



EMASoH in February: Latest News

- AGENOR facts and figures of the past four years since being fully operational on February 25th 2020.
- The Chief of the French Navy visited Operation AGENOR at the French Naval Base.
- An analysis by Naval Cooperation and Guidance for Shipping (NCAGS).
- Multiple meetings were held with the actors in the maritime industry.
- The Force Commander and NCAGS visited the United Kingdom Maritime Trade Operations in Dubai.
- Information about the EMASoH Voluntary Reporting Scheme (VRS).
- The VRS tool on the EMASoH website.

AGENOR Facts and Figures

As highlighted in the previous Information Bulletin of January, EMASoH commemorates its four-year milestone marking the mission's launch on the 20th of January 2020. Since the 25th of February 2020 EMASoH has been fully operational under Operation AGENOR, deploying assets of EMASoH nations dedicated to enhancing maritime security and freedom of navigation in the Gulf region and the Strait of Hormuz.

Over the course of these four years, Operation AGENOR has witnessed the involvement of 26 ships, manned by a dedicated force exceeding 3500 seamen and -women, collectively spending more than 1300 days at sea. Aerial assets have logged over 2900 flight hours, conducting over 1600 reassurance calls, thereby showcasing a steadfast commitment to maritime security. Additionally, Operation AGENOR has conducted over 275 accompaniments of merchant vessels in the Strait of Hormuz and the Gulf region, also underscoring its commitment to safe navigation.



Visit Chief of the French Navy to Operation AGENOR

The Chief of the French Navy paid a visit to EMASoH Operation AGENOR on the French naval base in the United Arab Emirates.

Strengthening maritime cooperation and alliances, this visit underscores our shared commitment to maritime security in the Strait of Hormuz.



Figure 1 - The Chief of the French Navy visits AGENOR

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Naval Cooperation and Guidance for Shipping (NCAGS)

Every month EMASoH's Naval Cooperation and Guidance for Shipping (NCAGS) presents insightful analyses and figures, shedding light on developments within the maritime domain. This month's report highlights the significant strides made through the implementation of the Voluntary Reporting Scheme (VRS).

The Voluntary Reporting Scheme (VRS), which has been operational for nearly two years now, has been accepted by the maritime industry within the EMASoH mission. Notably, over one-third of EMASoH-affiliated vessels transiting the Strait of Hormuz have opted, on a voluntary base, for closer monitoring either by our staff ashore or by our units deployed at sea or in the air. This increased participation is evidenced by the completion of the Vessel Reporting Scheme (VRS) by these vessels.

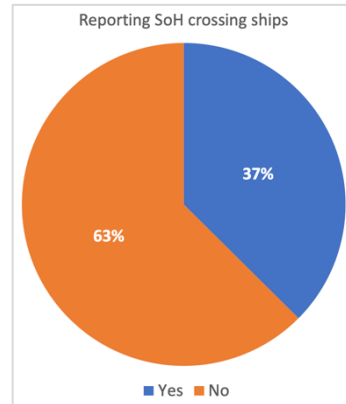


Figure 2 – Reporting ships crossing the Strait of Hormuz

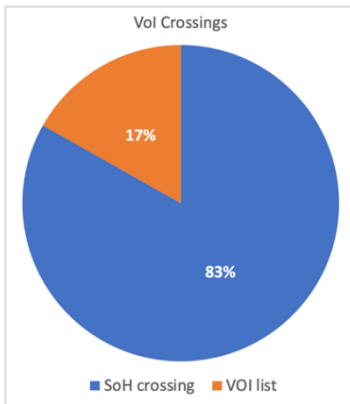


Figure 3 – TMO crossings by national interests

The implementation of the VRS has facilitated a comprehensive database, comprising records of over 1000 ships registered within our staff ashore. This database provides a valuable resource to increase reactivity in case of maritime security issue in the region.

The breakdown of participating vessels among the EMASoH Nations is outlined below, categorized by flag and economic ownership, often referred to as Beneficial Ownership. The following display of charts illustrates the diverse range of vessel types categorized by country, with a specific focus on Tanker ships (TMO). This detailed categorization enhances our understanding of the composition and distribution of maritime traffic within the EMASoH operational area, thereby enabling more effective decision-making and resource allocation.

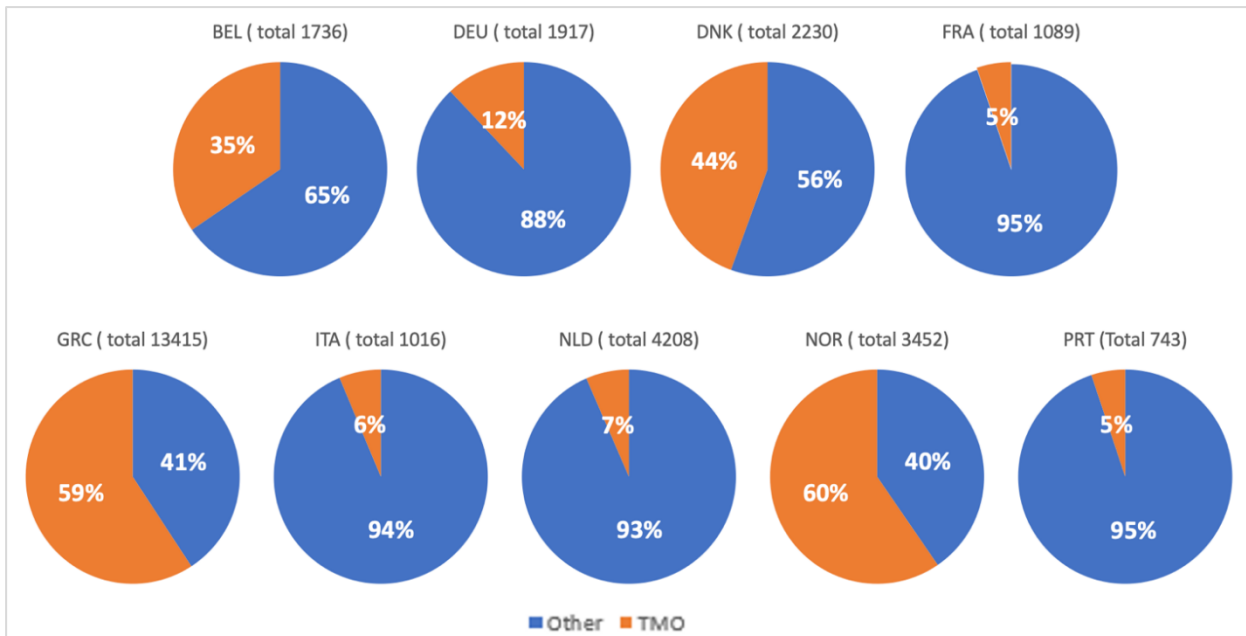


Figure 4 - Participating vessels among EMASoH Member States

Meetings with the Maritime Industry

EMASoH recently visited multiple commercial vessels, including container ships and cruise ships. The visits underscore the importance of collaboration between the armed forces and maritime industry in advancing maritime security.

The cruise ships, known for their leisure experiences at sea, facilitated dialogue on maritime operations and activities in the region. Likewise, the visit to the container ships provided valuable insights into container shipping logistics, emphasizing the vital role of maritime transportation in global trade. Both engagements offered opportunities to introduce EMASoH Operation AGENOR, enhancing understanding and cooperation within the maritime community.

Visit to United Kingdom Maritime Trade Operations



Figure 5 - Director UKMTO with Force Commander and NCAGS

The Force Commander of Operation AGENOR had the pleasure of meeting the Director of United Kingdom Maritime Trade Operations (UKMTO) to further strengthen maritime cooperation in the Gulf region and the Strait of Hormuz.

UKMTO plays a crucial role in the safety and security of maritime trade in the region, serving as an information-sharing hub for merchant vessels. UKMTO operates 24/7, providing timely warnings and advisories to ships transiting through high-risk areas, thus enhancing situational awareness and facilitating swift response to potential threats.

Together, we remain committed to safeguarding the freedom of navigation and promoting stability in this strategically significant waterway.

EMASoH Voluntary Reporting Scheme (VRS)

Merchant vessels are invited to take part in our Voluntary Reporting Scheme. Voluntary reporting improves the cooperation and guidance that EMASoH can provide to those ships. They will also be prioritised in the event of accompaniments and reassuring calls performed by both navy ships and aircrafts.

48 hours prior to entering the Voluntary Reporting Area (VRA), or as soon as possible:

- ✓ **inform** EMASoH about your estimate time of entry into and exit from the VRA;
- ✓ **confirm** your time 6 hours before entering and please keep us informed of any changes in your intentions;
- ✓ **report** any suspicious behaviour;



Figure 6 - EMASoH VRA

VRS reporting on EMASoH website

Voluntary Reporting Scheme - VRS

All ships entering the EMASoH Voluntary Reporting Area are invited to provide the following information 48 hours prior to entering the area or as soon as possible and report suspicious behaviour or unusual events.

The data sent through this form will only be used by EMASoH's Naval Cooperation and Guidance for Shipping

Ship name *	<input type="text"/>
IMO number *	<input type="text"/>
Flag state *	<input type="text"/>
Bridge / ship master phone number *	<input type="text"/>
telephone number	<input type="text"/>
Ship master email *	<input type="text"/>
email address	<input type="text"/>
Estimated Time of Arrival entering the Voluntary Reporting Area (VRA)	<input type="text"/>
ETA to the VRA	<input type="text"/>

Figure 7 - Voluntary Reporting Scheme Tool

To simplify the reporting process and make it more efficient a web-based reporting form has been developed.

This tool should guarantee the integrity of the data.

Ideally you would fill in our form online, but alternatively you can report by email.

More information about the VRS: <https://www.emasoh-agenor.org/voluntary-reporting-scheme>

Voluntary reporting to EMASoH via ctf474-emasoh.vra.fct@def.gouv.fr