

ANAVE – Circular de Régimen Interior

Madrid, 24 de junio de 2016
Ref: SMA 21/2016/AB

Asunto: Piratería en el Golfo de Guinea:

1. Nuevo Centro de Intercambio de Información del Golfo de Guinea
2. Posible reunión con la Armada en julio en Cartagena sobre Piratería en G. Guinea

Muy Srs. nuestros:

1. Nuevo Centro de Intercambio de Información del Golfo de Guinea.

Como continuación de la circular de referencia SMA 19/2016/AB, de 7 de junio, en relación a la contribución de Francia y Reino Unido a la nueva red de información marítima sobre piratería en el Golfo de Guinea, se ha publicado recientemente la siguiente información sobre el mecanismo de notificación anglo-francés que va a asumir las funciones del Centro de Comercio Marítimo e Intercambio de Información del Golfo de Guinea (MTISC GOG):

- El nuevo Centro de Concienciación del Entorno Marítimo en el Golfo de Guinea (Marine Domain Awareness for Trade – Gulf of Guinea, MDAT-GoG) está operativo desde el pasado 20 de junio y estará operado por las Armadas de Francia y Reino Unido desde los centros de Brest y Portsmouth.
- Los detalles de contacto del MDAT-GoG son:
 - Email: watchkeepers@mdat-gog.org
 - Teléfono: +33 298 22 88 88. Las llamadas podrán ser atendidas indistintamente desde Brest o Portsmouth.

Les adjuntamos en un Anexo la carta náutica actualizada sobre protección que cubre la zona del Golfo de Guinea, que contiene los datos de contacto de la nueva red y orientaciones adicionales.

2. Posible reunión con la Armada en julio en Cartagena.

Un representante del NCAGS (Sistema de Cooperación Naval y Guía del Tráfico Marítimo de la Armada) nos ha informado sobre una reunión que han mantenido recientemente con una empresa asociada para intercambiar información sobre los incidentes de piratería en el Golfo de Guinea que han afectado a buques de dicha compañía.

Valoró reunión como muy positiva para la Armada, ya que les sirvió para confirmar la situación en la zona, el modus operandi de los piratas y otros detalles que sólo se pueden conocer a partir de experiencias de casos o tentativas reales de ataques. La Armada se ofreció a coordinar visitas a los buques de dicha compañía cuando hagan escala en puertos nacionales y a ofrecer asesoramiento sobre medidas de protección y seguridad a bordo cuando los buques naveguen por el Golfo de Guinea.

La Armada nos ha comentado la posibilidad de organizar una reunión en Cartagena en la segunda quincena del mes de julio, por si esta iniciativa de coordinación y cambio de información y experiencias fuera de utilidad para otras empresas cuyos buques operan en el Golfo de Guinea.

Este asunto se considera de interés del Estado y está incluido en la Estrategia de Seguridad Marítima de la EU, adoptada en junio de 2014, cuyo objetivo es proporcionar un marco común para las autoridades competentes nacionales y europeas que les permita desarrollar políticas específicas y aportar una respuesta europea a las amenazas y crisis marítimas.

Con el fin de informar a los responsables de la Armada sobre la posibilidad de organizar la reunión, rogamos a las empresas interesadas que nos comuniquen a la mayor brevedad posible en el teléfono: 91 458 00 40 o en la dirección de correo electrónico: abaturko@anave.es:

1. Si están interesadas en participar en una reunión de este tipo.
2. Si les parece bien que la reunión se celebre en Cartagena, como nos ha propuesto la Armada, o si les parece más conveniente por motivos prácticos que se celebre en Madrid.
3. Si la fecha tentativa de la segunda quincena de julio les parece adecuada o si prefieren que se posponga, por ejemplo a la segunda quincena de septiembre.

Saludos cordiales,

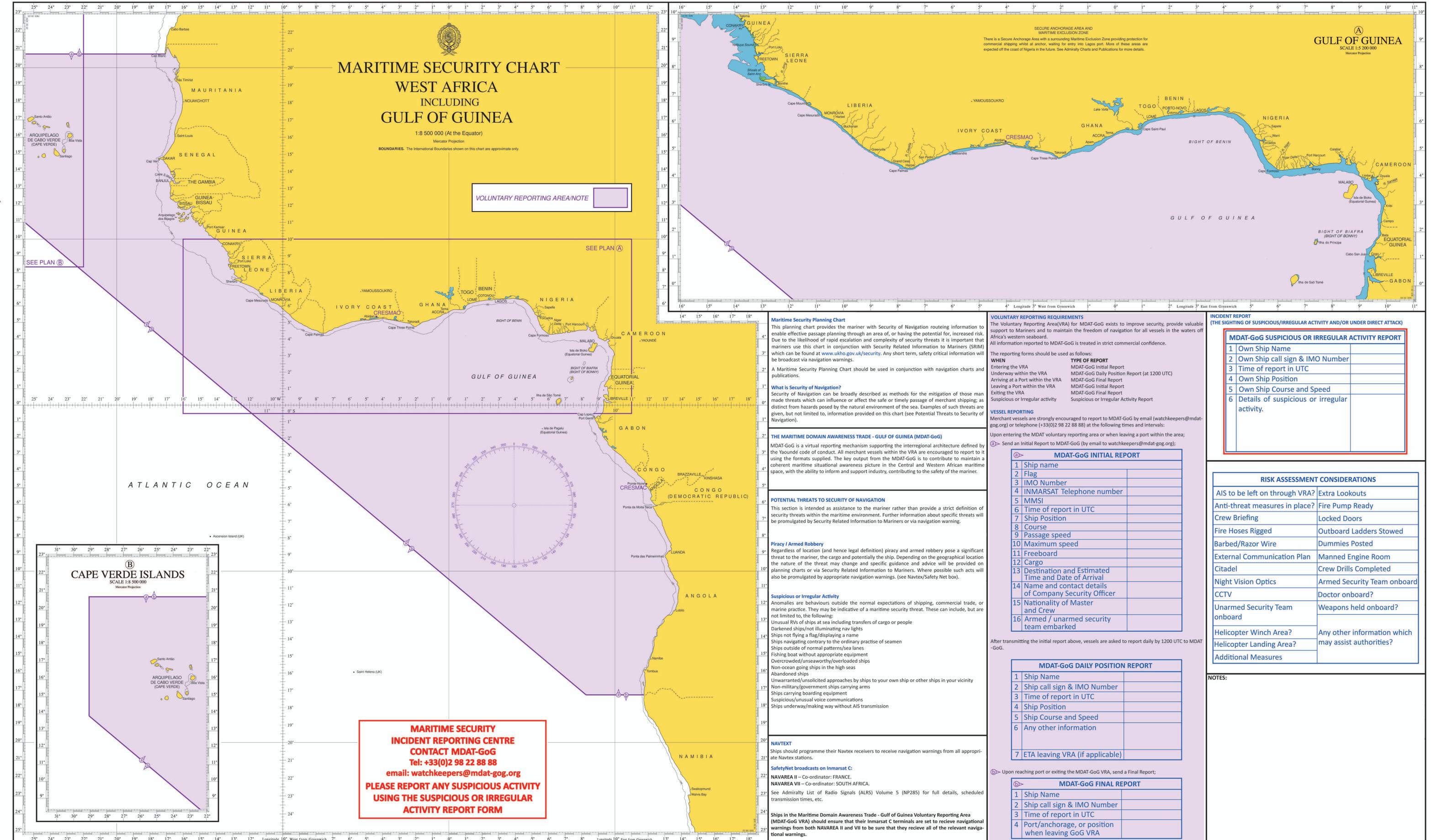
Manuel Carlier
Director General

TO BE USED IN CONJUNCTION WITH NAVIGATIONAL CHARTS AND PUBLICATIONS

Information on this chart and in 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 UKHO will endeavour to maintain the information on this chart up to date but does not guarantee to do so, and, to the latest information on this chart does not imply United Kingdom support for or endorsement of any particular measure unilaterally adopted by any other nation, although the United Kingdom does support measures adopted by the United Nations. Queries about the information on this chart or any associated Notices to Mariners should be addressed to the relevant issuing office.

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IMPORTANT - SEE RELATED ADMIRALTY PUBLICATIONS. Notices to Mariners (Annual, Permanent, Preliminary and Temporary), NP2011 (Symbols and Abbreviations), The Mariners Handbook (especially Chapters 1 & 2 on the use, accuracy and limitations of charts), Sailing Directions (Pilot), List of Lights & Fog Signals, List of Radio Signals, Tide Tables, for their digital equivalents. KEEP CHARTS AND PUBLICATIONS UP-TO-DATE AND USE THE LARGEST SCALE CHART APPROPRIATE.

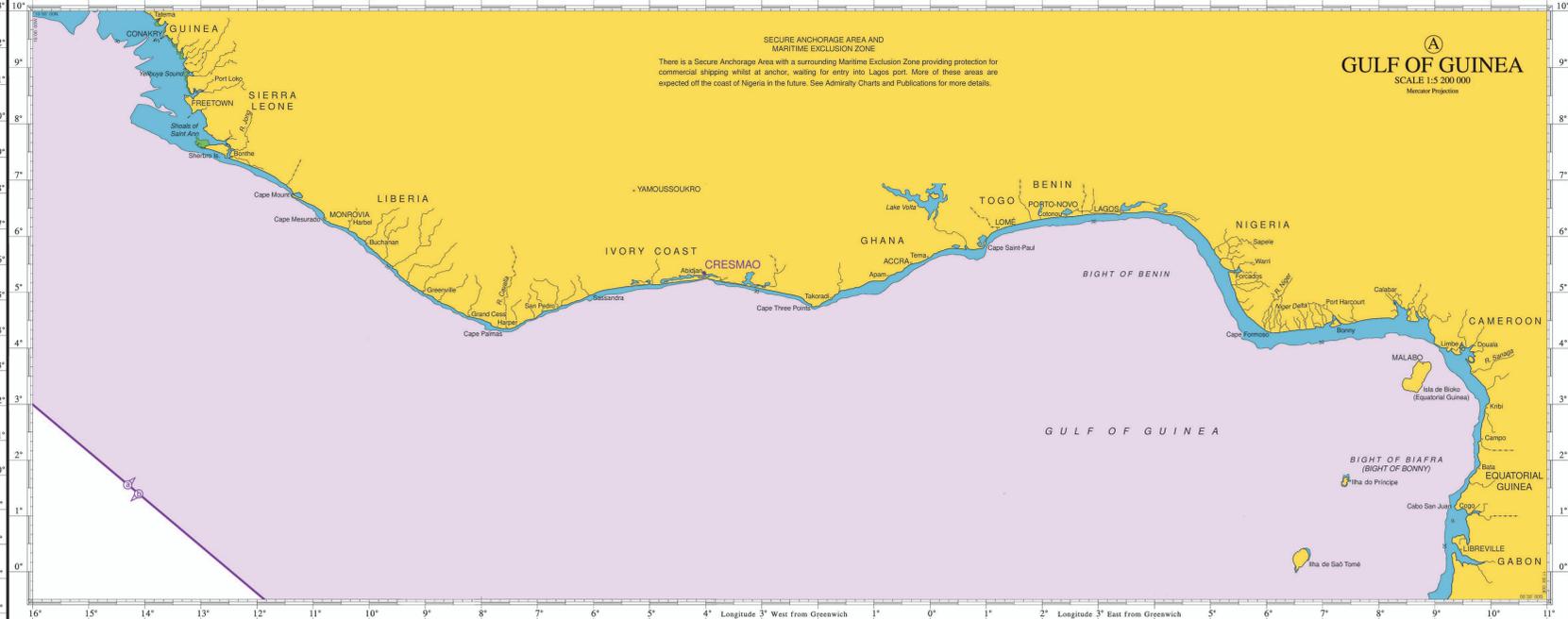


MARITIME SECURITY CHART WEST AFRICA INCLUDING GULF OF GUINEA

1:8 500 000 (At the Equator)
Mercator Projection

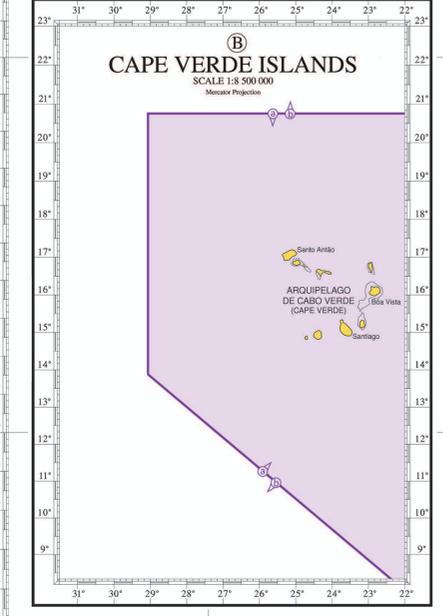
BOUNDARIES. The International Boundaries shown on this chart are approximate only.

VOLUNTARY REPORTING AREA/NOTE



GULF OF GUINEA

SCALE 1:5 200 000
Mercator Projection



CAPE VERDE ISLANDS

SCALE 1:8 500 000
Mercator Projection

MARITIME SECURITY INCIDENT REPORTING CENTRE CONTACT MDTAT-GoG
Tel: +33(0)2 98 22 88 88
email: watchkeepers@mdtat-gog.org
PLEASE REPORT ANY SUSPICIOUS ACTIVITY USING THE SUSPICIOUS OR IRREGULAR ACTIVITY REPORT FORM

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 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.

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 'code of conduct'. All merchant vessels within the VRA are encouraged to report to it using the formats supplied. The key output from the MDTAT-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 warning.

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/Safety Net 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 practice 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/voyage ships carrying arms
Ships carrying boarding equipment
Suspicious/unusual voice communications
Ships underway/making way without AIS transmission

NAVTEXT
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 MDTAT-GoG exists to improve security, provide valuable advice to Mariners and to maintain the freedom of navigation for all vessels in the waters off Africa's western seaboard. All information reported to MDTAT-GoG is treated in strict commercial confidence.

The reporting forms should be used as follows:
WHEN
Entering the VRA
Underway within the VRA
Arriving at a Port within the VRA
Leaving a Port within the VRA
Exiting the VRA
Suspicious or irregular activity
TYPE OF REPORT
MDAT-GoG Initial Report
MDAT-GoG Daily Position Report (at 1200 UTC)
MDAT-GoG Final Report
MDAT-GoG Initial Report
MDAT-GoG Final Report
Suspicious or Irregular Activity Report

VESSEL REPORTING
Merchant vessels are strongly encouraged to report to MDTAT-GoG by email (watchkeepers@mdtat-gog.org) or telephone (+33(0)2 98 22 88 88) at the following times and intervals:
Upon entering the MDTAT voluntary reporting area or when leaving a port within the area;
Send an Initial Report to MDTAT-GoG (by email to watchkeepers@mdtat-gog.org);

MDTAT-GoG INITIAL REPORT

1 Ship name	
2 Flag	
3 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 MDTAT-GoG.

MDTAT-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)	

MDTAT-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)

MDTAT-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: