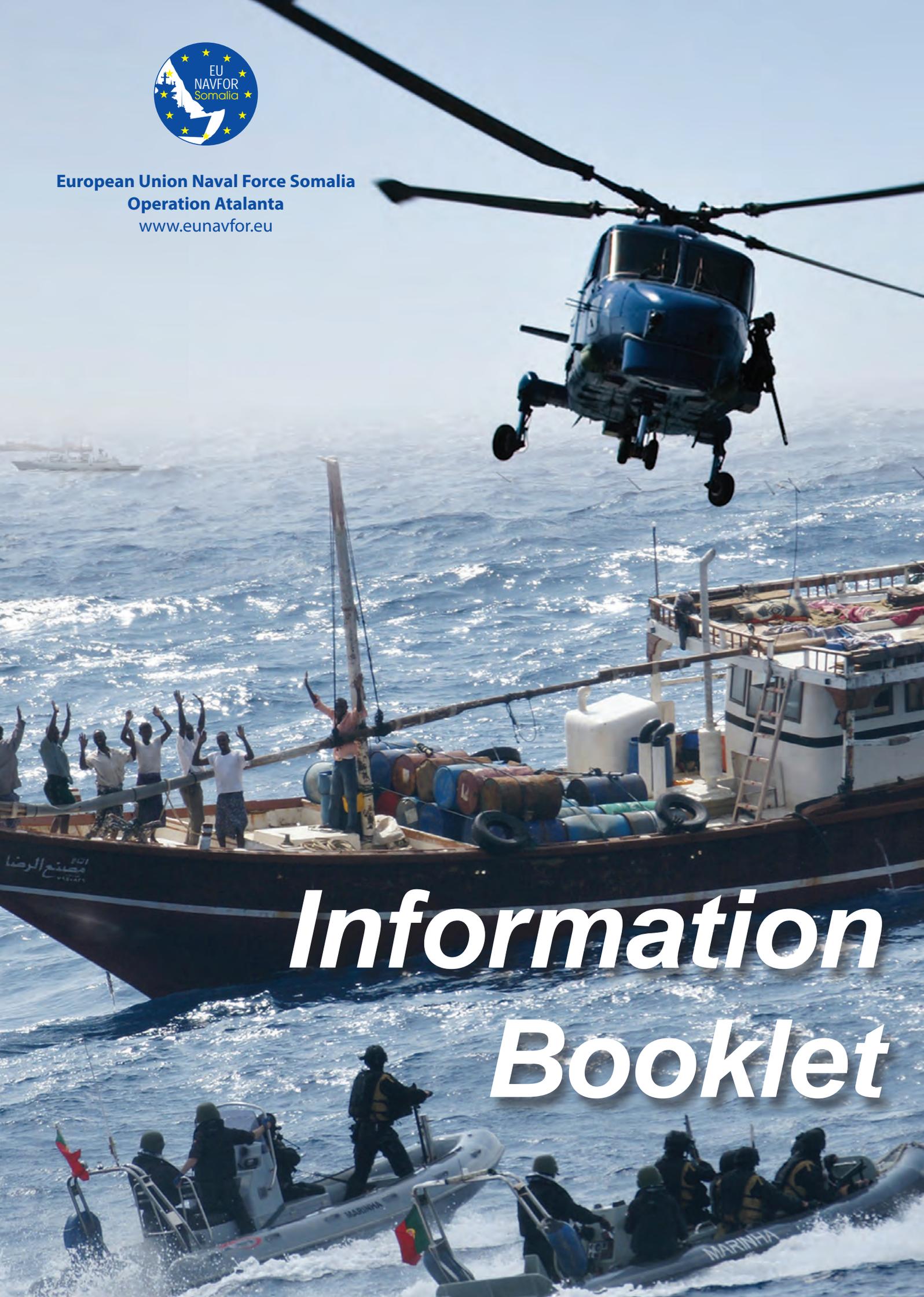




European Union Naval Force Somalia
Operation Atalanta
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Information Booklet





European Union Naval Force Somalia

Operation Atalanta

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The European Union remains concerned by Somali-based piracy and armed robbery at sea off the Horn of Africa and in the Western Indian Ocean.

Off the coast of Somalia it is our mission to;

- Deter, prevent and repress acts of piracy.
- Protect vessels of the World Food Programme, delivering aid to the people of Somalia.
- Protect vulnerable shipping.
- Monitor fishing activities.
- Support other EU missions and international organisations working to strengthen maritime security and capacity in the region.





Contents

1.	The European Union Naval Force	05
	Mandate	
2.	The European Union Naval Force Area of Operations	06
	Legal basis	
	Detention of suspected pirates	
	Contributing countries	
	Political control, strategic direction and command structure	
	Financing	
3.	Safeguarding trade through the High Risk Area: The Maritime Security Centre Horn of Africa (MSCHOA)	14
	Strategic framework	
	International legal co-operation	
	Co-ordinated criminal investigation against pirates	
4.	Achievements	18
5.	Contact	20
6.	Links and abbreviations	22





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Operation Atalanta
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1. The European Union Naval Force

The European Union's Naval Force (EU NAVFOR) has been responding to Somali-based piracy and armed robbery at sea off the Horn of Africa and in the Western Indian Ocean since December 2008. Somali-based piracy is characterised by criminals taking control of vessels transiting the High Risk Area and extorting ransom money for the crew, the vessel and cargo: This bears all the features of organised crime. Crews held hostage by pirates often face a prolonged period of captivity, the average being 5 months, although some hostages have been held for over four years. Piracy impacts on international trade and maritime security and on the economic activities and security of countries in the region.

As a result, and as part of its Comprehensive Approach to Somalia, the EU launched the European Union Naval Force Operation Atalanta in December 2008 within the framework of the European Union Common Security and Defence Policy (CSDP) and in accordance with relevant UN Security Council Resolutions (UNSCR) and International Law.

At the height of the crisis January 2011, 736 hostages and 32 ships were being held by pirates. Today that number has dropped to no maritime hostages and no ships being held. However, there is no room for complacency.

In 2017, EU NAVFOR registered 13 incidents related to Somali piracy. Included in this was a vessel and a regional Dhow which was pirated for a short period of time then released when local authorities intervened and the arrest of six Somali's who are charged with attempted piracy.

Mandate

Under EU Council Joint Action 851, which is based on various UN resolutions, Operation Atalanta:

- 🌐 Protects vessels of the World Food Programme (WFP) and other vulnerable vessels
- 🌐 Deters, prevents and represses piracy and armed robbery at sea
- 🌐 Monitors fishing activities off the coast of Somalia
- 🌐 Supports other EU missions and Instruments in Somalia
- 🌐 Contributes to the implementation of MASE and CRIMARIO

On 30 July 2018 the Council of the European Union extended the Mandate of Operation Atalanta until December 2020.

European Union has been directly affected and the agony of trade of all EU Member States has been indirectly affected by piracy. Therefore it is not just the human cost that counts.



2. The European Union Naval Force

Area of Operations

The EU Naval Force (Somalia) operates in an Area of Operations (AOO) covering the Southern Red Sea, the Gulf of Aden and a large part of the Indian Ocean. The Area of Operations also includes the coastal territory of Somalia, as well as its territorial and internal waters. This represents an area of about 4,700,000 square nautical miles (approximately 8,700,000 square kilometres).

Within the AOO, Operation Atalanta units conduct tasks in accordance with the Mandate. Close co-operation with WFP ensures that no vessel transporting humanitarian aid will travel unprotected along the Somali coastline.

A significant objective of Operation Atalanta is the deterrence and disruption of acts of piracy and armed robbery on the high seas. Warships apprehend suspected pirates following intelligence reports of pirate activity or sightings by merchant vessels and MPRAs.

When Operation Atalanta assets locate suspicious vessels, and further investigation confirms the suspicion, the pirate groups will be disrupted. This means military action will be taken in order to render a suspected group incapable of further pirate operations. Suspected pirates may be detained with the aim to transfer them to competent national authorities for prosecution. Their equipment is often confiscated for evidence purposes. A disruption of a pirate logistics dump was carried out on the Somali coastline as part of a focused and deliberate operation in May 2012.

Operation Atalanta warships also conduct patrols in the Internationally Recommended Transit Corridor (IRTC) in the Gulf of Aden and the Indian Ocean to protect vulnerable vessels passing through this critical "Sea Line of Communication". Furthermore, warships and Maritime Patrol and Reconnaissance

Aircraft (MPRA) conduct reconnaissance and surveillance operations. Warships and their boarding teams routinely conduct visual or physical checks of vessels transiting the High Risk Area.

Meetings with local seafarers, or 'friendly approaches', are conducted to gather a better understanding of maritime practices by talking with the crews of fishing and trading vessels in the region and to make ships' masters aware of the [Best Management Practices \(BMP\) for protection against Somali-based piracy](#), i.e. self-protection measures.

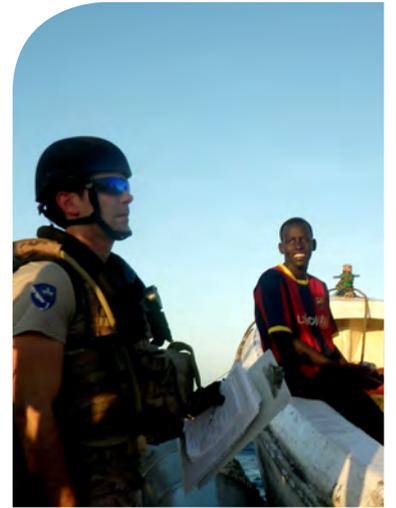
Operation Atalanta also monitors fishing activities off the coast of Somalia. Data gathered by EU NAVFOR assets during routine operations are sent to the Directorate General for Maritime Affairs and Fisheries, Indian Ocean Tuna Commission (IOTC) and its Member States, including Somalia.

The EU is committed to supporting Somalia in designing and implementing a Somali-owned response to her own maritime safety and security needs. In this regard, the instruments that the EU dedicates – both civilian and military – support Somalia in reprising her national maritime responsibilities and obligations. Consequently, EU NAVFOR supports, as a secondary task other EU missions and Instruments working in Somalia by providing logistical support, maritime expertise or facilitating training at sea. In addition, EU NAVFOR supports the implementation of the specific marsec programmes MASE and CRIMARIO.





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Operation Atalanta**
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Legal basis

The legal basis for EU Information is predicated on decisions taken by the Council of the European Union in accordance with relevant [United Nations Security Council Resolutions \(UNSCR\) 1816 \(2008\)](#) and successor resolutions and International Law. An appropriate framework of Rules of Engagement ensures that EU NAVFOR is prepared to conduct the whole spectrum of military operations necessary to deter and disrupt pirate activities.

Detention of suspected pirates

In the Area of Operations, Operation Atalanta's assets are prepared to detain and transfer persons suspected of intending to commit, committing, or having committed acts of piracy or armed robbery at sea.

Operation Atalanta assets can legally seize the vessels of suspected pirates or armed robbers, vessels captured by an act of piracy or armed robbery at sea, and such vessels which are in the hands of the pirates or armed robbers, as well as the property on board.

Pirate suspects may be prosecuted by EU Member States directly, by Regional States, or by any other Third States with which the EU has agreements, and which wishes to exercise its jurisdiction over the suspected pirates.

Suspected pirates may not be transferred to a Third State unless conditions relevant to International Law (notably International Law on Human Rights) are met.

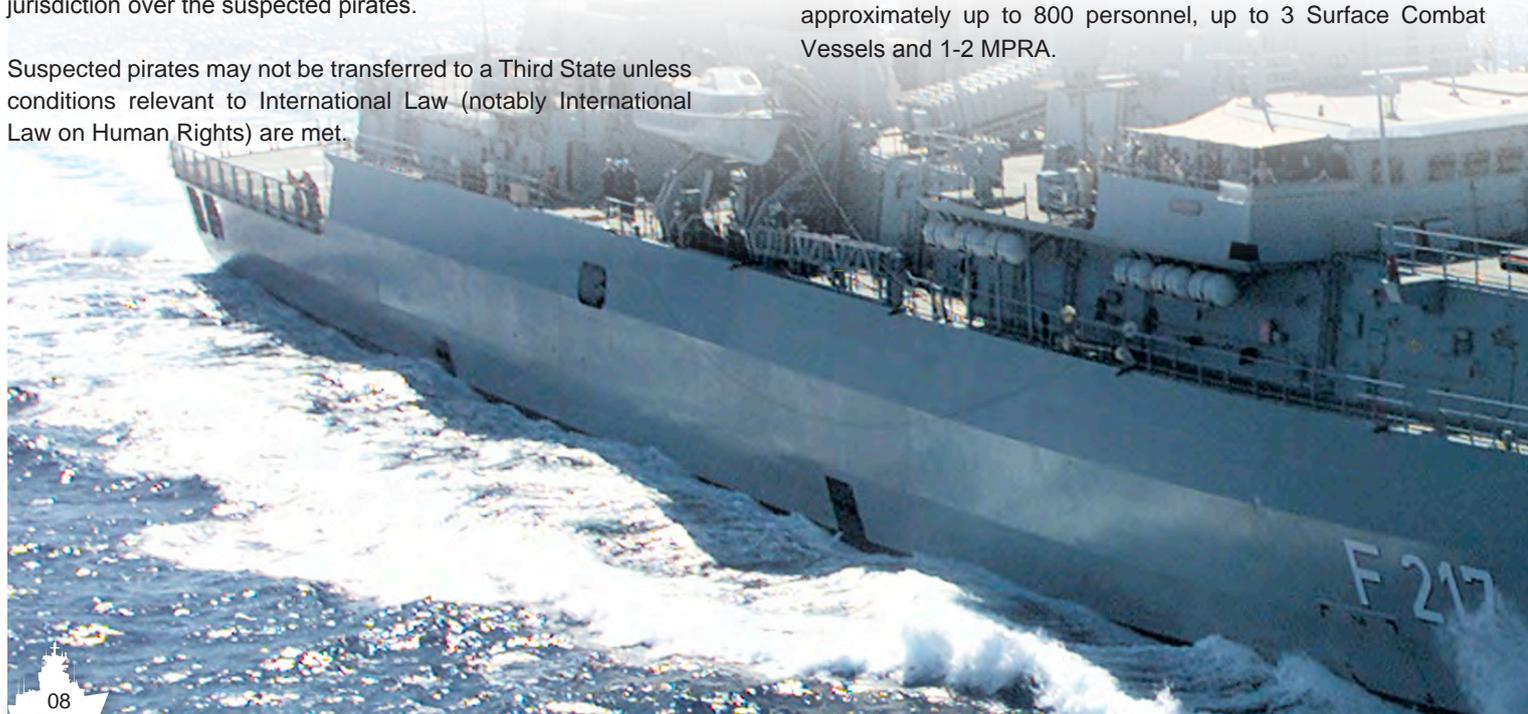
Contributing countries

Participation in EU NAVFOR goes beyond EU Member States. Norway was the first non-EU country to contribute to the Operation, with a warship in 2009. Croatia (pre-Accession), Montenegro, Serbia and Ukraine have since provided staff officers to the Operational Headquarters (OHQ) and / or Force Headquarters (FHQ). Ukraine contributed a warship early in 2014, and New Zealand contributed an MPRA asset later the same year. The Republic of Korea formally joined EU NAVFOR in February 2017 and Montenegro has been providing AVPD teams since May 2017.

Means of contributing to EU NAVFOR:

- 🚢 Navy vessels (surface combat vessels and auxiliary ships, including embarked helicopters)
- ✈️ Maritime Patrol and Reconnaissance Aircraft (MPRA)
- 👥 Autonomous Vessel Protection Detachment (AVPD) teams
- 👤 Provision of military and civilian staff to work at the ES OHQ in Rota, Spain, or on board units at sea

The composition of EU NAVFOR changes constantly due to the frequent rotation of units and varies according to the monsoon seasons in the Indian Ocean. However, it typically comprises approximately up to 800 personnel, up to 3 Surface Combat Vessels and 1-2 MPRA.





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Operation Atalanta**
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In addition to EU NAVFOR units, a considerable international military maritime presence is deployed in the area in order to counter piracy. This includes a dedicated Task Force from the Combined Maritime Forces (CMF) as well as European Member States navies acting in a national capacity and 'independent deployer' countries such as China, India, Japan, Korea and Russia, each with slightly varying mandates and mission objectives.

EU NAVFOR maintains close liaison with all these forces in order to de-conflict and co-ordinate activities within the Area of Operations.



Political control, strategic direction and command structure

The European Union's [Political and Security Committee \(PSC\)](#) exercises political control and strategic direction of the military operation, under the authority of the [Council of the European Union](#) and the [High Representative of the Union for Foreign Affairs & Security Policy/Vice-President of the European Commission \(HR/VP\)](#), Her Excellency Federica Mogherini. The Operation Commander reports directly to the PSC.

The [European Union Military Committee \(EUMC\)](#) is the forum for military consultation and co-operation between the EU Member States in the field of conflict prevention and crisis management. It provides the PSC with advice and recommendations on military matters. The EUMC monitors the proper execution of Operation Atalanta conducted under the authority of the Operation Commander.

Directly attached to the High Representative, the [European Union Military Staff \(EUMS\)](#) contributes to the military aspects of the CSDP and provides support, upon the request of the High Representative or the PSC, for Operation Atalanta. The EUMS also conducts strategic analysis in liaison with the Operation Commander.

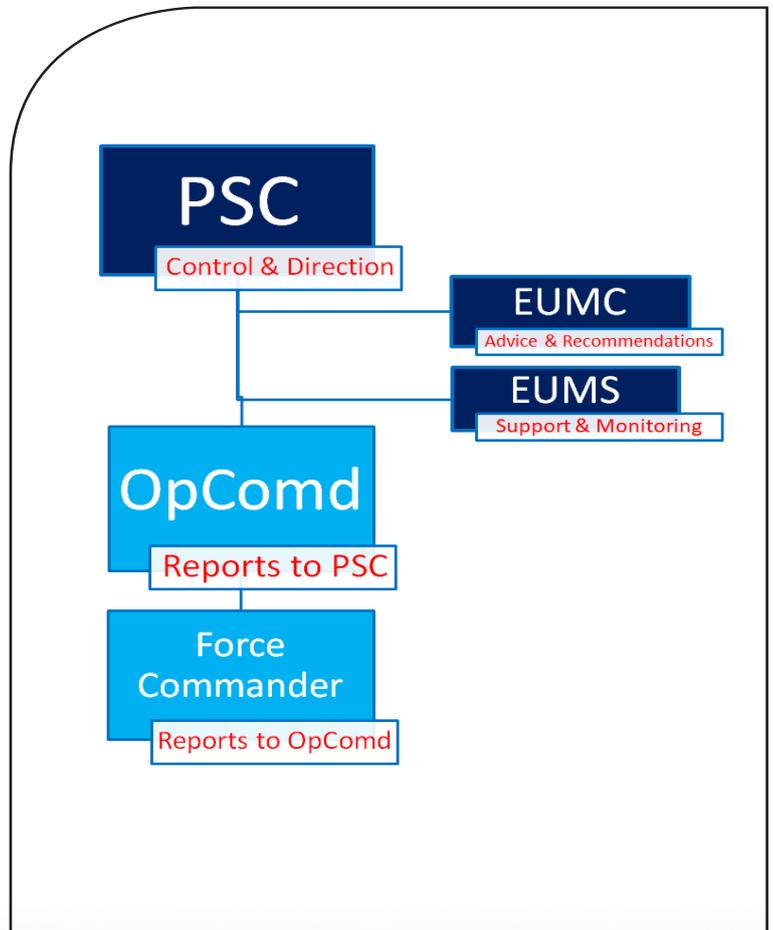
The [Operation Commander](#) commands Operation Atalanta from the Operational Headquarters at the Rota Naval Base, in Rota, Spain. There, he plans and conducts the Operation in conjunction with the political and military authorities of the European Union. The [Deputy Operation Commander](#) exercises command in the absence of the Operational Commander.

The [Force Commander](#) exercises command and control of all military forces in the Area of Operations from the Force Headquarters (FHQ) afloat on a flagship contributed by a Member State. The Force Commander is responsible for the planning, orchestration and execution of tactical military activities, and contributes to the Operational Planning taking place in the OHQ.





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Financing

Military assets and personnel are provided by the contributing states, with the associated running costs and personnel costs similarly met on a national basis. In addition, there is a common budget to cover extra costs that are incidental to the Operation (such as travel on behalf of the Operation, specific IT and communication costs, and the costs of medical evacuation).

This budget is agreed and monitored by the Athena Committee of Member States on an annual basis.

The budget for 2018 is 4.71 million Euros for the common costs of the mandate.





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3. Safeguarding trade through the High Risk Area: The Maritime Security Centre - Horn of Africa (MSCHOA)

Maritime transport plays an essential role in the international trade in goods of the European Union (EU). In 2015, the value of EU trade in goods with third countries (non-EU countries) carried by sea was estimated at close to €1,777 bn, accounting for about 51% of EU trade in goods. In detail, 53% of EU imports entered the EU by sea, while shipping represented 48% of EU exports to third countries. (EUROSTAT NEWS RELEASE 184/2016)

Operation Atalanta places considerable importance on safeguarding trade off the coast of Somalia.

The [Maritime Security Centre – Horn of Africa \(MSCHOA\)](#), located, within the ES OHQ, in Brest, France, is an initiative established by Operation Atalanta, with close co-operation from industry. The MSCHOA provides 24-hour monitoring of vessels transiting through the Gulf of Aden and the High Risk Area, whilst the provision of an interactive website enables the Centre to communicate the latest counter-piracy guidance to the Maritime Industry and for shipping companies and operators to register their vessels' movements through the region. Ships are accorded a vulnerability level and their movements are tracked as they transit.

Operation Atalanta, (and/or other counter-piracy forces), may then be deployed, as required, in the event of emergency. Operation Atalanta is one part of the EU's "**Comprehensive Approach**" to Somalia, tackling both the current symptoms and root causes of the problem.

Somali-based piracy is a complex issue that can only ultimately be overcome by combining political and diplomatic efforts with military and legal action, development assistance and strong

international co-ordination. With all these tools at its disposal, the EU is in a unique position to contribute to international efforts. To that end, other CSDP Missions in the region include:

EUCAP Somalia

[EUCAP Somalia](#) is a civilian mission augmented with military expertise designed to support maritime capacity-building in Somalia.

EU Training Mission – Somalia

The [EU Training Mission – Somalia \(EUTM Somalia\)](#) is an EU military training mission which aims to strengthen the Somali National Government (SNG) and the institutions of Somalia, by providing military training to members of the Somali National Armed Forces (SNAF).

CRIMARIO

The European Commission's Critical Maritime Routes Indian Ocean programme seeks to secure shipping lanes and to improve maritime governance through capacity building in the region.

MASE

The EU programme to promote regional maritime security in the Eastern and Southern Africa-Indian Ocean region as a joint programme between the EU and UNODC funded by the EU and centred on 5 key objectives.





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Operation Atalanta**
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Together, Operation Atalanta, EUCAP Somalia, EUTM, MASE (Maritime Security in the Eastern and Southern Africa-Indian Ocean). CRIMARIO (The European Critical Maritime Routes Indian Ocean) form a coherent, integrated CSDP package supporting the EU's Strategic Framework for the Horn of Africa.

Strategic Framework

The EU's multi-faceted engagement in the Horn of Africa is guided by its "Strategic Framework for the Horn of Africa". This defines five priorities for EU action:

-  Building robust and accountable political structures
-  Contributing to conflict resolution and prevention
-  Mitigating security threats emanating from the region
-  Promoting economic growth
-  Supporting regional economic co-operation

To co-ordinate these efforts, the EU appointed a [Special Representative](#) for the Horn of Africa on 1 January 2012. They were tasked to focus on Somalia and the regional dimensions of instability in the country, as well as on piracy, which has its root causes in the instability of Somalia.

International legal co-operation (legal finish)

The prosecution of piracy suspects is a key component of the overall fight against piracy.

The EU is assisting the [United Nations Development Programme](#) (UNDP) and the [United Nations Office Drugs and Crime](#) (UNODC) in their work to establish fair and efficient piracy trials in Somalia. Currently, transfers for trial from Operation Atalanta ships to Member States or regional states remains necessary to put an end to the pirates' legal impunity in the Indian Ocean.

The EU is the largest financial contributor to the [UNODC counter-piracy programme](#). A joint EU/UNODC programme supporting the justice systems of Kenya, the Seychelles and Mauritius was launched to provide practical assistance to cope with the extra demands associated with the prosecution and detention of piracy suspects.

In total the EU has transferred 160 suspected pirates to the regional states for prosecution. This end-to-end law enforcement process from interdiction to incarceration is termed 'legal finish'. It is important that criminals are seen to be tried and sentenced not just for local deterrent purposes but also to promote EU values. Such as the right to a fair trial and EU Court of Human Rights

Co-ordinated criminal investigation against pirates

Investigating this business model requires the tracking of financial flows. Disruption of these flows is vital in tipping the risk to reward balance. In addition EU NAVFOR provides Interpol with intelligence on Somali pirates so that those who finance piracy can be targeted.



4. Achievements

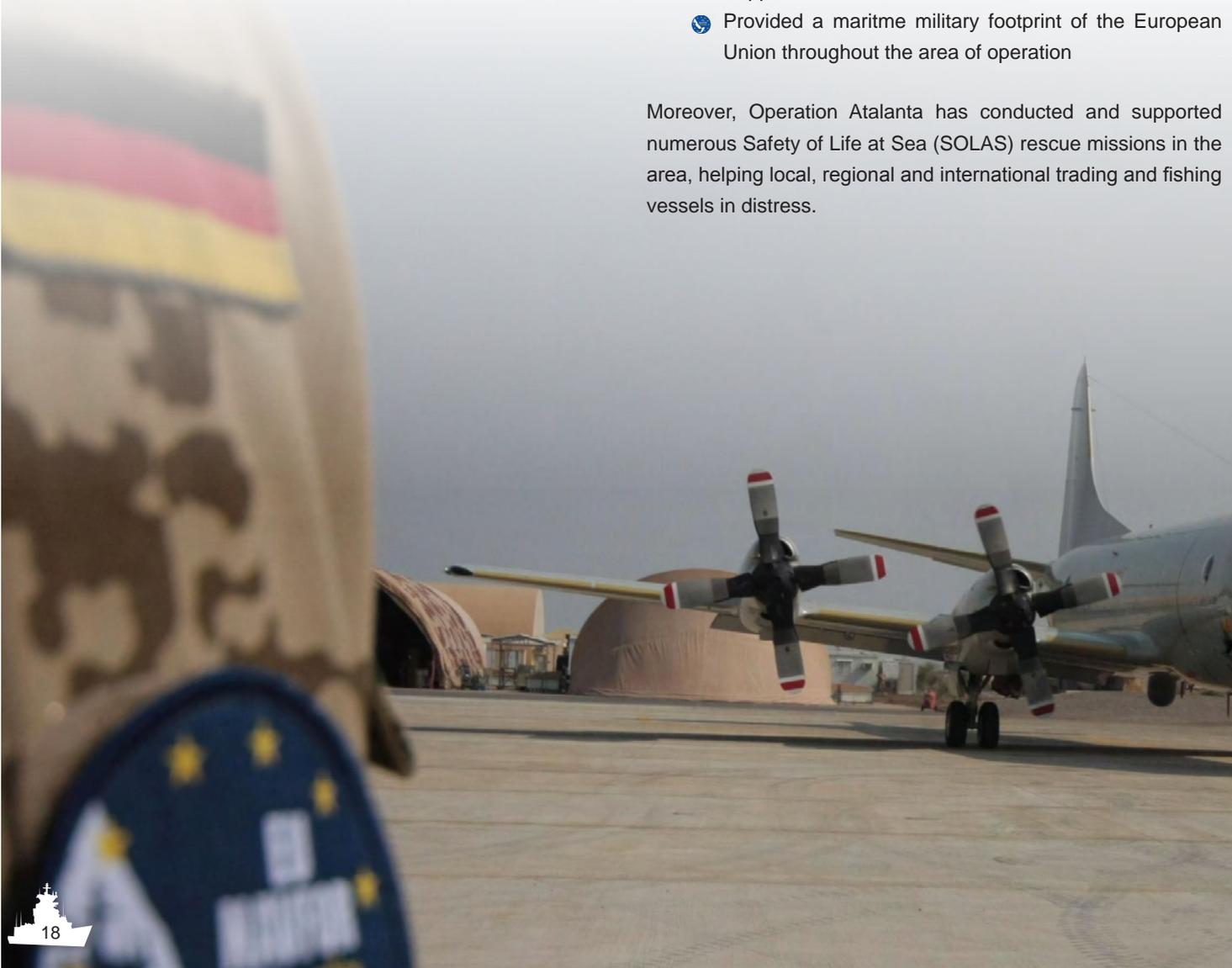
Data collated since 2008 demonstrates that Operation Atalanta, in co-operation with her counter-piracy partners, has become highly effective in preventing attacks before they happen.

Pro-active military operations contributed significantly to the fall in piracy attacks. At the height of Somali piracy in January 2011, 736 hostages and 32 ships were being held by pirates. By April 2017 that number has dropped to no hostages and no ships being held. However, military operations must work hand in glove with political and commercial partners. The shipping industry's adherence to Best Management Practices including the use of Private Armed Security Teams works both as a safeguard to crews and as a deterrent to would be pirates. Gradual improvements in politics and governance in Somalia should also be credited.

Since the launch in 2008, Operation Atalanta has:

- Had a 100% success rate in providing protection to WFP vessels delivering food / aid to the Somali people.
- Ensured the protection of other vulnerable shipping within the IRTC and the High Risk Area.
- Contributed to the deterrence, prevention and repression of acts of piracy and armed robbery at sea off the coast of Somalia.
- Transferred suspected pirates to competent authorities thanks to close co-operation with regional governments such as those of The Republic of the Seychelles, and Mauritius. This has resulted in successful prosecutions and convictions of pirates and justice for seafarers.
- Supported other EU Instruments in Somalia
- Provided a maritime military footprint of the European Union throughout the area of operation

Moreover, Operation Atalanta has conducted and supported numerous Safety of Life at Sea (SOLAS) rescue missions in the area, helping local, regional and international trading and fishing vessels in distress.





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5. Contact





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 @opatalanta



6. Links and abbreviations

Links

www.eunavfor.eu

www.mschoa.org

www.eeas.europa.eu

www.consilium.europa.eu

www.wfp.org

www.unodc.org

www.combinedmaritimeforces.com

www.interpol.int

UNSEMG

UNHCR Somalia

UN IOTC

IORA

MASE

IOC

IGAD

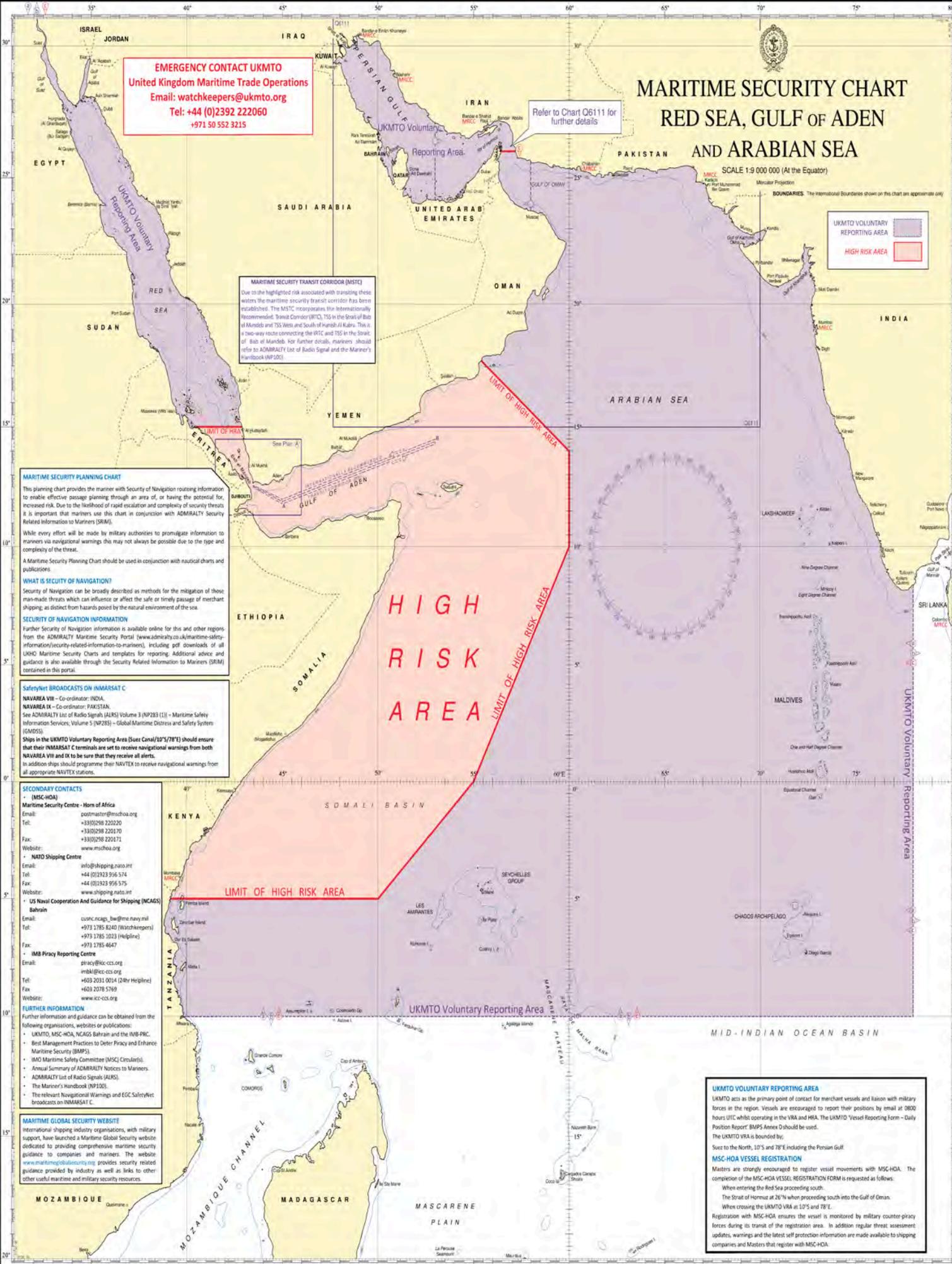
- EU Naval Force Somalia - Operation Atlanta
- Maritime Security Centre - Horn of Africa
- European External Action Service
- Council of the European Union
- World Food Programme
- United Nations Office on Drugs and Crime (UNODC)
- Combined Maritime Forces (CMF)
- Interpol
- UN Somalia and Eritrea Monitoring Group
- UN High Commissioner for Refugees
- UN Office of International treasury control
- Indian Ocean Rim Association
- Maritime Security in Southern Africa and Indian Ocean
- Indian Ocean Commission
- Inter-Governmental Authority on Development



Abbreviations

AMISOM	African Union Mission in Somalia
AU	African Union
BMP	Best Management Practices for Protection against Somalia Based Piracy
CMF	Combined Maritime Forces
CSDP	Common Security and Defence Policy
ECHO	European Community Humanitarian Office
EDF	European Development Fund
EU	European Union
EUMC	European Union Military Committee
EUMS	European Union Military Staff
EU NAVFOR	European Union Naval Force Somalia - Operation Atalanta
EUTM Somalia	European Union Training Mission in Somalia
FEWS NET	Famine Early Warning System Network
FSNAU	Food Security and Nutrition Analysis Unit
IMO	International Maritime Organization
IRTC	Internationally Recommended Transit Corridor
MSCHOA	Maritime Security Centre - Horn of Africa
MPRA	Maritime Patrol and Reconnaissance Aircraft
NATO	North Atlantic Treaty Organisation
OHQ	Operation Headquarters
PSC	Political and Security Committee
SOLAS	Safety of Life at Sea
UN	United Nations
UNDP	United Nations Development Programme
UNODC	United Nations Office for Drugs and Crime
UNSC	United Nations Security Council
VPD	Vessel Protection Detachment
WFP	World Food Programme





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

Refer to Chart Q6111 for further details

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 heightened risk associated with transiting these waters the maritime security transit corridor has been established. The MSTC incorporates the internationally recommended transit corridor (ITC) in the Strait of Bab el Mandeb and TSS West and South of Houthi Al Kuba. This is a two-way route connecting the ITC and TSS in the Strait of Bab el Mandeb. For further details, mariners should refer to ADMIRALTY List of Radio Signals and the Mariner's Handbook (NP100).

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-security-information) and security-related information to mariners, including pdf downloads of all UKHO Maritime Security Charts and templates for reporting. Additional advice and guidance is also available through the Security Related Information to Mariners (SRIM) contained in this portal.

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 that 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

- INMCSHOA**
 Maritime Security Centre - Horn of Africa
 Email: postmaster@inmcschoa.org
 Tel: +33(0)298 220220
 +33(0)298 220170
 Fax: +33(0)298 220171
 Website: www.inmcschoa.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 (NCGS)**
 Bahrain
 Email: cnsc-ncgs_bah@navy.mil
 Tel: +973 1785 8240 (Watchkeepers)
 +973 1785 1023 (Helpline)
 Fax: +973 1785 4647
- IMB Piracy Reporting Centre**
 Email: piracy@icc-ccs.org
 Email: imbai@icc-ccs.org
 Tel: +603 2031 0014 (24hr Helpline)
 Fax: +603 2078 5769
 Website: www.icc-ccs.org

FURTHER INFORMATION
 Further information and guidance can be obtained from the following organisations, websites or publications:
 • UKMTO, MSC-HOA, NCGS Bahrain and the IMB-PRC.
 • Best Management Practices to Deter Piracy and Enhance Maritime Security (BMP5).
 • 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
 International shipping industry organisations, with military support, have launched a Maritime Global Security website dedicated to providing comprehensive maritime security guidance to companies and mariners. The website www.maritimeglobalsecurity.org provides security related guidance provided by industry as well as links to other useful maritime and military security resources.

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 MEA. The UKMTO Vessel Reporting Form - Daily Position Report: BMP5 Annex D should be used.
 The UKMTO VRA is bounded by:
 Six to the North, 10°S and 78°E including the Persian Gulf.
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.



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