



SECURITY RELATED INFORMATION TO MARINERS

Q6099/2019/001

INDUSTRY RELEASABLE THREAT BULLETIN (IRTB) 012 ISSUED 15 MARCH 2019

SOURCE: EU NAVFOR & Combined Maritime Forces (CMF).

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1. **Foreword.** This IRTB has been produced by EU NAVFOR and Combined Maritime Forces (CMF). It is intended to inform risk management decision making for shipping operators responsible for merchant vessels that are transiting through the Red Sea, Gulf of Aden (GoA), Gulf of Oman (GoO) and the Western Indian Ocean.

2. The purpose of an **Industry Releasable Threat Bulletin (IRTB)** is to provide an accurate and timely update to industry on events that may require military advice above and beyond the overarching Industry Releasable Threat Assessment. The information contained in the IRTBs will be incorporated into the IRTA at the next opportunity.

3. **Incident/identifier.** Revision of the High Risk Area (HRA).

4. **Date/time.** The new geographic boundaries of the HRA will be implemented on 01 May 2019.

5. **Background.** The current HRA boundaries were adopted on 08 October 2015. At the Maritime Safety Committee (MSC) 100, held from 3 to 7 December 2018, it was agreed that due to the change in the threat from piracy in the Red Sea, GoA, GoO and Indian Ocean a further review of the boundaries of the HRA should be conducted.

6. **Process.** A review group, comprising of industry associations, was established and conducted a series of review sessions of the geographical limits of the existing HRA. These review sessions were informed by the best available multi-source information, including the latest threat assessment from CMF and EU NAVFOR.

7. **Outcome.** The industry review group agreed the HRA be reduced to an area bounded by the following coordinates:

a. In the southern Red Sea, a northern limit at 15° 00'N,

b. In the Indian Ocean a line linking:

(1) from the territorial waters off the coast of east Africa at 05° 00'S 050° 00'E, then to positions:

(a) 00° 00'N

055° 00'E, (b)

10° 00'N 060°



00°E, (c) 14°

00°N 060°

00°E,

(2) then a bearing 310° to the territorial waters of the Arabian Peninsula.

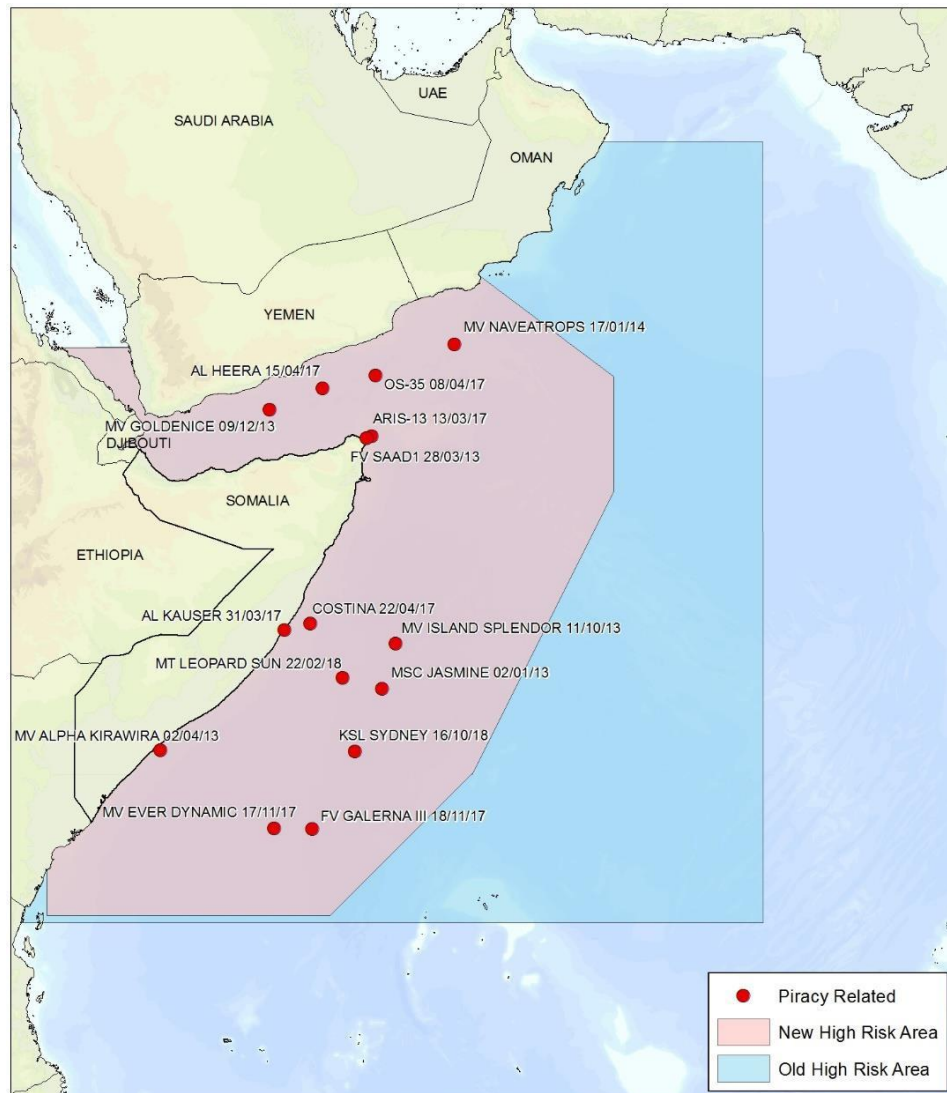


Figure 1: Comparison of Old and New High Risk Area and Piracy Events

8. Comment. Analysis of piracy events since 2013 (as in Figure 1), which show that all occurred well within the boundaries of the new HRA, is supportive of the reduction in the HRA. Adherence to the advice within BMP-5 and the wide-spread use of PASTs significantly reduces the likelihood of a successful attack and subsequently undermines local actors' will to conduct piracy. Nevertheless, whilst it is **LIKELY** that piracy attacks will remain sporadic and at a low level, the threat from piracy has not been eradicated. Should the environment become more conducive a resurgence in piracy activity could be witnessed in the region, nor can the possibility of future attacks beyond the confines of the new HRA be excluded. **The message of HRA reduction should not be interpreted as an elimination of the piracy threat in the region: the threat from piracy persists and is only suppressed.**



UK Hydrographic Office

9. **Publication and feedback.** This IRTB has been written by EU NAVFOR and CMF, and distributed by the Maritime Security Centre-Horn of Africa (MSCHOA). All enquiries, in the first instance, should be referred to MSCHOA using:

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