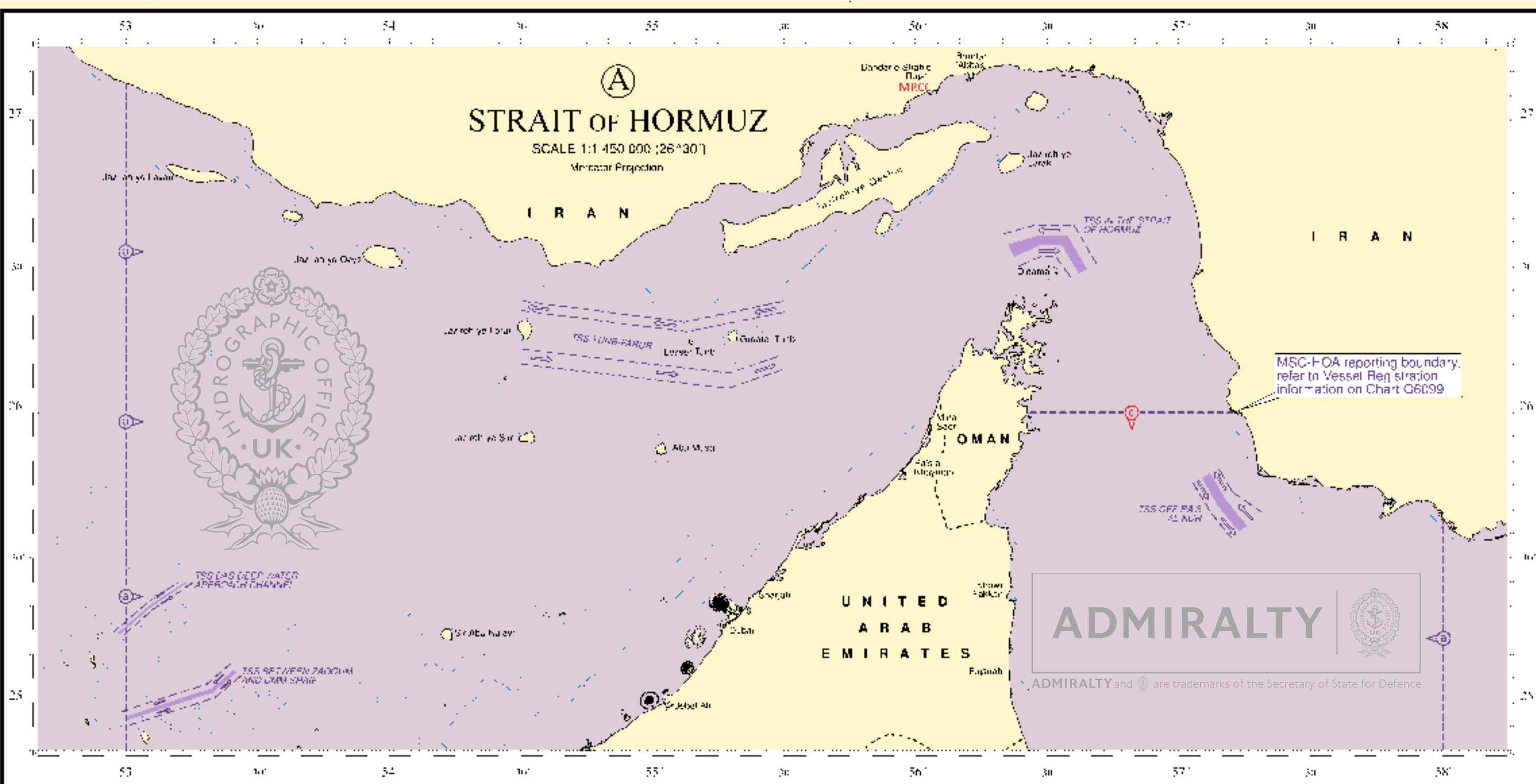


MARITIME SECURITY CHART PERSIAN GULF AND ARABIAN SEA

SCALE 1:2 800 000 (22°30')

EMERGENCY CONTACT UKMTO United Kingdom Maritime Trade Operations

UKMTO VOLUNTARY REPORTING AREA HIGH RISK AREA



STRAIT OF HORMUZ

SCALE 1:1 450 000 (26°30')

ADMIRALTY and are trademarks of the Secretary of State for Defence

SECONDARY CONTACTS

Maritime Security Centre - Horn of Africa

NATO Shipping Centre

US Naval Cooperation and Guidance for Shipping (NCAGS) Bahrain

IMB Piracy Reporting Centre

International Maritime Security Construct (IMSC)

European Maritime Awareness in the Strait of Hormuz (EMASOH)

FURTHER INFORMATION

NAVARE VII - Co-ordinator: INDIA

UKMTO VOLUNTARY REPORTING AREA

UKMTO VOLUNTARY REPORTING AREA

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UKMTO VOLUNTARY REPORTING AREA

UKMTO - BMPS INCIDENT DEFINITIONS FOR PIRACY AND ARMED ROBBERY

Block: Unauthorized persons have illegally boarded the ship and taken control of the vessel against the will of the Master and crew.

Attempted Boarding: Close approach to a ship by a hostile vessel with intent to board.

Attack: The ship has been subjected to an aggressive approach by a hostile vessel.

Suspicious approach: Deviate attention towards the ship, rapid increase in speed which cannot be accounted for in the prevailing conditions.

Signings and irregular activity: Suspicious activity not associated with the local or prevailing conditions.

THE INTERNATIONAL MARITIME SECURITY CONSTRUCT (IMSC) OPERATIONAL SENTINEL

The IMSC has been established to maintain Freedom of Navigation (FON) in the Gulf of Oman and the Persian Gulf.

Ship: Should continue to report to the UKMTO using the standard Initial Report.

IMSC Contact Information

European-Led Maritime Awareness in the Strait of Hormuz (EMASOH)

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.

MARITIME SECURITY PLANNING CHART

This planning chart provides the mariner with Security of Navigation information to enable effective passage planning through an area of, or having the potential for, increased risk.

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.

SECURITY OF NAVIGATION INFORMATION Further Security of Navigation information is available online for this and other regions from the ADMIRALTY Maritime Security Portal.

THE HIGH RISK AREA The High Risk Area (HRA) is an area within the UKMTO designated Voluntary Reporting Area (VRA) where there is a higher risk of piracy and within which self-defensive measures are most likely to be required.

MSC-HOA VESSEL REGISTRATION UKMTO and the Admiralty have agreed to establish a Maritime Security of Navigation (MSON) reporting boundary for merchant vessels and fishing vessels.

UKMTO VOLUNTARY REPORTING AREA UKMTO and the Admiralty have agreed to establish a Maritime Security of Navigation (MSON) reporting boundary for merchant vessels and fishing vessels.

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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.

PHYSICAL THREATS Mines Sea mines are a cheap and widely available weapon against all types of shipping.

Missiles / Water-Borne Improvised Explosive Devices (WBIEDs) Missiles can be launched from a ship, submarine or land-based launchers and are designed to have a range of 100s of miles.

Rocket Propelled Grenades (RPGs) A rocket-propelled grenade (RPG) is a portable, shoulder-launched rocket system which, depending on variant, may be used against armoured vehicles or targets.

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.

Terrorism The potential terrorist use of merchant ships is a major issue, some of which may influence safe passage. The terrorist use of the shipping industry for financial gain, for the transport of equipment or personnel.

Legal Fishing and Smuggling Vessels conducting legal fishing or smuggling may pose a 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.

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.

RF and GPS Jamming/Spoofing The jamming of both GPS and RF signals may be used to give false or very small changes which may not always be apparent to the user.

CONVOY / MERCHANT SHIP COLLECTION AREA A pre-designated area where merchant ships can meet prior to the start of a convoy, escort or accompaniment by warships.

NOTES For recommended actions in the event of ship under attack see BMPS and G6099.