

UK National Report

12th North Indian Ocean
Hydrographic Commission
Colombo, Sri Lanka, 20-23 March 2012



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HYDROGRAPHIC OFFICE



Building on Success

GB activity 2010-11

- Chart production
- ENC Production
- Publications
- Capacity Building and Training



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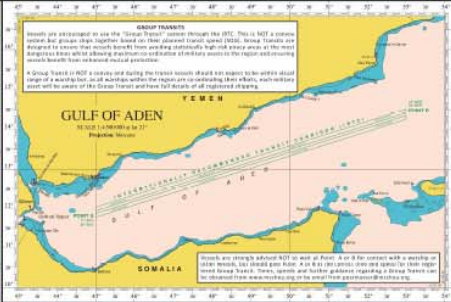
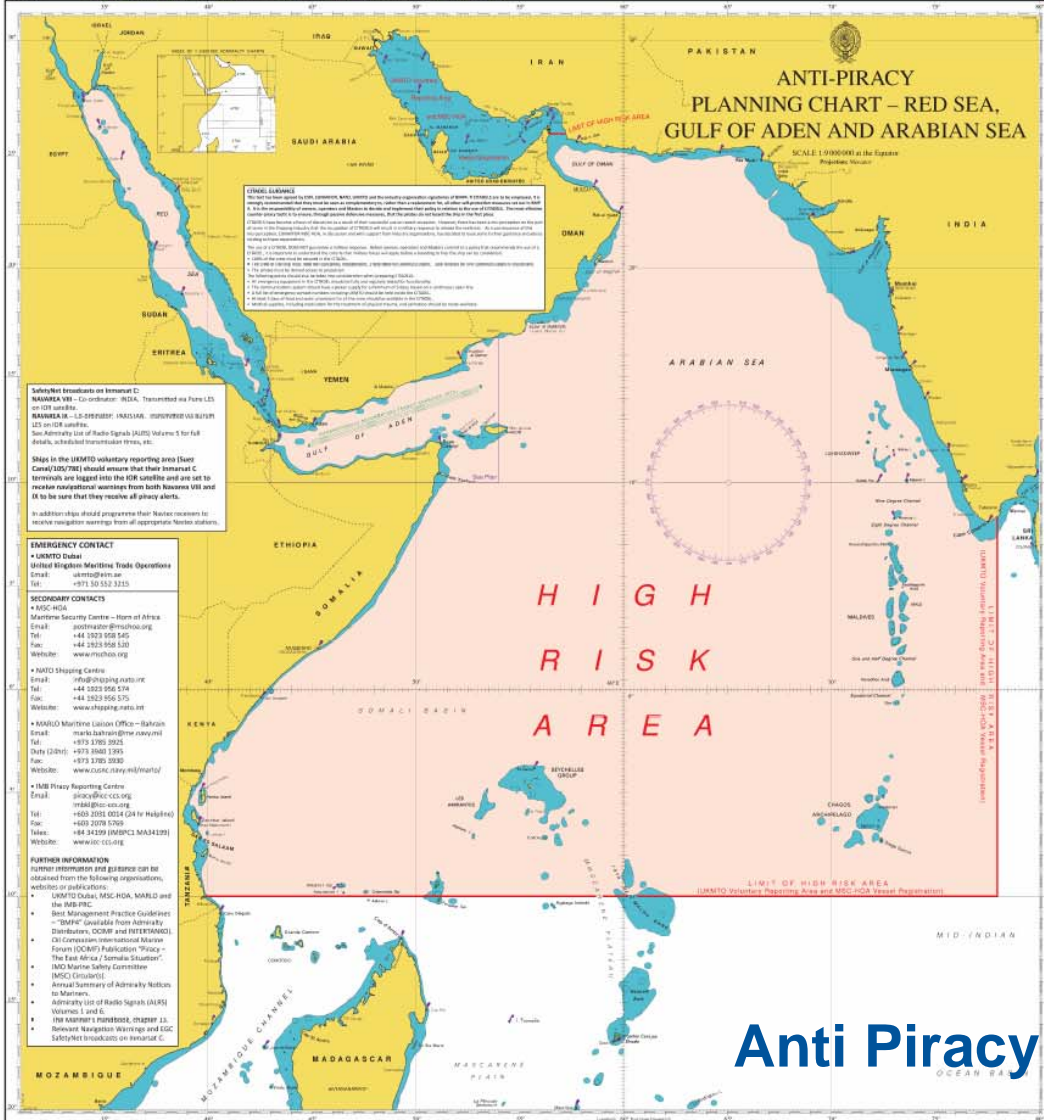


Chart Production

- 19 New Edition charts, including 17 INT charts and Q6099
- 15 New Charts, including 13 INT charts



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VOLUNTARY REPORTING REQUIREMENTS

Merchant vessel voluntary reporting schemes are established to increase security, provide self-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 join, as detailed below, with the authorities. Any vessel, captain, seaman or manager choosing not to report may delay any military assistance in the event of an incident as military assets will not be operating in the area and valuable information may not be available.

The schemes are free to participate 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 (see link at www.msc-hoa.org), by email to admin@mschoa.org or by fax +44 1932 398 520.

VESSEL REPORTING

Upon entering the UKMTD voluntary reporting area (bounded by UTM to 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 UKMTD (By email to ukmtd@eam.ac.uk). See "UKMTD INITIAL REPORT" on this chart and BMAP Annex B for report details.
- After transmitting the initial reports above, vessels are asked to report daily by UKMTD via its UKMTD, 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 ETA should be reported.

If planning to transit the Gulf of Aden, vessels are requested to add the ETA and the Internationally Recommended Transit Corridor (ITTC) entry point ("Pass A" or "Pass B") to the daily reports to UKMTD 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 (Intelligence 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).
- Consider main and auxiliary machinery capability, availability and reliability.
- Plan on transiting the high risk area at full sea speed or in accordance with Group Transit or National Passing 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 BMAP, in accordance with the risk assessments 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 Master Point" to protect crew in the case of a pirate attack;
- If a "Crewed" is provided and properly equipped check that all equipment is in place and ensure that ship to shore communications systems are working correctly.

UKMTD INITIAL REPORT

- Ship Name
- Flag
- IMO Number
- PIRABSTAT
- Signature Number
- Time & Position
- Course
- Passage Speed
- Freeboard
- Cargo
- Destination and Estimated Time of Arrival
- Name and contact details of Company Security Officer
- Responsibility of Master and Crew
- Armed / unarmed security teams embarked

NOTES:

RECOMMENDED ACTIONS IN THE EVENT OF SUSPECTED, OR ACTUAL, PIRACY ATTACK - see Sections 9, 10 and 11 of BMAP.

- SUSPICIOUS VESSEL IN VICINITY**
 - If not at full speed then increase to full speed to open the Classed Point of Approach (CPA).
 - Activate the Emergency Communication Plan.
 - Contact UKMTD/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 Ship's emergency procedures.
 - Activate the Emergency Communication Plan:
 - Sound the emergency alarm and make a "Pirate Attack" announcement.
 - Report the attack to UKMTD/Dubai.
 - Activate Ship Security Alarm System (SSAS).
 - Send a distress message via GSC and Inmarsat C, as applicable, to alert other ships in vicinity.
 - Ensure AIS is switched ON.
 - Muster the crew, except those that are not required on the bridge or engine room, at either the Safe Master 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 vessel.
 - Execute self-defensive measures.
 - Ensure all external doors are fully secured.
 - Reconfirm all personnel are in a position of safety.
 - Minimise AIS (as required to remain a sea from their side of the vessel (see level 3 status recommendations)).
- PIRATES ON BOARD**
 - Try to remain calm.
 - Self-protect: reach the bridge, inform UKMTD/Dubai, ensure SSAS has been activated and that 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 Master Point with their hands visible.
 - Use any CCTV viewing.
- 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 listed 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.

SafetyNet broadcasts on Inmarsat C:
MANRMA - Co-ordinator: INDIA. Transmitted via Furu US on GPO satellite.
MANRMA - Co-ordinator: INDONESIA. Transmitted via Furu US on GPO satellite.
 See Admiralty List of Radio Signals (ALRS) Volume 1 for full details of SafetyNet transmission times.

Ships in the UKMTD voluntary reporting area (see Chart 102/782) should ensure that their Inmarsat C terminals are logged into the FHR facilities and are set to receive conventional warnings from both Inmarsat UK and IT to be sure that they receive all piracy alerts.

In addition ships should prepare their Master reaction to receive navigational warnings from all appropriate Member states.

EMERGENCY CONTACT

UKMTD Dubai
 United Kingdom Maritime Trade Operations
 Email: ukmtd@eam.ac.uk
 Tel: +973 332 532 3133

SECONDARY CONTACTS

MSC-HOA
 Maritime Security Centre - Horn of Africa
 Email: post@mschoa.org
 Tel: +44 1932 398 540
 Fax: +44 1932 398 520
 Website: www.mschoa.org

ADMT Shipping Centre
 adm@shipping.info
 Tel: +44 1823 956 574
 Fax: +44 1823 956 575
 Website: www.shipping.info

MAARD Maritime Liaison Office - Bahrain
 Email: marla.bahrain@maard.gov.ye
 Tel: +973 390 2820
 July (24hrs): +973 3980 1395
 Fax: +973 390 2828
 Website: www.maard.gov.ye/marla/

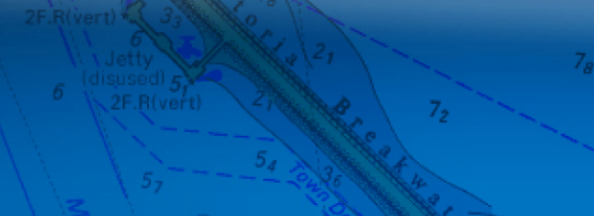
IMB Piracy Reporting Centre
 Email: piracy@icc.org
 Tel: +650 2035 0254 (24hrs for Helpline)
 Fax: +650 2038 7505
 Telex: +84 34209 (IMB/PC/MAR142)
 Website: www.icc.org

FURTHER INFORMATION
 Current information on the subject can be obtained from the following organisations, websites or publications:

- UKMTD Dubai, MSC-HOA, MAARD and the IMB/ITC
- Best Management Practice Guidelines "BMAP" (available from Admiralty Distribution, OCM and INTERMARCO)
- ICI Compendium National Marine Forces (COMNAV) Publication "Piracy - The East Africa / Somalia Situation"
- IMO Marine Safety Committee (MSC) Circulars
- Annual Summary of Admiralty Notices to Mariners
- Admiralty List of Radio Signals (ALRS) Volume 1 and 6.
- IMB Maritime Handbook, Chapter 13: Beyond Navigation: Warnings and GSC SafetyNet broadcasts on Inmarsat C.

**H I G H
R I S K
A R E A**

Anti Piracy Chart – Q6099



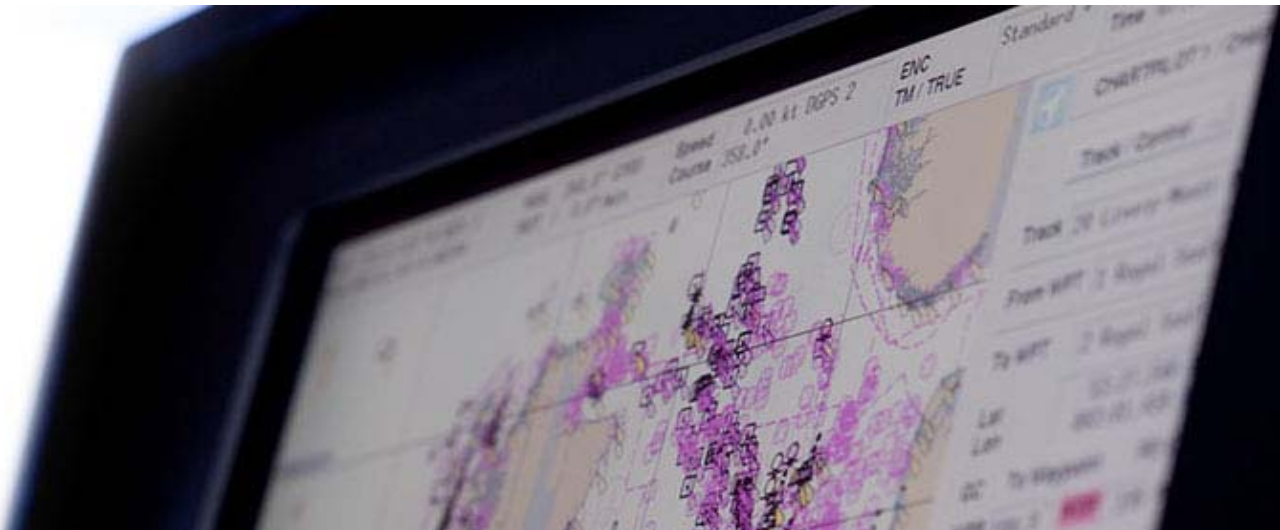
ENC Production

125 GB cells currently available

- **5 new cells since last NIOHC**

Coverage currently comprises

- **30 Harbour**
- **42 Approach**
- **33 Coastal**
- **14 General**
- **6 Overview**



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Publications

2 New Editions Sailing Directions

- NP63 Persian Gulf Pilot
- NP39 South Indian Ocean Pilot

Feb 11

Sep 11



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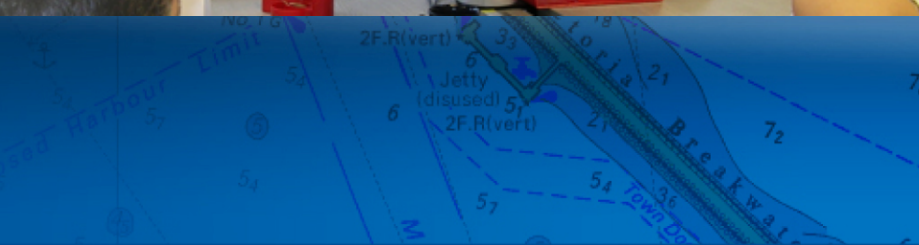


Capacity Building and Training

- Organised MSDI course in Sri Lanka through CBSC
- Nippon foundation students from Bangladesh, Oman, Pakistan and Indonesia
- IMO course student from Bangladesh
- IHO Module 1 students from Mauritius and Bangladesh



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Looking Ahead

Continuing UK activity 2012-13 and beyond

- **Chart Production - 12 New Edition charts 2012**
- **Publications - 3 New Edition Sailing Directions in 2012/13**
- **Continuing efforts to support local data gathering initiatives, and to link these into a broad programme of prioritised chart compilations and new editions.**



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Questions



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