

## **Industry Review of High Risk Area: Geographic Boundaries**

Conducted by, BIMCO, ICS, INTERCARGO, INTERTANKO, OCIMF - 10<sup>th</sup> January 2019.

### **Background**

1. IMO Member States and the UN Contact Group on Piracy off the Coast of Somalia (CGPCS) have discussed the industry HRA on a number of occasions, most notably:

- At MSC 95 (3-12 June 2015):
  - Egypt requested a reduction of the HRA to South of 15N.
  - India wanted a reduction of the HRA to W of 65E.
  - Oman wanted a reduction of the HRA such that it excluded the Sea of Oman.
  - Pakistan wanted a reduction of the HRA such that it excludes their EEZ.
- At MSC 100 (3-7 Dec 2018) Oman reiterated their position requesting the HRA was removed from the Sea of Oman and their territorial seas. This position was supported by a number of regional countries.

2. The last published amendment to the HRA on 08 Oct 2015.

3. Due to the change in threat from Piracy in the Red Sea, Gulf of Aden, Gulf of Oman and the Indian Ocean and recognition of comment by Member States, industry organisations have conducted a further review of the geographic boundaries of the HRA.

### **Task**

4. Using the best available multi-source information and being cognisant of the threat to seafarers and shipping, a series of review sessions of the geographical limits of the existing High Risk Area have been conducted.

### **Output**

5. Publish the results of the review on 31 Mar 2019 with intention of implementation on 01 May 2019, inform stakeholders and the IMO at MSC 101 (5-14 Jun 2019).

### **Sources of Information**

6. The following sources of information were used:

- IMO GISIS database.
- Published Military information.
- Regional State information.
- Commercially available data.
- Subject Matter Experts (SME).
- Feedback from shipping companies.

### **Methodology**

7. The review group focussed their effort on:

- i. The capability and intent of pirates to act (BMP5 Page8).
- ii. The ability of Somali based pirates deploy at range from the Somali coast.
- iii. The maximum radius of unsupported pirate operations (unsupported means a skiff operating From the coast of Somalia without mothership support).
- iv. The areas of operation of navies and coastguards.

**(i) The capability and intent of pirates to act** – The capability and intent of pirates to act has not diminished and is clearly articulated in regional IRTAs', IRTBs' produced by EUNAVFOR and advice produced by CMF and UKMTO.

**(ii & iii) The ability to act and range of pirate operations** - The review group overlaid and compared the location of all attack data in the previous **5 years** in the region and with SME support determined the most likely maximum area of pirate operation. In determining the threat of piracy both the intent of the pirates to pirate ships as well as the capabilities of the regional and international navies' abilities to mitigate and prevent attacks were taken into account. The group was cognisant of the message a reduction in the area will send to the pirate leadership, funders, kingpins and others.

**(iv) The areas of operation of navies and coastguards** – were provided by EUNAVFOR and CMF.

#### Assessment Conclusions

8. The review group concluded:

- Multi-source information suggested the unsupported range of a pirate skiff was stated as approximately 400 nautical miles from the coast of Somalia.
- In the last five years, ***no*** pirate attacks have occurred at a distance greater than 400Nm from the coast of Somalia.
- Pirate attacks have occurred within the fan area of the Gulf of Aden (last attack *Kriti Spirit* 31 March 2018) and at distance from Somalia within the Somali basin (last attack *KSL Sydney* 16 October 2018).
- Numerous suspicious approaches have occurred in the southern Red Sea and several ships have been fired upon.
- No attacks have occurred within the vicinity of the current southern limit of the HRA.
- Consultations with UN bodies operating in Somalia and from the military issued Industry Releasable Threat Assessments (IRTA), presents a firm belief that pirates continue to retain both the intent and capability to act.
- The HRA continues to serve an important reference in ensuring ships and seafarers are prepared for pirate attacks.
- International shipping continues to apply the self-protection measures described in the best management practices to remove the opportunity to pirate ships.
- International navies are visibly present in the region and provide a significant deterrent effect.
- Somalian coastguard, whilst developing its capability, is able to provide security in certain areas but is not yet capable to operate at distance.
- Other regional States have effective coastguards which are able to effectively police territorial waters but their effectiveness is degraded when operating further from the coast.
- Despite the presence of the military, the numbers of naval assets cannot provide 100% security due to vast distances and geographical area.

#### Outcome

9. The review group agreed the following outcomes would be presented to the members of their respective organisations:

- Taking into account the proven ability of pirates to adapt their tactics, 400Nm from the coast was assessed as insufficient to ensure the safety of seafarers and ships. Industry organisations have proposed an additional safety factor of 100Nm should be applied.
- Taking into account the capabilities of the regional coastguards and navies operating the area 500Nm would be excessive in the southern part of the area.
- The HRA does not infringe on the territorial waters of any State except for Somalia.

- The review group recognised the term “HRA” could be changed to better reflect the area which informs about the **threat** of pirate attack rather than **risk** of piracy as this risk is different for each ship and voyage but chose to maintain the title “HRA” at this time.

#### HRA Adjustment

10. The review group agreed the HRA be reduced to the following coordinates:

In the Southern Red Sea: Northern Limit: Latitude 15° 00’N

In the Indian Ocean a line linking:

From the territorial waters off coast of east Africa at Latitude 05° 00’S to 050° 00’E

Then to positions:

Lat: 00° 00’N

Long: 055° 00’E

Lat: 10° 00’N

Long: 060° 00’E

Lat: 14° 00’N

Long: 060° 00’E

Then a bearing 310° to the territorial waters of the Arabian Peninsular.

#### Timeline and Date of Change

11. The following timeline was agreed:

- 22 January note sent to committees/selected members
- 24 January update given to military
- 24 January update given to Oman
- 31 January formal briefing to EUNAVFOR
- 31 January deadline for comments from committees/selected members
- 01 February sent to all members
- 28 February deadline for comments from all members
- 06 March formal agreement between organisations
- 08 March inform all parties (coordinate with security chart providers)
- 31 March deadline for submission to IMO
- 01 May implement new area

12. The intent is to implement change on **01 May 2019**.

Follow on Actions:

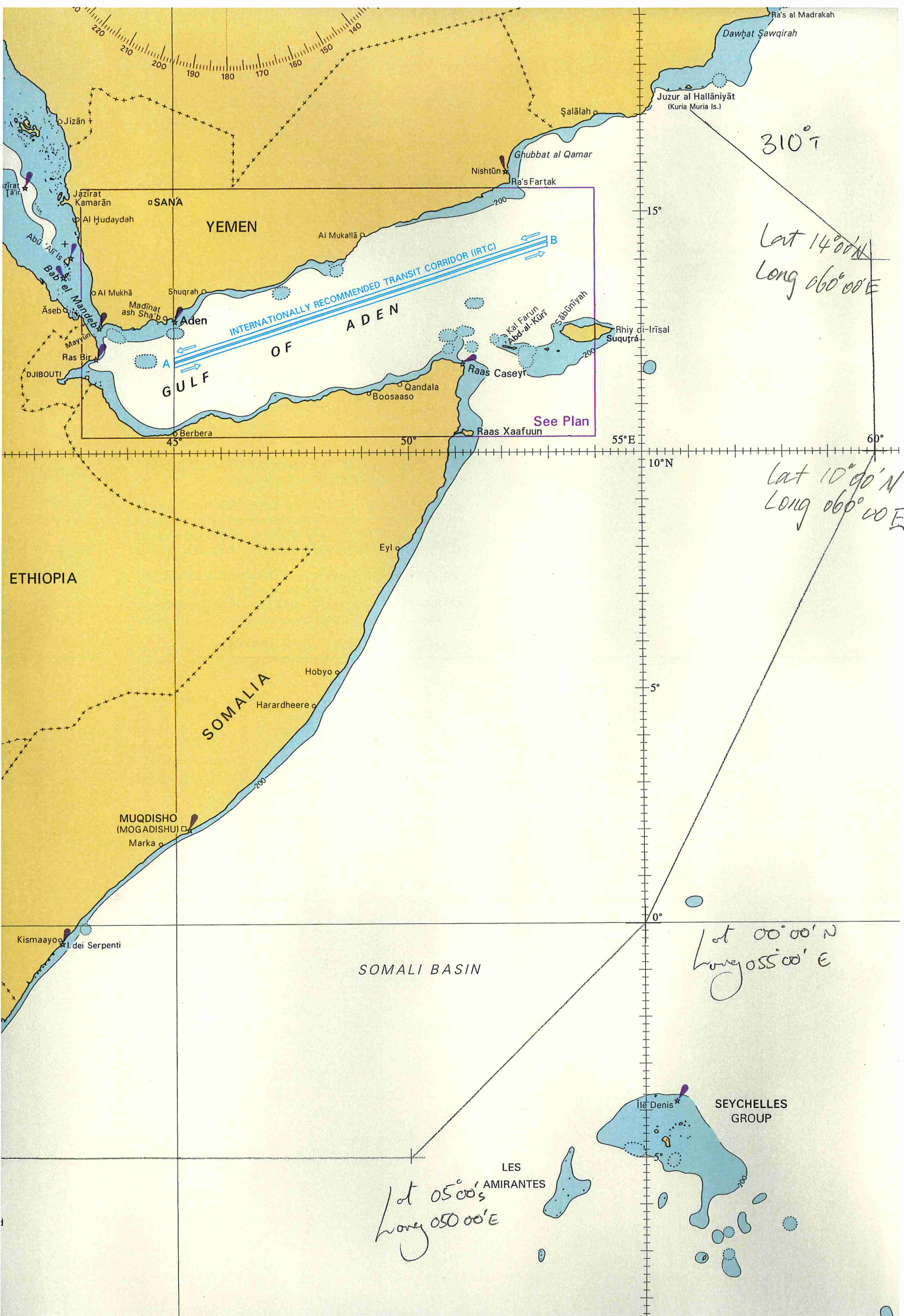
13. The following actions by the review group are necessary:

- Inform UK Navy Command/UK CoS/UKHO of amendment to regional security chart.
- Inform the maritime community by:
  - Preparing a Joint Press statement for ICS, BIMCO, INTERTANKO, INTERCARGO and OCIMF to issue.
- Inform the Chair of CGSPS.

Enclosure:

1. Chart with proposed change to the HRA.

Consultation document



310°T

Lat 14°00'N  
Long 060°00'E

Lat 10°00'N  
Long 060°00'E

Lat 00°00'N  
Long 055°00'E

Lat 05°00'S  
Long 050°00'E