



M P A
SINGAPORE

MARITIME AND PORT AUTHORITY OF SINGAPORE
SHIPPING CIRCULAR
NO. 28 OF 2015

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Applicable to: This circular should be brought to the attention to all Singapore ship-owners, ship-managers, shipmasters and crew of Singapore ships and the shipping community

PIRACY AND ARMED ROBBERY AGAINST SHIPS AND AMENDMENT TO BEST MANAGEMENT PRACTICES (VERSION 4) TO DETER PIRACY IN THE HIGH RISK AREA

1 This shipping circular draws the attention of the shipping community to the Best Management Practices (BMP) in MSC.1/Circ. 1339 to deter piracy in High Risk Area (HRA). Please refer to **Annex A**. The co-sponsors of BMP had on 8 Oct 2015 agreed to a revised definition of the HRA under cover of Section 2 of BMP4. Please refer to **Annex B**. The revision will be in effect and will apply as of 1 December 2015 (<http://www.mschoa.org>). It is not anticipated that there will be a need to publish a fully revised version of the BMP4.

2 This shipping circular also consolidates various existing shipping circulars pertaining to piracy and armed robbery against ships in the Gulf of Aden and off the Coast of Somalia (refer to **para 15** for the list of shipping circulars to be superseded).

Reporting to MSCHOA and UKMTO

3 Registering with and reporting to the Maritime Security Centre – Horn of Africa (MSCHOA) and The UK Maritime Trade Operations (UKMTO) are part of the key fundamentals of the BMP. It is essential for all ships to keep the naval forces operating in the area aware of their sea passages through the High Risk Area. Once ships have commenced their passage, it is important that they continue to update the naval forces on their positions and movements. The HRA will be bounded by:

- | | | |
|------------------------|------------------|-------------------|
| a. In the Red Sea | - Northern Limit | - Latitude 15°N |
| b. In the Gulf of Oman | - Northern Limit | - Latitude 22°N |
| c. Eastern Limit | | - Longitude 065°E |
| d. Southern Limit | | - Latitude 5°S |

4 Singapore-registered ships which are:

- a. Transiting the High Risk Area; or
- b. Operating within the High Risk Area

should register with **BOTH** the MSCHOA **AND** UKMTO. The reporting requirements apply even if the ship is stationed for prolonged periods in ports or in the offshore waters of ports in the vicinity of the HRA.

5 The detail of reporting is as follows:

- a. MSCHOA. Upon entering the High Risk Area, registration should be done online via the "Vessel Movement Registration Form" on the MSCHOA website: <http://www.mschoa.org>. Please note that the MSCHOA Vessel Registration area remains unchanged and is still bounded by the Strait of Hormuz and Suez to the North, 10°S and 078°E. All Vessel movements should be registered with MSCHOA, even if the vessel does not enter the modified HRA.
- b. UKMTO. Upon entering the High Risk Area, reporting should be done via the "Vessel Position Reporting Form – Initial Report". Ship masters should also report daily to the UKMTO via the "Vessel Position Reporting Form – Daily Position Report". Upon reaching port, or upon exiting the High Risk Area, ship masters are to submit the "Vessel Position Reporting Form – Final Report". The reporting forms are attached as Annex B to the BMP. Reporting to the UKMTO is done via email: ukmto@eim.ae.

6 Masters of ships sailing within the Internationally Recommended Transit Corridor (IRTC) while transiting through the Gulf of Aden should make use of the "Group Transit" scheme by registering with the MSCHOA. "Group Transits" had been established by the EU NAVFOR, in co-operation with her counter-piracy partners, for vessels to conduct their passage through the UKMTO MSPA in groups, based on different passage speeds. This process is known as "GOA Group Transits" (GOA GT). In order to achieve this, the position, time, and speed for vessels to pass through a waypoint at the eastern and western limits of the UKMTO Transit Corridor are promulgated in the MSCHOA website: <http://www.mschoa.org>.

7 Shipowners, managers and operators of Singapore-registered vessels are advised to instruct their shipmasters and crew to remain vigilant when passing through the High Risk Area and to monitor situational updates as per provided by the MSCHOA website <http://www.mschoa.org>.

8 The contact details of MSCHOA and UKMTO are:

MSCHOA

Via Website for reporting: www.mschoa.org

Telephone: +44 (0) 1923 958545

Fax: +44 (0) 1923 958520

Email: postmaster@mschoa.org

UKMTO

Email: ukmto@eim.ae

Telephone (24hrs): +971 50 552 3215

Self-Protection Measures

9 In addition, Singapore ships should implement self-protection measures which would act as highly-visible deterrents. Such measures would include arrangement of additional lookouts, installation of physical barriers and proceeding at full sea speed in the High Risk Area. The guidance contained in BMP was based on experiences of piracy attacks to date and these measures should be viewed as the minimum preparations that should be adopted. Ships making frequent transits through or operating in the High Risk Area should consider taking additional self-protection measures beyond the BMP recommendations to further reduce the risk of a successful piracy attack.

Piracy and Armed Robbery against Ships

10 The IMO guidance on preventing and suppressing acts of piracy and armed robbery against ships. Please refer to **Annex C** for the complete text of the MSC.1/Circ 1334. Shipowners, shipmasters and crews of ships operating in waters which are prone to acts of piracy or armed robbery attacks are strongly recommended to increase the level of surveillance and security onboard.

11 The ANNEX of MSC.1/Circ 1334 lists the precautions to be taken to reduce the risks of piracy on the high seas and armed robbery against ships at anchor, off ports or when underway through a coastal State's territorial waters. Shipowners and shipmasters are required to send reports of any attacks or attempted attacks onboard their ships immediately to the Rescue Co-ordinating Centre (RCC)¹ for the area and subsequently to MPA. The immediate and subsequent reports should contain the information listed in APPENDIX 5 and 6 of MSC.1/Circ 1334.

Piracy and Armed Robbery against Ships in waters off the Coast of Somalia

12 We would also like to draw the attention of the shipping community to the IMO Assembly Resolution A.1044(27). Please refer to **Annex D** for the complete text of the Resolution.

13 In particular, we draw your attention to the advice in Res A.1044(27), which is reproduced below:

NOTING WITH GREAT CONCERN that incidents of piracy and armed robbery against ships continue to occur in waters off the coast of Somalia,

¹ List of RCCs can be found in Admiralty List of Radio Signals – Global Maritime Distress and Safety System.

some of which have reportedly taken place more than 1,700 nautical miles from the pirates' home bases,

FURTHER NOTING that the increased geographical spread of pirate attacks in the Indian Ocean necessitates Governments providing additional naval vessels, maritime patrol and reconnaissance aircraft and other surveillance assets, operating bases and logistic support,

MINDFUL OF the grave danger to life and the serious risks to navigational safety and the environment that attacks by pirates may cause,

14 The ANNEX of MSC.1/Circ 1444 provides interim guidance on measures to prevent and mitigate Somalia-based piracy. The complete list of the best management practices, codes and standards within the MSC.1/Circ 1444 can be found in **Annex E**.

15 This shipping circular supersedes:

- a. SHIPPING CIRCULAR NO 20 OF 2015
 - PIRACY AND ARMED ROBBERY AGAINST SHIPS IN WATERS OFF THE COAST OF SOMALIA
- b. SHIPPING CIRCULAR NO 19 OF 2015
 - PIRACY AND ARMED ROBBERY AGAINST SHIPS
- c. SHIPPING CIRCULAR NO 13 OF 2012
 - REMINDER TO ADOPT BEST MANAGEMENT PRACTICES (VERSION 4) TO DETER PIRACY IN THE HIGH RISK AREA
- d. SHIPPING CIRCULAR NO 31 OF 2008
 - FURTHER GUIDANCE FOR SHIPS OPERATING IN THE GULF OF ADEN- GROUP TRANSIT

16 Any queries relating to this shipping circular should be directed to the Singapore Registry of Ships dedicated contact via email: marine@mpa.gov.sg and tel: (65) 6375 1932 or to Ms Wan Fei Fei via email: wan_fei_fei@mpa.gov.sg.

TAN SUAN JOW
DIRECTOR OF MARINE
MARITIME AND PORT AUTHORITY OF SINGAPORE

Annex A – MSC.1/Circ. 1339

Annex B – Section 2 of BMP 4 effective 1 December 2015

Annex C – MSC.1/Circ. 1334

Annex D – IMO Resolution A.1044(27)

Annex E – MSC.1/Circ 1444