

# Information Bulletin December 2022



## EMASoH at sea in December

December marks the return of two naval assets to Operation Agenor, the military pillar of EMASoH. The Italian vessel *Thaon di Revel* and the French frigate *Guépratte* are currently both in direct support of EMASoH. The ITS *Thaon di Revel* temporarily left EMASoH in order to support the naval efforts regarding the World Cup in Qatar. After joining Operation Agenor again the *Thaon di Revel* conducted accompaniments, patrolled in the Gulf region and conducted sea joint activities. On the left a picture is shown of the joint activities with the RNBS *Al Fateh* (Navy of Bahrain). The *Guépratte* joined Operation Agenor just after Christmas and will be in direct support for multiple weeks.



## The Wallaby Charlie crew in the sky



Since November, the Maritime Patrol Aircraft (MPA) *Atlantique 2* with the French crew 'Wallaby Charlie' has been conducting reconnaissance flights for Operation Agenor. By flying over the Strait of Hormuz and the adjacent maritime areas, the MPA is greatly increasing the maritime situational awareness of EMASoH. The MPA also participates in active dialogue with merchant vessels sailing in the region. While flying by, radio contact is established and merchant ships are given the opportunity to share their findings and provide information about their transit. With its ability to gather and share information speedily in an extensive area, the *Atlantique 2* is of major importance to EMASoH and

the contribution to safety, security and freedom of navigation alongside the international Sea lines of Communication.

## EMASoH to the Sector: CRIMARIO and the Costa Toscana



In December, several members of the EMASoH team made visits to maritime instances. To keep up with the latest developments on the IORIS (Indian Ocean Region Information Sharing) platform, EMASoH attended the IORIS Conference for the Indian Ocean. The conference took place on the 6<sup>th</sup> and 7<sup>th</sup> of December on the Seychelles and was organised by EU CRIMARIO. Secondly, an EMASoH

delegation visited the cruise ship *Costa Toscana*. After a brief presentation on EMASoH, an appointment was made for a shared sailing activity at sea during Christmas, involving the *Costa Toscana* and the *Thaon di Revel*.

EMASoH Headquarters telephone watch (24/7): Tel: +971 265 74 090

Email: [emasoh.watch.ncags@def.gouv.fr](mailto:emasoh.watch.ncags@def.gouv.fr)

Follow EMASoH:

[www.linkedin.com/company/EMASOH](https://www.linkedin.com/company/EMASOH)

[www.twitter.com/EMASOH\\_AGENOR](https://www.twitter.com/EMASOH_AGENOR)

[www.instagram.com/emasoh\\_agenor](https://www.instagram.com/emasoh_agenor)

## EMASoH engaging the Maritime Cluster

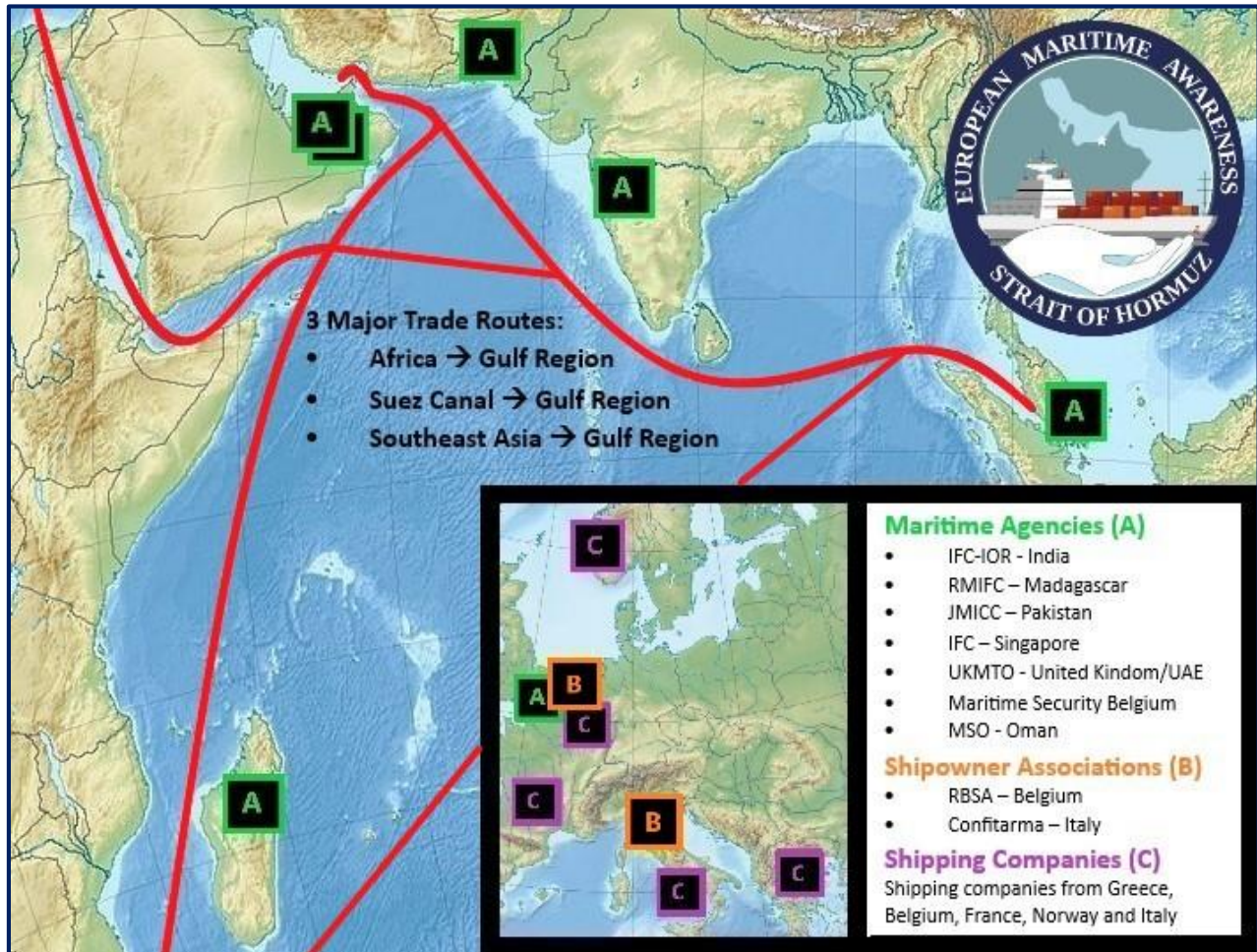
In order to stay informed about the latest maritime developments, EMASoH seeks contact with the wider maritime cluster. The Naval Cooperation and Guidance for Shipping (NCAGS) cell of Operation Agenor, is therefore proactively approaching regional organizations and stakeholders.

During the last weeks EMASoH staff members and Force Commander of Operation Agenor, Rear Admiral Costantino, had dialogues with several shipping companies, shipping associations and maritime organizations that are active in the Gulf Region and Indian Ocean. These contacts are of great



importance to EMASoH: in order to reassure merchant shipping, it is crucial to maintain full awareness of developments along the Sea Lines of Communication.

EMASoH wishes to keep an inclusive attitude towards all parties and wishes to engage in conversations with as much instances as possible. With this inclusive attitude and open approach, EMASoH seeks to be a de-escalating factor in the area. Other maritime stakeholders in the region are more than welcome to reach out to EMASoH's NCAGS cell for further information. In the map below an overview is given of the latest dialogues conducted by EMASoH.



EMASoH Headquarters telephone watch (24/7): Tel: +971 265 74 090

Email: [emasoh.watch.ncags@def.gouv.fr](mailto:emasoh.watch.ncags@def.gouv.fr)

Follow EMASoH:



[www.linkedin.com/company/EMASOH](https://www.linkedin.com/company/EMASOH)



[www.twitter.com/EMASOH\\_AGENOR](https://www.twitter.com/EMASOH_AGENOR)



[www.instagram.com/emasoh\\_agenor](https://www.instagram.com/emasoh_agenor)

## Naval Coordination and Guidance of Shipping



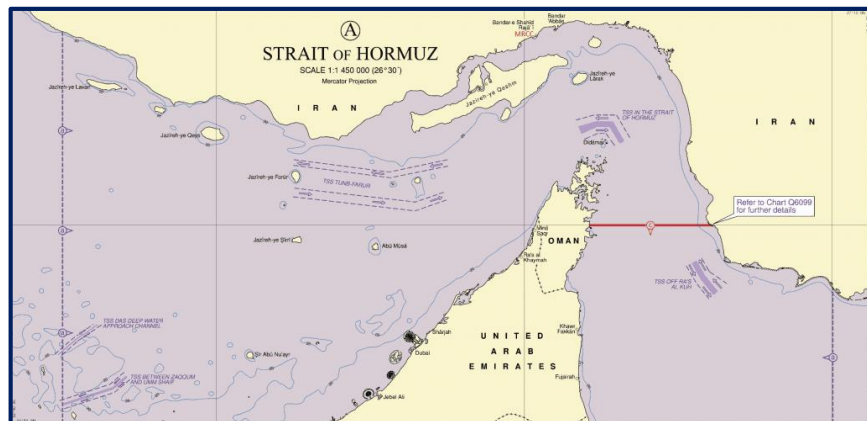
EMASoH wants to provide the best service possible to the maritime merchant shipping. The multinational military staff employs specialized officers for its Naval Coordination and Guidance of Shipping (NCAGS) branch. As a contact point for shipping, NCAGS receives transit notifications and monitors the ships while transiting the Strait of Hormuz and the Gulf region. NCAGS may offer coordinated passages with EMASoH's naval assets to reporting ships and plan other interactions with the ships. It is important for NCAGS to receive voluntary reports of ships entering the Voluntary Reporting Area in order to improve the Maritime Situational Awareness and to effectively allocate naval and aerial assets to serve security at sea and to promote the freedom of navigation.

## AIS Data and European Interest

**AIS** is one of the technical means supporting the capability to maintain a good picture of shipping in the area, as all ships above threshold tonnage are required to transmit their identifying data at all times, whether underway or at anchor. While this tool supports safety and security of navigation, we do observe instances where ships turn off their AIS transponders in the area, including when passing through the Strait of Hormuz. This practice not only makes the detailed monitoring of ships more challenging, but also may contribute to safety threats for ships sailing in the area. We recommend strict adherence to the IMO guidelines with respect to the use of AIS by ships.

The analysis of the AIS data for the EMASoH shipping of interest has been extended to the interest of the whole European Union (flag and country of financial benefit). It appears that about three quarters of the EU and EMASoH interests are common; this means that EMASoH looks after almost 85% of the EU interests (with the addition of Norway) in the area of the Voluntary Reporting Scheme.

## The Gulf and the Strait of Hormuz, an area under observation



Throughout the month of December, GPS inconsistencies have been reported and have been analysed. This analysis of "patterns of life" (that we hold on a permanent basis) shows unmistakably that the shipping sailing through the Tunb Traffic Separation Schemes (TSS), located west of the Strait of Hormuz along the Tunb islands, remains stable. At EMASoH we consider this as a sort of "risk

level feeling indicator": all other things remaining, to our assessment, the more this TSS is used the less the seamen feel at risk. Based on the passages of ships sailing under the flags of EMASoH countries, approximately two third of the traffic having the choice would go for the transit through the Tunb TSS route. This is in line with what was used to be in the recent past.

EMASoH Headquarters telephone watch (24/7): Tel: +971 265 74 090

Email: [emasoh.watch.ncags@def.gouv.fr](mailto:emasoh.watch.ncags@def.gouv.fr)

Follow EMASoH:



[www.linkedin.com/company/EMASOH](https://www.linkedin.com/company/EMASOH)

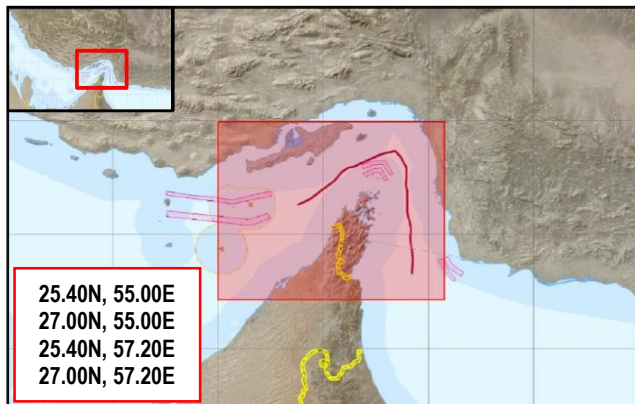


[www.twitter.com/EMASOH\\_AGENOR](https://www.twitter.com/EMASOH_AGENOR)



[www.instagram.com/emasoh\\_agenor](https://www.instagram.com/emasoh_agenor)

## GPS inconsistencies reporting



Since the last week of November EMASoH has received multiple reports regarding GPS data inconsistencies. The area where loss of GPS or GPS inconsistencies have been reported is within the following coordinates (see map): EMASoH would like to inform you about the potential loss of GPS when transiting this specific area. We kindly ask you to remain vigilant and report any GPS loss or data inconsistencies to EMASoH via the following email address: [ctf474-emasoh.ncags.contact.fct@def.gouv.fr](mailto:ctf474-emasoh.ncags.contact.fct@def.gouv.fr)

At this time, no further assessment regarding the origin of GPS loss and/or data inconsistencies can be made. Any provided data (such as starting and ending-point of GPS loss and timestamps) by ships will add valuable information to an assessment on the origin.

## Voluntary Reporting Scheme

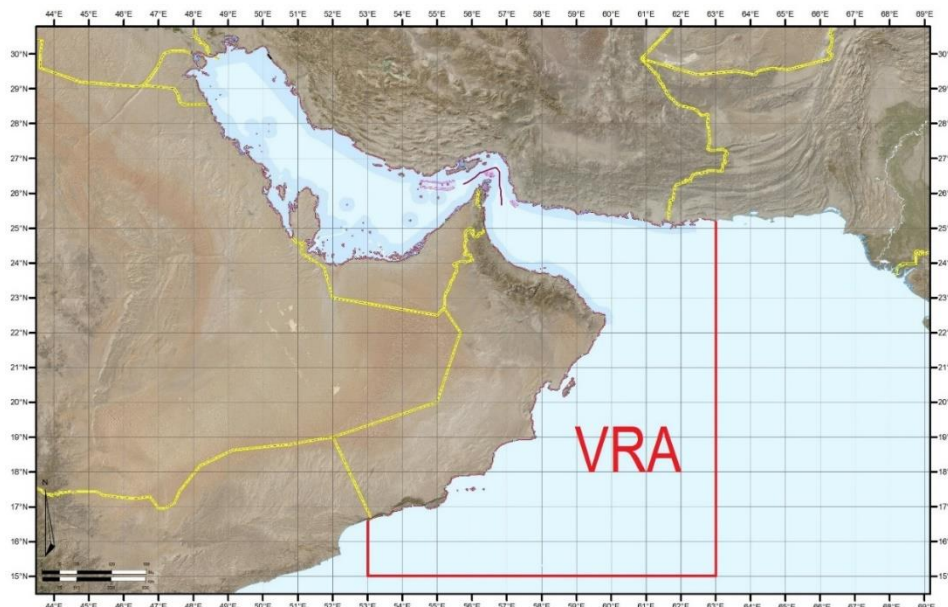
Shipping operators are invited to participate to a Voluntary Reporting Scheme. Voluntary reporting improves the cooperation and guidance EMASoH can provide to ships on the basis of informing, reassuring, and promoting the freedom of navigation. Voluntary reported ships are also prioritised for possible accompaniments with EMASoH's naval assets and reassuring EMMA (EMASoH Maritime Awareness) calls with naval and aerial assets.

Before entering the Voluntary Reporting Area (VRA), 48 hours in advance, or as soon as possible:

- ✓ **Inform** EMASoH of the timing of your intended entry and exit of the VRA;
- ✓ **Confirm** the planning 6 hours before entering and share possible changes to the journey planning;
- ✓ **Report** any suspicious behaviour to the coast guard of the coastal state and to EMASoH.

Reporting to EMASoH is possible via [ctf474-emasoh.vra.fct@def.gouv.fr](mailto:ctf474-emasoh.vra.fct@def.gouv.fr) or phone **+971 265 74 278**.

The EMASoH **Voluntary Reporting Area (VRA)** comprises the entire Gulf, the Strait of Hormuz, and a part of the Arabian Sea between the 53E and 63E meridians and the 15N parallel.



EMASoH Headquarters telephone watch (24/7): Tel: +971 265 74 090

Email: [emasoh.watch.ncags@def.gouv.fr](mailto:emasoh.watch.ncags@def.gouv.fr)

Follow EMASoH:



[www.linkedin.com/company/EMASOH](https://www.linkedin.com/company/EMASOH)



[www.twitter.com/EMASOH\\_AGENOR](https://www.twitter.com/EMASOH_AGENOR)



[www.instagram.com/emasoh\\_agenor](https://www.instagram.com/emasoh_agenor)