

Das BMI teilt mit Schreiben vom 27.01.2009 – Az.: ÖS III 5 – 676 932 6 / 2 mit:

Betreff: Seesicherheit

Hier: Korridor für das Seegebiet um Somalia / Golf von Aden

I. Sachverhalt

Im Seegebiet um Somalia und den Golf von Aden wird der von Marinekräften kontrollierte Korridor "Maritime Security Patrol Area" (MSPA) nach einer Übergangsphase vom 01. auf den 02. Februar verlegt. Zu den Details hat das International Employers' Committee (IMEC) für seine Mitglieder [folgende](#) Mitteilung veröffentlicht:

II. Hinweise und Verhaltensempfehlungen

Es wird empfohlen, den Hinweisen der IMEC zu folgen und sich darüber hinaus bei dem Maritime Security Centre – Horn of Africa (msc-hoa) unter www.mschoa.org zu registrieren. Dort sind alle nötigen Informationen wie Koordinaten usw. abrufbar.

Die bisherigen Verhaltensempfehlungen für dieses Seegebiet (Gefahrenstufe 2) gelten fort.



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TO: ALL IMEC MEMBERS

IMEC(09)04

PIRACY UPDATE

New safe navigational corridors through the Gulf of Aden

All members attention is drawn to the attached circular outlining the new safe transit corridors through the designated High Risk Area in the Gulf of Aden. Members will note that the previous transit corridor will no longer be effective after a transition period between 1st and 2nd February and that the new corridors allow for separation of East and West bound traffic to prevent issues with collision avoidance.

Members are strongly advised to contact their vessel's Masters at the earliest opportunity to allow changes to passage plans to be incorporated in advance of the adoption of the new transit corridors.

All previously agreed IBF terms and conditions for seafarers serving aboard ships transiting the High Risk Area will remain in force with the new corridors replacing the old MSPA with effect from 1st February for all vessels commencing transit on or after that date and for vessels already in transit on that date with effect from 2nd February. It is highlighted to members that vessels in transit on 1st February should maintain their passage plans through the current MSPA corridor and should not deviate their tracks to join the new corridors.

Piracy off the coast of Kenya

Members should also be aware that IMEC has received reports of pirate attacks off the Kenyan coastline and the port of Mombasa. One particular report identified a vessel approximately 0.5 nautical mile off the port being attacked whilst at anchor. Members are advised to ensure that their Masters are aware of the increased likelihood of attack in this area and to maintain extra vigilance whilst sailing along the East African coastline.

Giles Heimann
Deputy Secretary General

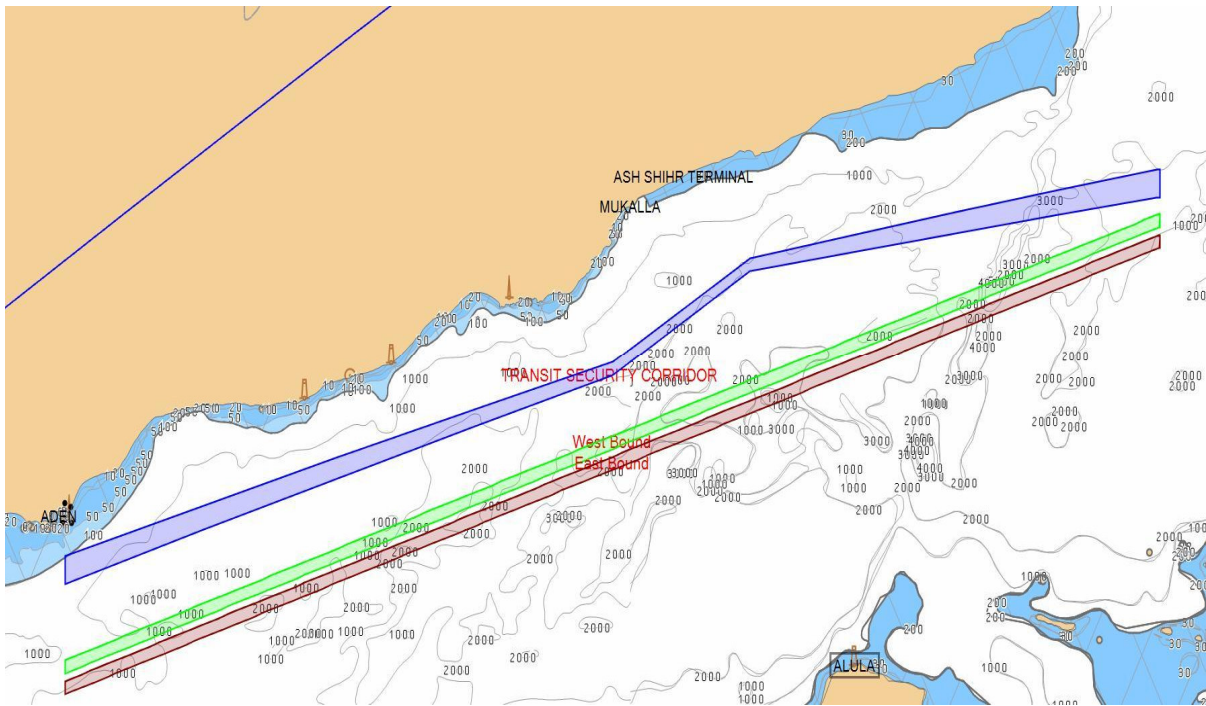
This notice promulgates a change to the position and dimensions of the UKMTO Transit Corridor in the Gulf of Aden (GOA).

1. In cooperation with European Union Naval Force (EUNAVFOR) ATALANTA and the United Kingdom Maritime Trade Operations (UKMTO), Combined Maritime Forces (CMF) is revising the internationally recommended UKMTO Transit Corridor through the GOA in response to feedback from the international maritime community. This revision is intended to reduce the risk of collision between vessels utilizing the corridor, provide a measure of traffic separation, and allow maritime forces to conduct deterrent operations in the GOA with a greater degree of flexibility.

2. Effective from 01 Feb 2009, at 0001Z, the revised UKMTO Transit Corridor will come into effect (coordinates 12 00N 45E, 14 30N 53E, 11 55N 45E, 14 25N 53E, 11 53N 45E, 14 23N 53E, 11 48N 45E, 14 18N 53E). All vessels commencing a transit through the existing corridor prior to 0001Z 01 Feb 2009 should complete their transit using the existing coordinates. Do not shift to the new corridor in mid transit. All vessels planning to transit the GOA after 0001Z 01 Feb 2009 should plan to use the revised corridor.

3. Revisions to the corridor include the creation of separate east bound and west bound transit lanes. Each lane will be 5 nm wide and will be separated by a 2 nm buffer zone. The east bound lane will begin at 045 degrees East between 11 48 North and 11 53 North. The lane will be oriented along a straight line course of 072 degrees and terminate at 053 degrees East between 14 18 North and 14 23 North. The west bound lane will begin at 053 degrees East between 14 25 North and 14 30 North. The lane will be oriented along a course of 252 degrees and terminate at 045 degrees East between 11 55 North and 12 00 North. These new coordinates are not effective until 0001Z 01 Feb 2009. Prior to 01 Feb 2009, warships patrolling the Maritime Security Patrol Area (MSPA) will be positioned to best support vessels transiting in the existing UKMTO Transit Corridor only. After 2359z on 02 Feb 2009, warships will be positioned to best support vessels in the revised UKMTO transit corridor only. During a transition period from 01 to 02 Feb, warships patrolling the MSPA will monitor traffic transiting both the existing and the revised UKMTO Transit Corridors.

4. The UKMTO Transit Corridor is not marked or defined by visual navigational means, nor is it intended to be a dedicated traffic separation scheme but in order for warship patrols to be effective, vessels transiting the GOA are strongly recommended to adhere to these guidelines regarding use of the UKMTO Transit Corridor.



5. **Group Transits.** The current group transit programme will continue until 2359Z Sat 30 Jan. From 0001Z Sun 01 Feb a new Group Transit programme will be brought into force. This will have Group Transits for vessels proceeding at the following speeds. 10, 12, 14, 16, and 18 kts. Timings for the new Group Transits are as follows:

Speed (Kts)	Time to enter corridor westbound (Z)	Time to enter corridor westbound (Local)	Time to enter corridor eastbound (Z)	Time to enter corridor eastbound (Local)
10	1500	1800	0100	0400
12	2100	0001	0530	0830
14	0100	0400	0830	1130
16	0530	0830	1100	1400
18	0700	1000	1300	1600

6. On 22 August 2008, CMF directed the establishment of the MSPA in the GOA. The MSPA was established in support of the International Maritime Organization's (IMO) ongoing efforts to ensure the safety of ships and mariners at sea. The MSPA is a geographic region in the GOA utilized by all patrolling warships and positioned to maximize deployment of available forces in areas of high risk. Coalition forces patrol the MSPA on a routine basis. The MSPA is not marked or defined by visual navigational means, nor is it intended to be a dedicated Traffic Separation Scheme. The MSPA is a naval military term for use by warships when communicating with each other. The MSPA should not be confused with the revised internationally recommended UKMTO Transit Corridor for the GOA. The UKMTO Transit Corridor is the recommended path through the GOA to allow minimal response time to

attacks. MSPA patrols are intended to monitor activity both inside and outside the corridor. Naval vessels patrolling the MSPA provide a measure of deterrence through their presence, but due to the vast area of the GOA and the open waters east of Somalia, and given the high volume of shipping in the region, the safety of all ships cannot be guaranteed. Masters are therefore recommended to continue to employ all available defensive measures to make their vessels less vulnerable to attack when operating in the gulf of aden.

7. CMF in cooperation with the efforts of forces from NATO, the European Union (EU), China, India, Malaysia, and Russia, have had success in deterring attacks on merchant shipping. A far greater number of attacks have been thwarted through defensive and protective measures taken by commercial and civilian ships prior to entering and during transit through the area. Despite the increase in presence and effectiveness of naval forces in the region, as well as the effectiveness of defensive and protective measures, pirate activity has continued and a number of commercial and civilian ships have been successfully attacked and seized. There are indications that pirates in the area continue to adapt their techniques and procedures in order to achieve success in capturing vessels, both in the GOA as well as in the open ocean off the east coast of Somalia.

8. In light of the pirates' increased resolve and adaptability, additional precautions and risk assessments are encouraged. Vessels such as passenger liners, luxury yachts, pleasure craft, sailboats, and ships carrying dangerous cargo or otherwise deemed to be high value assets should conduct a full risk assessment prior to planning transits through high-risk areas, especially in cases where speed and manoeuvrability limitations and low freeboard make a ship particularly vulnerable. In conducting such an assessment, owners and masters of such vessels should be prepared for possible attack and be prepared to employ measures to ensure the maximum possible defense. All passengers and crew should fully understand the risks associated with transiting these areas and be fully briefed on the procedures required to protect themselves in the event of an attack. Masters should remain in contact with the UKMTO and the United States Maritime Liaison Office (MARLO) to the maximum extent possible. Masters are requested to provide the details of their transit, as well as the type, nature and number/quantity of passengers and cargo at least 96 hours prior to entering high risk areas. The EU, in cooperation with Lloyds Registry, has established a web-based resource for ships to receive the latest alerts, and register their vessels prior to transiting high risk areas in the region. Owners and operators are encouraged to register with the Maritime Security Centre - Horn of Africa (msc-hoa), at www.mschoa.org.

9. The following recommendations remain in effect for all vessels.

9.a. Demonstrate a willingness to defend yourself. Do not present an attractive target for attack and do not surrender immediately at the first sign of a threat.

9.b. Employ speed and manoeuvre to avoid attack. Conduct transit of high threat areas at maximum sustainable speed at all times.

Maintain a full visual and radar watch throughout transit. Provide extra lookouts if possible, especially during daylight hours. Lookouts should be positioned to ensure a 360 degree unobstructed field of view with full view of

all freeboard areas. Avoid transiting near small boats whenever possible. Due to the sheer number of small boats in the region, most of whom are fishing boats that may be difficult to distinguish from pirate vessels, transiting near small boats may be unavoidable at times. Actively watch for developing rules of the road situations and take early action to increase CPAs. Aft lookouts must be particularly vigilant for small boats approaching from astern. Manoeuvre aggressively if under attack. Manoeuvre to remove any lee from either side of ship (sea state dependent). If engineering or other technical problems cause reduced speed, immediately activate defensive measures to reduce vulnerability.

9.c. Adopt passive defence measures. Take all precautions detailed for speed and manoeuvre. Take defensive precautions prior to entering high threat areas, including rigging fire hoses, and raising outboard equipment and/or positioning inboard. Consider other non-lethal measures such as focused sonic devices and flares. Conduct transits in groups with other vessels in accordance with the recommendations provided by msc-hoa.

9.d. Active defensive measures should be considered, including employment of professional security teams. Properly trained security teams, with experience in maritime defensive procedures, are known to be an effective defensive measure. If employing security teams, consideration must be given to the potential for the risk to human life in the event of an engagement between pirates and security teams. It is essential that the training, experience, and qualification of any private security force be verified. Legal relationships between the flag state, ships owners, master and the security team be understood and should be contractually agreed to.

9.e. If a ship comes under attack, report immediately to UKMTO, MARLO, and/or MSC-HOA, broadcast attacks immediately on all available radio circuits, adjust speed and manoeuvre, and activate all available defensive measures. Do not immediately surrender

Frequently asked questions:

Why is the Transit Corridor being moved? The current Transit Corridor has served the maritime community well, providing shipping passing through the GOA with protection from warships patrolling within the corridor. However, it has a number of limitations and the new Transit Corridor seeks to improve on the original model through providing:

- a. A straight track from Point A to Point B and vice versa.
- b. A separation of east and westbound traffic, thus improving navigational safety.
- c. Passage through the centre of the GOA, keeping shipping clear of the Yemeni and Somali coasts. It is anticipated this will make it more difficult for the pirate skiffs to use the Yemeni coast to support their operations.

What is a Group Transit? The Group Transit ensures that vessels enter the Transit Corridor at a known time according to their speed. This exploits the additional protection that can be gained from grouping vessels together, making you a more

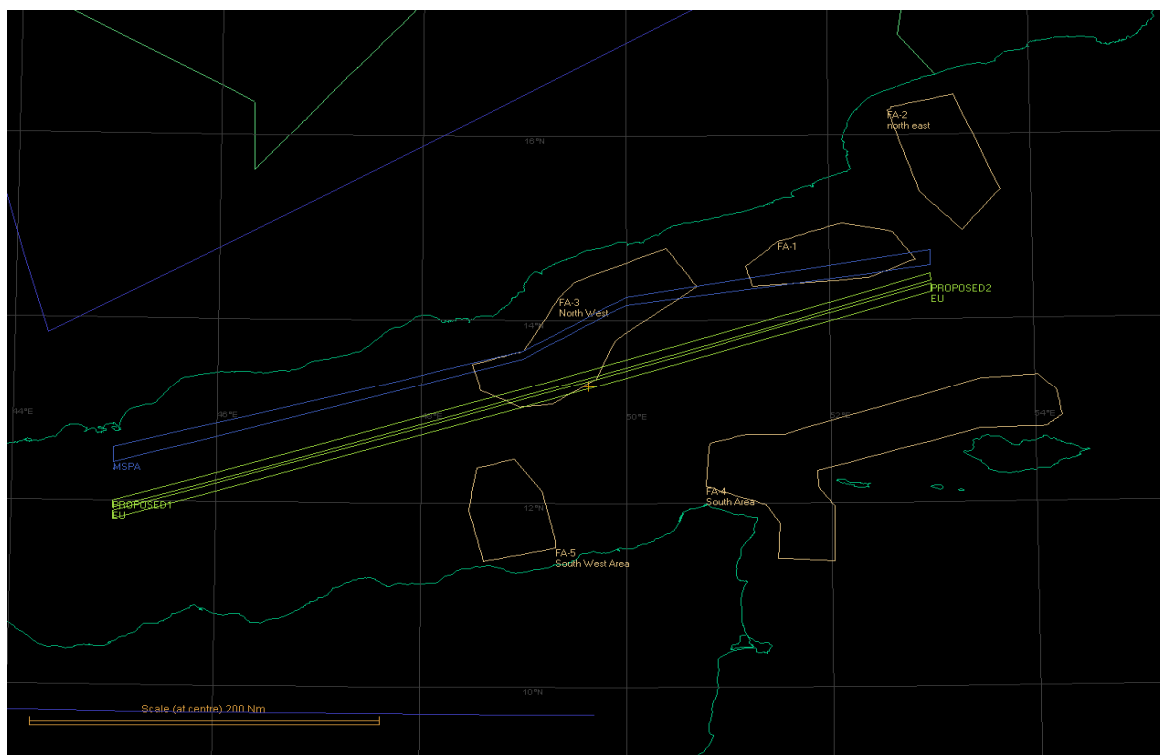
difficult target for the pirates, and providing the patrolling warships with a better chance of being able to provide protection to MVs when and where it is most needed.

Should I wait for other vessels at the start of the Transit Corridor? The Group Transits are not, repeat **NOT** convoys. You should enter the Transit Corridor at the time designated for your intended passage speed, even if this means you are, or appear to be, the only vessel in the Group Transit for your speed.

Will I be contacted by a Warship? Providing your contact details (e-mail (preferred) or telephone) are known to us, we will try to ensure that a warship contacts you to reassure you that your position is known and that your progress will be monitored.

Will I be accompanied by a warship? Generally speaking you will not be accompanied by a warship. The Group Transit timings are designed to ensure that Warships can provide a level of protection to all vessels in the Transit Corridor, focusing on those areas that we know represent the greatest risk.

Will the new Transit Corridor avoid fishing areas? Fishing areas cover a large portion of the GOA and it would be impossible to avoid them completely. However, as you can see from the diagram below, the new Transit Corridor is generally clear of the known local fishing areas.



Will it be possible through Notice to Mariners to prevent fishing in the Transit Corridor? By limiting fishing in the Transit Corridor we would almost certainly reduce the number of false alarms of piracy and would make it more difficult for the pirates to disguise themselves as fishermen. However, the types of vessels fishing in the area are unlikely to observe a Notice to Mariners and by preventing them from fishing in the Transit Corridor, we would be denying them what they would regard as

an important part of their local fishing grounds. This would probably lead to the local maritime community resenting western interference in their affairs, something we need to avoid if we are to make a real difference to the causes of piracy in the region.

Why have the Group Transit speeds changed from the current model of 10, 12, 15 and 18 Kts? There will be timings for vessels entering the Transit Corridor (east and westbound) at 10, 12, 14, 16 and 18 kts. This is because it has become apparent from our dialogue with the merchant marine community and through observing the speeds registered on MSC-HOA that Merchant Vessels proceeding through the GOA would benefit from a slightly closer banding of the speeds.

What should I do if my vessel does not proceed at precisely the advertised transit speed? Our advice is that you proceed at the Group Transit speed which is closest to your maximum speed. If there are other vessels in close proximity, match their speed (providing this does not mean you have to make a significant reduction in speed) and if at all possible, proceed in company with them. We believe there is significant mutual protection to be gained from being in company with other Merchant Vessels. However, should you come under attack, increase to your maximum speed until you are clear of the danger.