

International Chamber of Shipping

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Mr Koji Sekimizu
Secretary General
International Maritime Organisation
4 Albert Embankment
London SE1 7SR

1 December 2015

Dear Secretary General,

INDIAN OCEAN PIRACY HRA

ICS, on behalf of the co-sponsors of BMP are pleased to present the findings of their recent risk assessment on the extent of the High Risk Area (HRA) which are at the Annex to this letter. The revised HRA, and its accompanying guidance, has been developed taking into account risk assessments and discussions at the ninety fifth session of the Maritime Safety Committee and the fourteenth session of the Contact Group on Piracy off the Coast of Somalia and has resulted in an amendment to Section 2 of BMP4.

The undersigned have agreed that the current HRA should be reduced in area to reflect the recent experience of ships in the Indian Ocean as well as all available data provided by military headquarters. The changes are effective as of **1 December 2015**.

The revised area acknowledges the variable nature of the piracy risk in the region as highlighted by the SHADE threat assessment and recognises the vital contribution of military counter-piracy forces, whilst at the same time trying to ensure that awareness and self-protection by merchant ships endures. The importance of reporting to UKMTO and registering with MSCHOA, and the fundamental necessity of pre-voyage risk assessment is emphasised in the changed definition.

Furthermore, the HRA is now reconfigured to new coordinates recognising the concerns of littoral States; and designating an area in which merchant ships should apply the appropriate self-protection measures.

The BMP Co-authors believe that this revision reflects the dynamic nature of the piracy risk in the region and of BMP itself. It should be underlined successful counter-piracy activity depends upon the continuation of several pillars of support provided by political and military action and the actions of the merchant fleet. The changes are likely to affect existing IMO Guidance, in particular MSC.1/Circ.1506 and MSC.1/Circ.1339, and consequently you may wish to forward

the document to the Subdivision for Maritime Security and Facilitation for their consideration. We will gladly commit the necessary resources to any work that arises as a consequence of these changes.

Yours sincerely,

A handwritten signature in black ink, appearing to read "P. Hinchliffe". The signature is written in a cursive style with a large initial "P" and "H".

Peter Hinchliffe
Secretary General