



İstanbul :

12.10.2015

Sayı
Our Reference: 3946Konu
Subject : **Yüksek Riskli Bölge (HRA) Revizyonu Hk.**

Sirküler No: 730/2015

İlgi: Uluslararası Deniz Ticaret Odası'nın (ICS) Yüksek Riskli Bölge (HRA) Revizyonu Hk. 8 Ekim 2015 tarihli ICS(15)46 sayılı sirküleri.

İlgi yazı ile, Somali Merkezli Deniz Haydutluğuna Karşı En İyi Yönetim Uygulamaları Rehberi'nde (BMP 4-Best Management Practices for Protection against Somalia Based Piracy) Yüksek Riskli Bölge (HRA) tanımında değişikliğe gidildiği, yeni belirlenen sınırların;

Kızıl Deniz'de : 15° Kuzey Enlemi
Umman Körfezinde: 22° Kuzey Enlemi
Doğu Sınırı: 065° Doğu Boylamı
Güney Sınırı: 05° Güney Enlemi içerisinde kalacak şekilde revize edildiği bildirilmektedir.

EK-A ' da sunulan düzeltme ile BMP 4 rehberinin 2,6 ve 7.nci bölümlerini etkileyecek bir değişikliğe gidildiği, gemi şirketleri ve mürettebatın yeni değişikliğe adepte olma süreci göze alınarak, revizyonun **resmi uygulamaya alınma tarihinin 1 Aralık 2015** olarak belirlendiği, Gönüllü Rapor Verme Bölgesi (VRA- Voluntary Reporting Area) ve HRA içerisinde geçecek gemilerin hangi tip risk değerlendirmesine tabi olacağı ile gemi güvenliğinin yanı sıra charter party anlaşmaları ve sigorta sözleşmelerinin de söz konusu değişiklikten etkilenebileceğinin dikkate alınması gerektiği bildirilmektedir. Revizyona ilişkin dokümanlara www.ics-shipping.org, NATO Shipping Centre <http://www.shipping.nato.int> ve Afrika Boynuzu/Deniz Güvenliği Merkezi (MSCHOA-Maritime Safety Centre – Horn of Africa) - www.mschoa.org adreslerinden ulaşılabilmektedir.

Söz konusu değişikliklerinin BMP 4 rehberine dahil edilerek yeniden basılmasının beklenmediği, Q6099 numaralı Admiralty Deniz Haritasına uygulanacak olan düzeltmenin önümüzdeki kısa süre içerisinde denizcilere ilanlar vasıtasıyla duyurulacağı belirtilmektedir. Konuya ilişkin destek rehber EK – B' de sunulmuştur.

Bilgilerinize arz / rica ederim

Saygılarımızla,

Murat TUNCER
Genel Sekreter



İstanbul :

Sayı
Our Reference :**Yüksek Riskli Bölge (HRA)**Konu
Subject :**Revizyonu Hk.****EKLER :**

- EK- A : HRA Revizyonu ve Haritası(2 sayfa -İNG)
- EK -B: Destek Rehber (2 sayfa- İNG)

DAĞITIM**GEREĞİ:**

- Tüm Üyelerimiz (WEB Sayfasında)
- Türk Armatörler Birliği
- S.S. Gemi Armatörleri Mot. Taş. Koop.
- Vapur Donatanları ve Acenteleri Derneği
- 15,16,17,18,19,20, 21, 22 23, 24, 25, 27,28
29,30 Meslek Komitesi Başkanları
- RODER
- UND
- S.S. Deniz Tankerleri Akaryakıt Taş. Koop.
- Türk Uzakyol Gemi Kaptanları Derneği
- Tüm Gemi Sahibi Firmalar

BİLGİ:

- Yönetim Kurulu Bşk. ve Üyeleri
- Piri Reis Üniversitesi



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Somali Pirate Activity

The High Risk Area

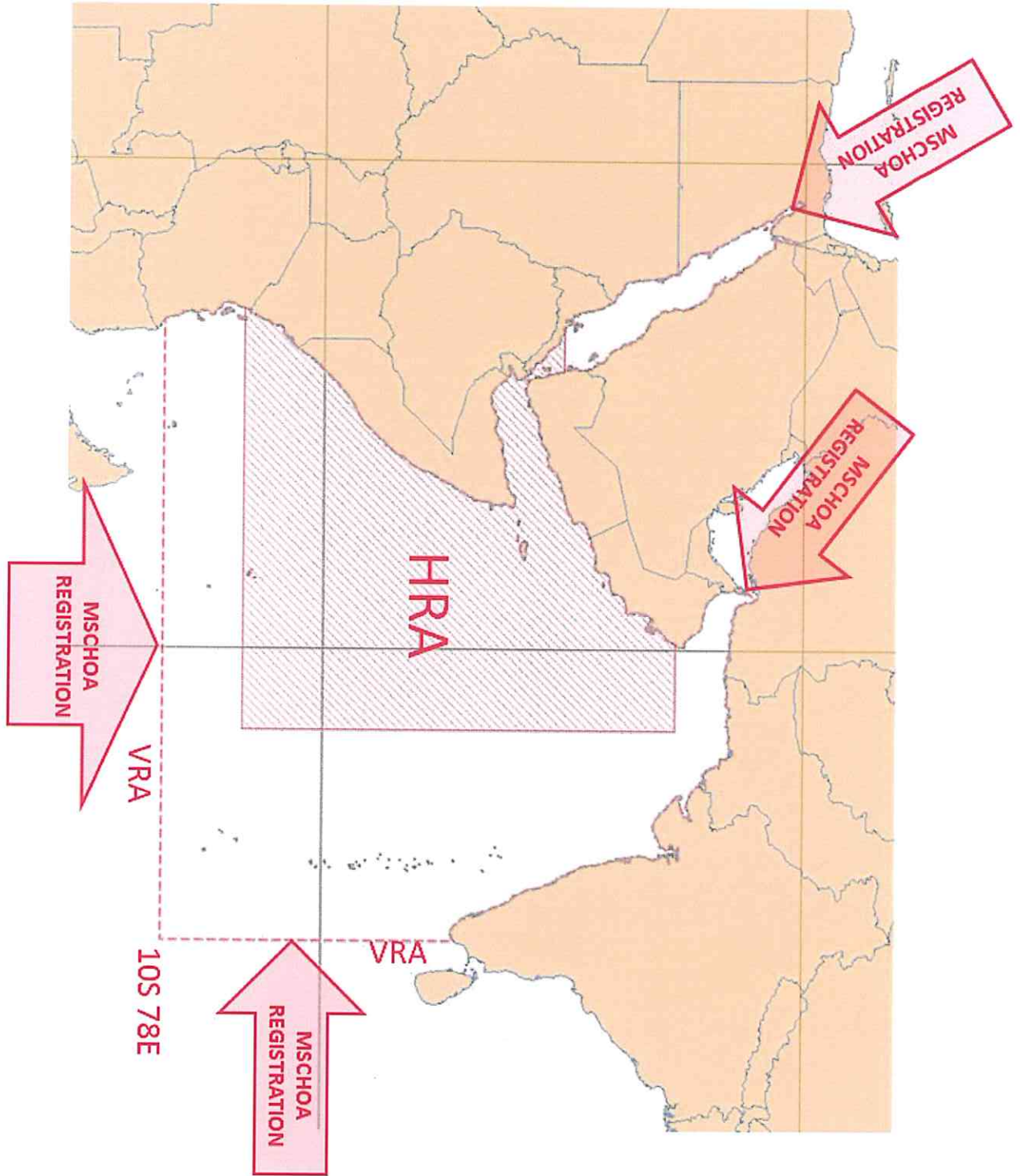
2.1 The High Risk Area (HRA) is an area within the UKMTO designated Voluntary Reporting Area (VRA) where it is considered there is a higher risk of piracy and within which self-protective measures are most likely to be required. For the purpose of BMP the High Risk Area is an area bounded by:

In the Red Sea:	northern limit: Latitude 15°N
In the Gulf of Oman:	northern limit: Latitude 22°N
Eastern limit:	Longitude 065°E
Southern limit:	Latitude 5°S

It should be noted military threat assessments provided by SHADE indicate that the risk from Somalia-based pirates operating at range cannot be completely discounted and an increased state of readiness and vigilance may therefore be required within the VRA in accordance with individual ship voyage risk assessments which remain the cornerstone of this guidance.

2.2 It is important the latest information on the location of where pirates are operating is obtained from MSCHOA, UKMTO and NATO Shipping Centre prior to completing the voyage risk assessment. (See contact details at Annex A) and before entering the VRA. It is also important vessels are prepared to alter course at short notice to avoid pirate activity when information is provided by NAV WARNINGS and/or Naval/ Military forces. Weather can also constitute an obstacle to pirates and can be considered a factor when planning a route through the Voluntary Reporting Area and High Risk Area itself.

2.3 It is strongly recommended that effective BMP measures are implemented as and where the risk assessment indicates their necessity.



Supporting Guidance

To avoid confusion the following guidance is offered on the implementation of BMP in light of the geographic change to the HRA as defined in BMP 4:

- The three fundamental requirements of BMP – Register at MSCHOA, Report to UKMTO, Implement SPMS remain unchanged;
- The pre-transit risk assessment in accordance with section 3 of BMP 4 remains essential to the safety of a ship and its crew;
- Military Threat Assessments through SHADE indicate pirates are capable of attacking at range.
- The pre transit risk assessment should therefore consider both the situation in the VRA as well as the HRA, taking into account current advice from UKMTO, MSCHOA, NATO Shipping Centre, Coastal States and relevant NAV warnings;
- The MSCHOA Vessel Registration area remains **unchanged** and is still bounded by the Strait of Hormuz and Suez to the North, 10S and 78E. All Vessel movements should be registered with MSCHOA, even if the vessel **does not** enter the modified HRA.
- Any reference in BMP4 stating that a Vessel should register with MSCHOA prior to entering the HRA is now superseded by the bullet above.
- There is only a requirement to register with MSCHOA once.
- The output of the Risk Assessment will determine what appropriate self-protective measures are required and when and where they should be applied. It should be noted that SPMs are likely to be required in the HRA for most vessels.
- The table below provides guidance on the specific application of actions by the Company and Ships master in the VRA and HRA in accordance with the new definition.

Action	VRA	HRA
6.1 – Register Ship with MSCHOA Website	YES	YES
6.2 – Obtain Latest information from the MSCHOA and NATO Shipping Centre websites	YES	YES
6.3 – Review the SSA and SSP	YES	YES
6.4 – Put SSP in place	As Required	YES
6.5 – Monitor piracy related websites on specific threats	YES	YES
6.6 – Offer guidance to Master with regard to the recommended route	As Required	YES
6.7 – Plan and install Ship Protection measures	As Required	YES
6.8 - Conduct crew training	As Required	YES
6.9 – Submit “vessel Movement Registration Form” to MSCHOA	YES ¹	YES

Company Planning

Ship Master's Planning

Action	VRA	HRA
7.1 – Brief crew and conduct drill	YES	YES
7.2 - Prepare and Emergency Communication Plan	YES	YES
7.3 – Define the ship's AIS policy	YES	YES
7.4 – If Company has not submitted “Vessel Movement Registration Form” to MSCHOA	YES.	YES
7.5 – Upon Entering submit “Vessel Position Reporting Form” – Initial report to UKMTO	YES	YES
7.6 – Reduce Maintenance and engineering work to minimum	As Required	YES
7.7 – Daily submit “Vessel Position Reporting Form – Daily Position Report” to UKMTO	YES	YES
7.8 – Carefully review all warnings and information	YES	YES
7.9 – Use IRTC Group Transit Scheme while transiting through Gulf of Aden	Not Applicable	As Required
7.10 – Make Adjustments to passage plans to conform to MSCHOA advice	YES	YES
7.11 – National Convoys	Not Applicable	As Required

¹ As advised by MSCHOA