

SafetyNet broadcasts on Inmarsat C:
NAVAREA VIII – Co-ordinator: INDIA. Transmitted via Pune LES on IOR satellite.
NAVAREA IX – Co-ordinator: PAKISTAN. Transmitted via Burum LES on IOR satellite.
 See Admiralty List of Radio Signals (ALRS) Volume 5 for full details, scheduled transmission times, etc.

Ships in the UKMT0 voluntary reporting area (Suez Canal/105/78E) 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 piracy alerts.

In addition ships should programme their Navtex receivers to receive navigation warnings from all appropriate Navtex stations.

EMERGENCY CONTACT
 • UKMT0 Dubai
 United Kingdom Maritime Trade Operations
 Email: ukmt0@eim.ae
 Tel: +971 50 552 3215

SECONDARY CONTACTS
 • MSC-HOA
 Maritime Security Centre – Horn of Africa
 Email: postmaster@mschoa.org
 Tel: +44 1923 958 545
 Fax: +44 1923 958 520
 Website: www.mschoa.org

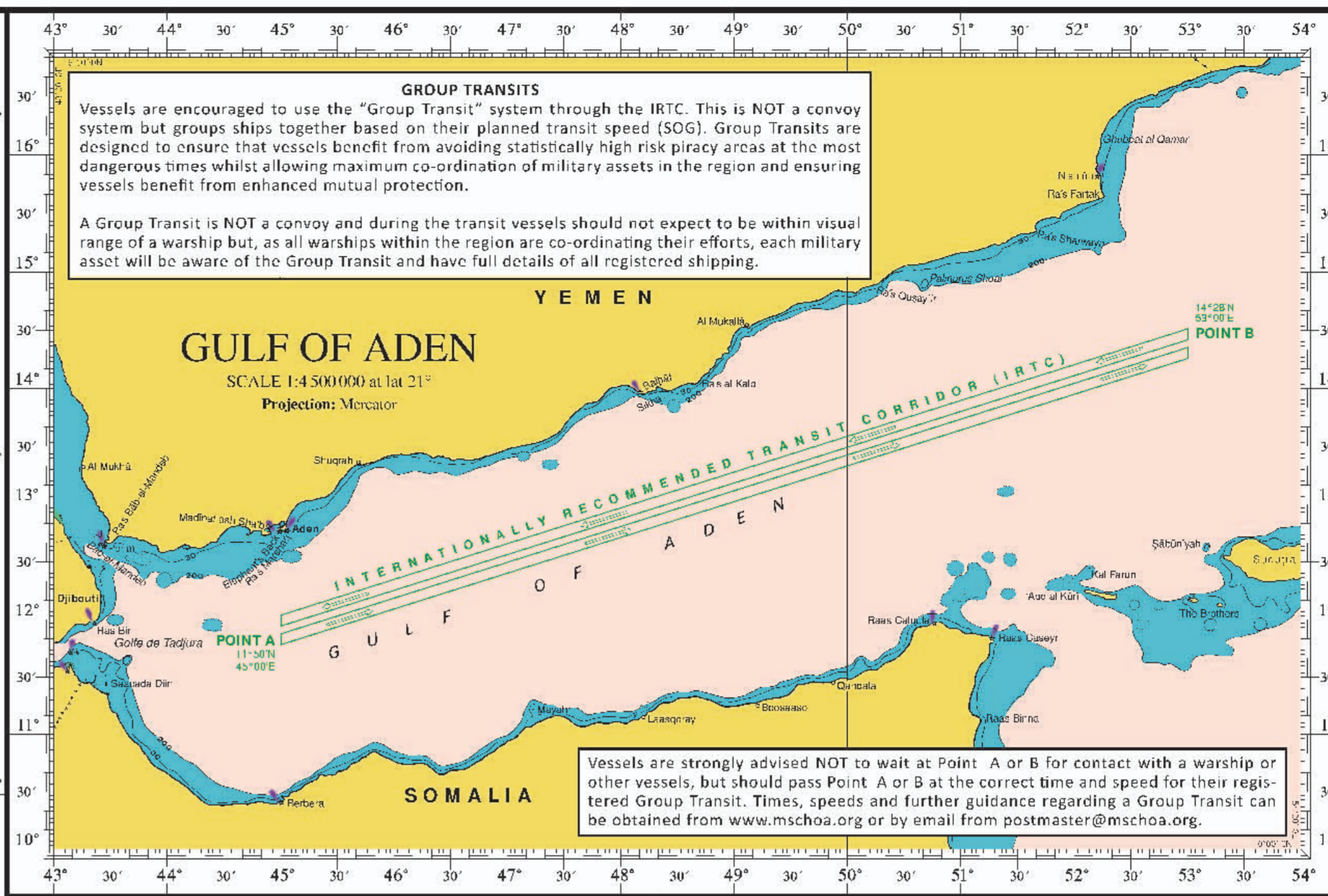
• NATO Shipping Centre
 Email: info@shipping.nato.int
 Tel: +44 1923 956 574
 Fax: +44 1923 956 575
 Website: www.shipping.nato.int

• MARLO Maritime Liaison Office – Bahrain
 Email: mario.bahrain@me.navy.mil
 Tel: +973 1785 3925
 Duty (24hr): +973 3940 1395
 Fax: +973 1785 3930
 Website: www.cusnc.navy.mil/marlo/

• IMB Piracy Reporting Centre
 Email: piracy@icc-ccs.org
 imskl@icc-ccs.org
 Tel: +603 2031 0014 (24 hr Helpline)
 Fax: +603 2078 5769
 Telex: +84 34199 (IMBPC1 MA34199)
 Website: www.icc-ccs.org

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

- UKMT0 Dubai, MSC-HOA, MARLO and the IMB-PRC.
- Best Management Practice Guidelines – “BMP4” (available from Admiralty Distributors, OCIMF and INTERTANKO).
- Oil Companies International Marine Forum (OCIMF) Publication “Piracy – The East Africa / Somalia Situation”.
- IMO Marine Safety Committee (MSC) Circular(s).
- Annual Summary of Admiralty Notices to Mariners.
- Admiralty List of Radio Signals (ALRS) Volumes 1 and 6.
- The Mariner’s Handbook, chapter 13.
- Relevant Navigation Warnings and EGC SafetyNet broadcasts on Inmarsat C.



VOLUNTARY REPORTING REQUIREMENTS

Merchant vessel voluntary reporting schemes are established to increase security, provide anti-piracy support and 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, as detailed below, with the authorities. Any vessel, owner, operator or manager choosing not to report may delay any military assistance in the event of an incident as military assets will not be expecting the ship and valuable information may not be available.

The schemes are free to participate in and vessels of any flag or ownership are invited to participate. All information is treated in strict commercial confidence and only used within military circles.

VESSEL REGISTRATION
 Register Vessel Movement prior to entering the high-risk area with MSC-HOA (on-line at www.mschoa.org, by email to postmaster@mschoa.org or by fax +44 1923 958 520). See www.mschoa.org for report details.

VESSEL REPORTING
 Upon entering the UKMT0 voluntary reporting area (bounded by Suez in the north, to 10°S and 78°E), or when leaving a port within the area:

- Send a Vessel Position Reporting Form – Initial Report to UKMT0 (by email to ukmt0@eim.ae). See “UKMT0 INITIAL REPORT” on this chart and BMP4 Annex B for report details;
- After transmitting the initial reports above, vessels are asked to report daily by 0800 UTC to UKMT0, giving their name, call sign, IMO Number, position, course, speed and ETA. In addition, when calling at ports within the reporting area, the date/time of arrival and the ETD should be reported;

If planning to transit the Gulf of Aden, vessels are requested to add the ETA at the Internationally Recommended Transit Corridor (IRTC) entry point (“Point A” or “Point B”) to the daily reports to UKMT0 and MSC-HOA;

- When making reports all times should be in “UTC”;
- Reports may be made by either the vessel or by the owner/operator.

NAVIGATION IN, OR NEAR, PIRACY HIGH RISK AREAS

Any decision to navigate in areas where vessel security may be threatened requires careful consideration and detailed planning to best ensure the safety of the vessel and crew. The following outlines some of the key aspects involved in such planning:

- Gather up-to-date information regarding the current security situation in the region (navigation warnings, piracy alerts, MSC-HOA website, etc.);
- Identify current piracy high risk areas and assess whether it is possible or practicable to avoid these areas;
- Consider expected weather conditions, bearing in mind that the small craft usually used by the pirates may be difficult to operate in sea conditions above Beaufort Force 4 (wave heights >2m);
- Plan on transiting the high risk area at full sea speed or in accordance with Group Transit or National Convoy speed requirements;
- Plan on transiting areas of highest risk in the hours of darkness or as dictated by Group Transit or National Convoy requirements;
- Conduct a risk assessment;
- Based on the risk assessment and Ship Security Plan (SSP), prepare self-protection measures in accordance with BMP4;
- In accordance with the risk assessment and SSP draw up a contingency plan for the passage through the high risk area and ensure this is briefed and exercised by all concerned, on board and ashore;
- Prepare an Emergency Communication Plan, to include all essential emergency contact numbers and prepared messages;
- Define Automatic Identification System (AIS) policy;
- Establish a “Safe Muster Point” to protect crew in the case of a pirate attack;
- If a “Citadel” is provided and properly equipped check that all equipment is in place and ensure that ship to shore communications systems are working correctly;

(REFER TO BMP4 SECT. 8.13 FOR DEFINITIONS OF “SAFE MUSTER POINT” AND “CITADEL”. TAKE NOTE OF “CITADEL GUIDANCE” ON THIS CHART AND www.mschoa.org)

- On entry into the high risk area implement the Ship Security Plan (SSP);
- Increase all-round lookouts and ensure enhanced radar watches;
- Minimise outgoing external communications to essential safety and security related messages;
- Set AIS in accordance with defined policy;
- Have contact numbers displayed at all communications stations and prepared emergency messages ready for sending;
- Have all self protection measures ready for immediate use.

UKMT0 INITIAL REPORT

1	Ship Name	
2	Flag	
3	IMO Number	
4	INMARSAT Telephone Number	
5	Time & Position	
6	Course	
7	Passage Speed	
8	Freeboard	
9	Cargo	
10	Destination and Estimated Time of Arrival	
11	Name and contact details of Company Security Officer	
12	Nationality of Master and Crew	
13	Armed / unarmed security team embarked	

NOTES:

RECOMMENDED ACTIONS IN EVENT OF SUSPECTED, OR ACTUAL, PIRACY ATTACK – See Sections 9, 10 and 11 of BMP4.

- SUSPICIOUS VESSEL IN VICINITY**
 - If not at full speed then increase to full speed to open the Closest Point of Approach (CPA).
 - Activate the Emergency Communication Plan:
 - Contact UKMT0 Dubai to alert them that an attack might be about to take place.
 - Consider if a distress message should be sent to alert other ships in vicinity.
- APPROACH STAGE**
 - If not at full speed then increase to full speed to open the CPA.
 - Activate the ship’s emergency procedures.
 - Activate the Emergency Communication Plan:
 - Sound the emergency alarm and make a “Pirate Attack” announcement.
 - Report the attack to UKMT0 Dubai.
 - Activate Ship Security Alarm System (SSAS).
 - Send a distress message via DSC and Inmarsat C, as applicable, to alert other ships in vicinity.
 - Ensure AIS is switched ON.
 - Ensure the crew, except those that are not required on the bridge or engine room, at either the Safe Muster Point or in the Citadel (if constructed).
 - If possible, alter course to open the CPA. Consider a course to increase the effect of wind or waves on approaching vessels.
 - Activate self defensive measures.
 - Ensure all external doors are fully secured.
- ATTACK STAGE**
 - Reconfirm if personnel are in a position of safety.
 - Manoeuvre as required to remove a lee from either side of the vessel (small helm alterations recommended).
- PIRATES ON BOARD**
 - Try to remain calm.
 - Before pirates reach the bridge, inform UKMT0 Dubai, ensure SSAS has been activated and the AIS is switched on.
 - Offer no resistance to the pirates once they reach the bridge.
 - If the bridge/engine room is to be evacuated then the main engine should be stopped. All remaining crew should proceed to the designated Safe Muster Point with their hands visible.
 - Leave any CCTV running.
- IF MILITARY FORCES INTERVENE**
 - All personnel should keep low to the deck and cover their heads with both hands, and ensure hands are clearly visible. Make no movements that could be interpreted as being aggressive.
 - Do not use flash photography.
 - Be prepared to prove your identity. Crew should be briefed and prepared for this.
 - Co-operate fully during any naval/military action onboard.
 - Be aware that English may not be the working language of some naval/military forces.