



Technical Circular

No.: 048/2021

Date: 15th September 2021

Subject: – Reduction in geographic boundaries of HRA from 1 September 2021 - reg.

A continued downward trend in Somali piracy has prompted leading shipping organisations to reduce the geographic boundaries of the 'High Risk Area' (HRA) for piracy in the Indian Ocean, which apply from 1 September 2021.

In broad terms, the changes agreed by BIMCO, ICS, INTERCARGO, INTERTANKO, and OCIMF, representing the global shipping and oil industries, will reduce the HRA boundaries to the Yemeni and Somali Territorial Seas and Exclusive Economic Zones in its eastern and southern reaches.

The organisations, in consultation with international partners, will also take a comprehensive new approach to assessing international maritime security threats to allow shipowners and operators to fully gauge the risk of voyages worldwide. This second step is expected to be completed by 31 December.

The HRA was created at the height of the Somali piracy threat in 2010 to show shipowners, operators, and seafarers where pirates operated and where extra vigilance was required to avoid attacks. Subsequent updates to the HRA have reflected the changing nature of threats in the region, including the suppression of Somali pirate action. Somali pirate groups have not attacked a merchant vessel since 2017.

Please refer to the attached picture, HRA has been revised as follows:

From position A (Latitude of 01° 30' S on the Somali coast), a line to
Position B (01° 30' S – 046° 00' E), a line to
Position C (01° 00' N – 049° 30' E), a line to
Position D (09° 00' N – 055° 00' E), a line to
Position E (14° 20' N – 057° 30' E), a line to
Position F (the Yemeni coast at longitude 053° 00' E), then
Follow the Yemeni coast westwards and northwards, to
Position G (the Yemeni Red Sea coast at latitude 15° 00' N), then a line to
Position H (the Eritrea territorial sea border at latitude 15° 00' N), then
Follow southwards first Eritrea's and then Djibouti's territorial sea borders, to
Position I (the coastal border point between Djibouti and Somalia), then
Follow the Somali coast eastwards and then southwards, to Position A.

Even though the dimensions of HRA have been reduced, it is stated that the threat of piracy in the region has not gone away and other security risks may be of concern. An ongoing risk assessment, a high level of vigilance, increased security measures & controls, compliance with BMP5 in conjunction with '[Global Counter Piracy Guidance for Companies, Masters and Seafarers](#)' and any Flag Administration guidelines is essential before entry into, or when operating in, the area defined as the HRA, to protect against possible acts of piracy.

Enclosure:

1. Revised High Risk Area picture
2. Republic of Liberia - Marine Security Advisory – 03/2021

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September 3, 2021

MARITIME SECURITY ADVISORY – 03/2021

(This Security Advisory supplements Marine Security Advisory 01/2019)

SUBJECT: SECURITY LEVEL II - FOR VESSELS TRANSITING THE HRA SOUTHERN RED SEA, GULF of ADEN, INDIAN OCEAN and ARABIAN SEA

References: (a) [MSC.1/Circ.1333/Rev.1](#)

Dear Owners/Operators/Company Security Officers/Masters:

The round table of international shipping associations, i.e. BIMCO, International Chamber of Shipping (ICS), INTERCARGO, INTERTANKO and the Oil Companies International Marine Forum (OCIMF), on considering accounts of recent shipping industry experiences, pirate intent and capability, and representations received from various organizations, declared a revision to the High Risk Area (HRA), which is to take effect on 01 September 2021.

Their guidance is available at <https://www.bimco.org/news/priority-news/20210817---change-in-piracy-threat-and-high-risk-areas>. Their respective websites may also be monitored for guidance as well as external links relating to global maritime security. All CSO's and Masters of vessels are advised to take note of the information provided in this advisory.

The new HRA has been revised as follows:

From position A (Latitude of 01° 30' S on the Somali coast), a line to
Position B (01° 30' S – 046° 00' E), a line to
Position C (01° 00' N – 049° 30' E), a line to
Position D (09° 00' N – 055° 00' E), a line to
Position E (14° 20' N – 057° 30' E), a line to
Position F (the Yemeni coast at longitude 053° 00' E), then
Follow the Yemeni coast westwards and northwards, to
Position G (the Yemeni Red Sea coast at latitude 15° 00' N), then a line to
Position H (the Eritrea territorial sea border at latitude 15° 00' N), then
Follow southwards first Eritrea's and then Djibouti's territorial sea borders, to
Position I (the coastal border point between Djibouti and Somalia), then
Follow the Somali coast eastwards and then southwards, to Position A.

When operating within territorial seas or calling ports within the defined area Masters shall set the vessel security level to the level set by the port State authority but may implement security measures in excess of the security level set by the port authorities based on their assessment of the conditions in the port. Upon change of Security Level Masters should report to the Administration via email to security@lisrc.com.

Even though the dimensions of HRA have been reduced, it must be stated that the threat of piracy in the region has not gone away and other security risks may be of concern. An ongoing risk assessment and a high level of vigilance and compliance with BMP5 in conjunction with '[Global Counter Piracy Guidance for Companies, Masters and Seafarers](#)' is essential before entry into, or when operating in, the area defined as the HRA.

Higher vigilance and increased security measures and controls to protect against possible acts of piracy should be implemented during transits of the HRA.

MSCHOA contact information:

Telephone: + 33 (0)2 98 220 220 or + 33 (0)2 98 220 170

FAX: + 33 (0)2 98 220 171

The email address remains: postmaster@mschoa.org

Voyage Planning: Companies and Masters shall obtain the latest information from MSCHOA before planning and executing a voyage in the HRA and should maintain maximum distance from specified threats within the HRA. Company Security Officers and Masters are strongly urged to follow guidance regarding registration, reporting and anti-piracy distress calling as provided in [BMP5](#).

In addition to the above precautionary measures Owners, Operators, and Company Security Officers should take the following actions before transiting the HRA:

- Verify compliance with internationally recognized Best Management Practices to Deter Piracy off the Coast of Somalia and in the Arabian Sea Area ([BMP5](#)).
- Ensure that all of the guidance issued by IMO, industry and military sources regarding piracy and armed robbery in the area have been taken into account.
- Report any incident of attempted piracy or armed robbery. The report should include an assessment of the effectiveness of any measures taken by the vessel to deter the attack and lessons learned and follow the guidance found in [BMP5](#).

For more information please contact the Security Department at telephone + 1 703 790 3434, email security@liscr.com; LISCRC Duty Officer + 1 703 963 6216, email dutyofficer@liscr.com.

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