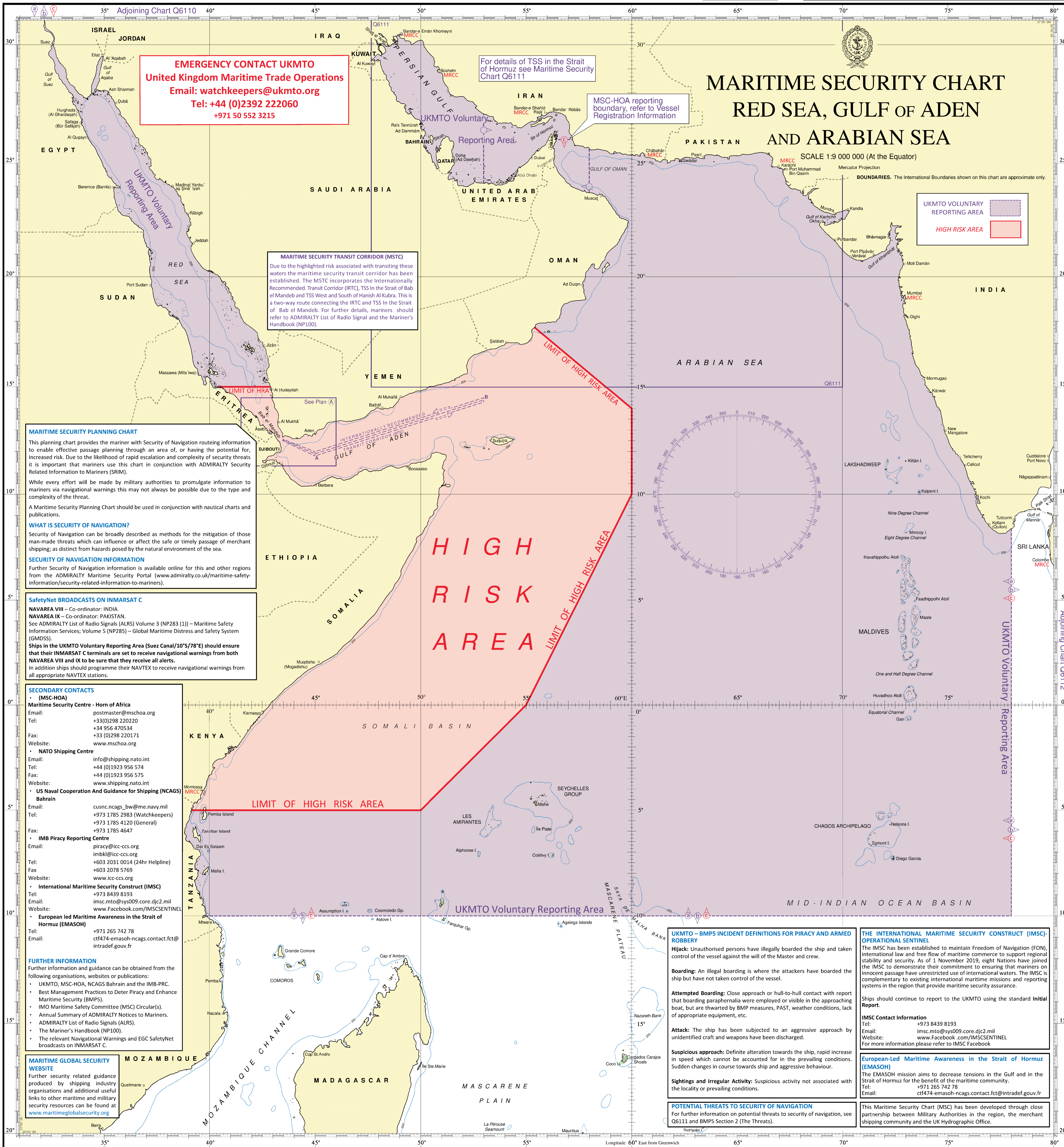




Information on this chart and any associated Notices to Mariners is provided for the sole purpose of enabling mariners to assess the security of navigation when planning passage through or near to the areas depicted. The Admiralty does not accept any liability for any loss or damage arising out of or in connection with the use of this information...

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

# MARITIME SECURITY CHART RED SEA, GULF OF ADEN AND ARABIAN SEA

SCALE 1:9 000 000 (At the Equator)

UKMTO VOLUNTARY REPORTING AREA  
HIGH RISK AREA

**MARITIME SECURITY TRANSIT CORRIDOR (MSTC)**  
Due to the highlighted risk associated with transiting these waters the maritime security transit corridor has been established. The MSTC incorporates the Internationally Recommended Transit Corridor (IRTC), TSS in the Strait of Bab el Mandeb and TSS West and South of Harnish Al Kubra. This is a two-way route connecting the IRTC and TSS in the Strait of Bab el Mandeb. For further details, mariners should refer to ADMIRALTY List of Radio Signal and the Mariner's Handbook (NP100).

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**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.  
**SECURITY OF NAVIGATION INFORMATION**  
Further Security of Navigation information is available online for this and other regions from the ADMIRALTY Maritime Security Portal ([www.admiralty.co.uk/maritime-safety-information/security-related-information-to-mariners](http://www.admiralty.co.uk/maritime-safety-information/security-related-information-to-mariners)).

**SafetyNet BROADCASTS ON INMARSAT C**  
NAVAREA VIII - Co-ordinator: INDIA.  
NAVAREA IX - Co-ordinator: PAKISTAN.  
See ADMIRALTY List of Radio Signals (ALRS) Volume 3 (NP283 (1)) - Maritime Safety Information Services; 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 their INMARSAT C terminals 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.

**SECONDARY CONTACTS**  
• **(MSC-HOA)**  
Maritime Security Centre - Horn of Africa  
Email: postmaster@mschoa.org  
Tel: +33(0)298 220220  
+34 956 470534  
Fax: +33 (0)298 220171  
Website: www.mschoa.org  
• **NATO Shipping Centre**  
Email: info@shipping.nato.int  
Tel: +44 (0)1923 956 574  
Fax: +44 (0)1923 956 575  
Website: www.shipping.nato.int  
• **US Naval Cooperation and Guidance for Shipping (NCGAS)**  
Bahrain  
Email: cuscnc.ncgas\_bw@me.navy.mil  
Tel: +973 1785 2983 (Watchkeepers)  
+973 1785 4120 (General)  
+973 1785 4647  
• **IMB Piracy Reporting Centre**  
Email: piracy@icc-ccs.org  
imbki@icc-ccs.org  
Tel: +603 2031 0014 (24hr Helpline)  
+603 2078 5769  
Website: www.icc-ccs.org  
• **International Maritime Security Construct (IMSC)**  
Tel: +973 8439 8193  
Email: imsc.mto@sy9009.core.djc2.mil  
www.facebook.com/IMSCCENTREL  
• **European led Maritime Awareness in the Strait of Hormuz (EMASOH)**  
Tel: +971 265 742 78  
cfe474-emsoh-ncgas.contact.fct@intratrad.gov.fr

**FURTHER INFORMATION**  
Further information and guidance can be obtained from the following organisations, websites or publications:  
• UKMTO, MSC-HOA, NCGAS Bahrain and the IMB-PRC.  
• Best Management Practices to Deter Piracy and Enhance Maritime Security (BMPs).  
• 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.

**MARITIME GLOBAL SECURITY WEBSITE**  
Further security related guidance produced by shipping industry organisations and additional useful links to other maritime and military security resources can be found at [www.maritimemsglobalsecurity.org](http://www.maritimemsglobalsecurity.org)

**UKMTO Voluntary Reporting Area**

**UKMTO - BMPs INCIDENT DEFINITIONS FOR PIRACY AND ARMED ROBBERY**  
**HiJack:** Unauthorised persons have illegally boarded the ship and taken control of the vessel against the will of the Master and crew.  
**Boarding:** An illegal boarding is where the attackers have boarded the ship but have not taken control of the vessel.  
**Attempted Boarding:** Close approach or hull-to-hull contact with report that boarding paraphernalia were employed or visible in the approaching boat, but are thwarted by BMP measures, PAST, weather conditions, lack of appropriate equipment, etc.  
**Attack:** The ship has been subjected to an aggressive approach by unidentified craft and weapons have been discharged.  
**Suspicious approach:** Definite alteration towards the ship, rapid increase in speed which cannot be accounted for in the prevailing conditions. Sudden changes in course towards ship and aggressive behaviour.

**THE INTERNATIONAL MARITIME SECURITY CONSTRUCT (IMSC) OPERATIONAL SENTINEL**  
The IMSC has been established to maintain Freedom of Navigation (FON) international law and free flow of maritime commerce to support regional stability and security. As of 1 November 2019, eight Nations have joined the IMSC to demonstrate their commitment to ensuring that mariners on innocent passage have unrestricted use of international waters. The IMSC is complementary to existing international maritime missions and reporting systems in the region that provide maritime security assistance.  
Ships should continue to report to the UKMTO using the standard Initial Report.  
**IMSC Contact Information**  
Tel: +973 8439 8193  
Email: imsc.mto@sy9009.core.djc2.mil  
Website: www.facebook.com/IMSCSENTINEL  
For more information please refer to IMSC Facebook.  
**European-Led Maritime Awareness in the Strait of Hormuz (EMASOH)**  
The EMASOH mission aims to decrease tensions in the Gulf and in the Strait of Hormuz for the benefit of the maritime community.  
Tel: +971 265 742 78  
cfe474-emsoh-ncgas.contact.fct@intratrad.gov.fr  
**POTENTIAL THREATS TO SECURITY OF NAVIGATION**  
This Maritime Security Chart (MSC) has been developed through close partnership between Military Authorities in the region, the merchant shipping community and the UK Hydrographic Office.

**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 BMPs the High Risk Area is bounded by the territorial waters off the coast of east Africa at Latitude 05°00'S to 05°00'N. Then a bearing 310° to the territorial waters of the Arabian Peninsula.  
The HRA does not infringe on the Territorial Waters (TTWs) of any State except for Somalia. 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 BMPs guidance.

- RECOMMENDED ACTIONS IN THE EVENT OF SHIPS UNDER ATTACK**  
Effective lookouts may aid in identifying the nature of the attack, the threat profile of a piracy or other attack may initially look similar and it will not be until the attackers are close that the nature of the attack becomes apparent. In all cases, the following steps should be taken:  
• If not already at full speed, increase to maximum to open the distance.  
• Steer a straight course to maintain a maximum speed.  
• Initiate the ship's emergency procedures.  
• Activate the emergency communication plan.  
• Sound the emergency alarm and make an attack announcement, in accordance with the ship's emergency communication plan.  
• Make a mayday call on VHF Ch. 16. Send a distress message via the Digital Selective Calling (DSC) system and INMARSAT C, as applicable.  
• Activate the SAS.  
• Report the attack immediately to UKMTO (+44 (0)2392 222060) by telephone.  
• Ensure the AIS is switched on.  
• Activate water spray.  
• Ensure that all external doors and, where possible, internal public rooms and cabins are fully secured.  
• All crew not required on the bridge or in the engine room should muster at the safe muster point or citadel as instructed by the Master.  
• When sea conditions allow, consider altering course to increase an approaching skiff's exposure to wind/waves.  
• Sound the ship's whistle/whistle continuously to demonstrate to any potential attacker that the ship is aware of the attack and is reacting to it.  
• Check Vessel Data Recorder (VDR) is recording.  
• PCASP, if present, will take agreed actions to warn off attackers.

- ATTACK STAGE**  
As the attackers get close the following steps should be taken:  
• Reconfirm all ship's crew are in the safe muster point or citadel as instructed by the Master.  
• Ensure the SAS has been activated.  
• If not activated, will contact immediately to UKMTO (+44 (0)2392 222060) by telephone.  
• As the attackers close in on the ship, Masters should commence small alterations of helm whilst maintaining speed to deter skiffs from lying alongside the ship in preparation for a boarding attempt. These manoeuvres will create additional wash to impede the operation of the skiffs.  
• Large amounts of helm are not recommended, as these are likely to significantly reduce a ship's speed.  
• Check VDR data is being saved.  
• PCASP, if present, will conduct themselves as governed by the RUF.

- ACTIONS ON ILLEGAL BOARDING**  
If the ship is illegally boarded the following actions should be taken:  
• All remaining crew members to proceed to the citadel or safe muster point locking all internal doors on route.  
• PCASP, if present, will follow procedures agreed with company and Master.  
• Ensure all crew are present in the citadel or safe muster point. This includes the Master, bridge team and PCASP.  
• Establish communications from the citadel with UKMTO and your company and confirm all crew are accounted for and in the citadel or safe muster point.  
• Stay in the citadel until conditions force you to leave or advised by the military.  
• If any member of the crew is captured it should be considered that the pirates have full control of the ship.

**IF CONTROL OF THE SHIP IS LOST**  
• All movement should be calm, slow and very deliberate. Crew members should keep their hands visible always and comply fully. This will greatly reduce the risk of violence. Experience has shown that the pirates will be aggressive, highly agitated and possibly under the influence of drugs or alcohol.  
**IN THE EVENT OF MILITARY INTERVENTION**  
Brief and prepare the ship's crew to cooperate fully during any military action onboard.  
For further information see BMPs and Q6111.

**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 (BMPs Annex D) should be used.  
The UKMTO VRA is bounded by:  
Suez to the North, 10°S and 78°E including the Persian Gulf.  
**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.**  
**VESEL REPORTING**  
Upon entering the UKMTO Voluntary Reporting Area (bounded by Suez in the north, to 10°S and 78°E), or when leaving a port within the area:  
① - Send an Initial Report to UKMTO (by email to 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	10 Destination and Estimated Time of Arrival
2 Flag	11 Name and contact details of Company Security Officer
3 IMO Number	12 Nationality of Master and Crew
4 INMARSAT Telephone Number	13 Armed/unarmed security team embarked
5 Time and Position	
6 Course	
7 Passage Speed	
8 Freeboard	
9 Cargo	

② - Report daily by 0800 UTC to UKMTO, using the "DAILY/TRANSIT POSITION REPORT" format below.

DAILY/TRANSIT POSITION REPORT	
1 Ship Name	5 Ship's Course and Speed
2 Ship's Call Sign and IMO Number	6 Any other important information*
3 Time of Report in UTC	7 ETA point A/B IRTC (if applicable)
4 Ship's Position	

③ - Upon reaching port, or exiting the UKMTO Voluntary Reporting Area, send UKMTO a "FINAL REPORT" using the format below.

FINAL REPORT	
1 Ship's Name	4 Port or position when leaving the Voluntary Reporting Area
2 Ship's Call Sign and IMO Number	
3 Time of Report in UTC	

④ - In the event of witnessing suspicious/irregular activity, vessels are requested to send a report using the format below.

SUSPICIOUS/IRREGULAR ACTIVITY REPORT	
1 Ship's Name	5 Ship's Course and Speed
2 Ship's Call Sign and IMO Number	6 Sighting of suspicious activity, Time, position, brief description of craft and activity witnessed
3 Time of Report in UTC	
4 Ship's Position	

**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.  
Register your vessel online: [www.mschoa.org](http://www.mschoa.org)  
Email: request an offline registration form from postmaster@mschoa.org or email with details from MSC-HOA VESSEL REGISTRATION FORM  
Tel: +33 (0)298 220 220 Fax: +33 (0)298 220 171  
+34 956 470 534

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	
Ship Name*	Flag State*
IMO Number*	MMSI Number*
Call Sign*	Ship's Master Name*
Primary E-mail*	Secondary E-mail
Ship Contact Number*	Ship contact E-mail*
Operator Name*	Operator Name*
Operator address	Operator Contact Number*
Operator E-mail*	Designated Person Ashore (DPA) name*
DPA Contact Number*	DPA E-mail*
Vessel Type*	Indium number

**MOVEMENT DETAILS**

Entry Point - MSC-HOA VESSEL REGISTRATION Area* (78°E/10°S/Strait of Hormuz/Suez/Port)	ETA (UTC) - MSC-HOA VESSEL REGISTRATION Area* (dd/mm/yyyy hh:mm)
Exit Point - MSC-HOA VESSEL REGISTRATION Area* (78°E/10°S/Strait of Hormuz/Suez/Port)	ETD (UTC) - MSC-HOA VESSEL REGISTRATION Area* (dd/mm/yyyy hh:mm)
ETA at IRTC (UTC)* (dd/mm/yyyy hh:mm)	ETA at IRTC (UTC)* (dd/mm/yyyy hh:mm)
Direction* (East/West)	Draught
Do you intend to join a group in transit? (If YES) Group To Join (If NO) Intend to join National Convoy?	Transit Speed
	Crude Oil, Chemicals, Containers, Passengers, Other...Please Specify
Crew numbers & nationalities	Hazardous Cargo details (if applicable)
Freeboard of lowest accessible deck in Metres (m)	Last Port of call*
Maximum Speed	Next Port of call*

**SELF PROTECTION MEASURES**

AIS to be left on through GDA*	AIS to be left on through HOA*
Anti-piracy measures in place?*	
Crew Briefing	Extra Lookouts
Fire Hoses Rigger	Fire Pump Ready
Barbed/Razor Wire	Locked Doors
External Communication Plan	Outboard Ladders Stowed
Citadel	Dummies Posted
Night Vision Optics	Manned Engine Room
CCTV	Crew Drills Completed
Unarmed Security Team onboard	Armed Security Team onboard*
Helicopter which area?*	Doctor onboard?*
Helicopter landing pad?*	Weapons field onboard?*
Additional Measures	