



## EMASoH in March: Latest News

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## Maritime Patrol Aircrafts Atlantique 2

In March we welcomed two Atlantique 2 Maritime Patrol Aircraft, which performed 13 flights in support of EMASoH.

Thanks to its advanced sensors and great endurance the Atlantique 2 is very well suited for patrol flights and is a very appreciated asset of EMASoH. The MPAs covered the Joint Operations Area during their flight with an emphasis on the Strait of Hormuz.

One of the priorities of EMASoH is to provide reassurance to ships in order show EMASoH ensures the freedom of navigation in the Gulf region. In order to do so the MPAs conduct so-called reassurance calls, 98 of these calls were carried out in March.



*Figure 5 the MPA Atlantique 2 on a patrol flight conduction reassurance calls to a VOI.*

Furthermore, the MPAs perform Maritime Surveillance tasks to improve and maintain an accurate maritime situational awareness in support of the freedom of the navigation in the region.

## Importance of Naval Cooperation and Guidance for Shipping (NCAGS)



Figure 2 Accompaniment Strait of Hormuz

Naval Cooperation and Guidance for Shipping (NCAGS) is the link between the merchant shipping and the Navy. NCAGS has a de-escalatory posture with as goal: Autonomous Maritime Situational Awareness, Contribute to Freedom of Navigation, and Reassure shipping.

NCAGS starts with monitoring EMASoH's Vessel of Interest (VOI) in the region. A VOI is a vessel coming from one of the countries participating in the EMASoH mission (France, Greece, Belgium, Netherlands, Germany,

Norway, Denmark, Italy, and Portugal). The information gained from the monitoring can make an estimation of the number of VOI crossing the Strait of Hormuz, contributing to the situational awareness in the region.

NCAGS reaches out to the VOI by conducting reassurance calls. These reassurance calls make sure the ships know that EMASoH is present in the region and can be reached by the commercial fleet. Besides, EMASoH can provide accompaniments for ships when crossing the Strait of Hormuz.

NCAGS's operations contributes to a better environment for merchant vessels as well as improving the situational awareness in the region for the military command. It provides an improved flow of communication, enhanced safety and security, and have a better understanding of military constraints.

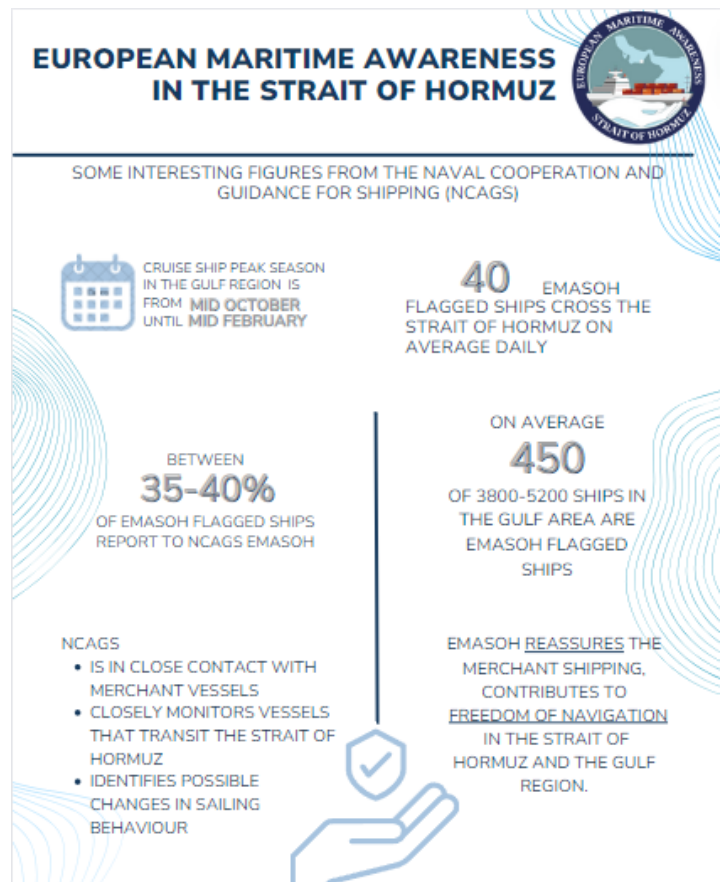


Figure 3 key figures EMASOH's VOI.

## Visit Embassy of Belgium by Belgian-Dutch delegation

A Belgian-Dutch delegation of EMASoH visited the Embassy of Belgium on 21 March. The Force Commander and his staff discussed with H.E the Ambassador DELCOUR and the hosts of the Embassy the contributions of EMASoH to maritime security in the Gulf region.

The Ambassador and EMASoH will keep in close contact to monitor and discuss the developments in the region concerning the freedom of navigation of commercial vessels. We thank the Ambassador and his staff for their involvement with EMASoH and their shared commitment to contribute to a positive climate for international trade in the Gulf region.



Figure 4 Belgian Ambassador of UAE with Force Commander Colmant.

## Visit Force Commander Colmant to Kuwait

On 29 March Force Commander Rear Admiral Colmant visited Kuwait. Admiral Colmant met up with the Italian Force Commander Colonel Nicoletti. They discussed the contribution of IT NCC AIR Kuwait to the Maritime Situation Awareness contributing to maritime security and security in general, emphasizing the importance of international collaboration in the region.

Furthermore, Force Commander Colmant had dialogues with the Kuwaiti High Military Command, where mutual views were shared about the global importance of freedom of navigation and stability in the Gulf area.

EMASoH is delighted to work with all regional partners and thanks the Kuwaiti authority for their hospitality.



Figure 1 – Force Commander Colmant with Italian Force Commander Nicoletti at IT NCC.

## 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;

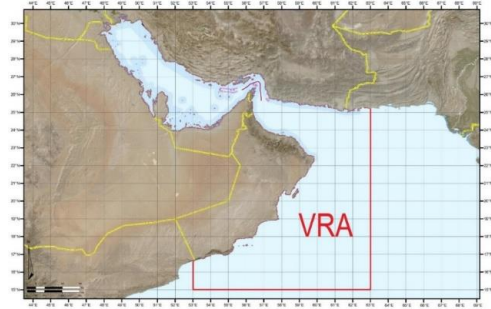


Figure 6 - EMASoH VRA

## 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](mailto:ctf474-emasoh.vra.fct@def.gouv.fr)