



# Technical Circular

No.: 014/2019

Date: 14<sup>th</sup> March 2019

**To whomsoever it may concern**

**Subject: DGS Circular reg. Revision of High-Risk Area in Indian Ocean.**

- DG Shipping, India has issued a maritime security advisory through NT wing Piracy Circular no. 02 of 2019 (copy attached) providing the information related to revision of High-Risk Area in the Indian Ocean.
- High- Risk Area (HRA) with reference to Somalia based piracy reflects the area within Voluntary Reporting Area (VRA); as mentioned in the Best Management Practices to deter Piracy and enhance maritime safety in the Red Sea, Gulf of Aden, Indian Ocean and the Arabian Sea (BMP5), where it is considered that a higher risk of attacks exists and additional security requirements may be necessary.
- The HRA is outlined on maritime security chart Q6099 to ensure that the latest information on current threats is used when planning routes through this region.
- On considering the account of recent shipping industry experience, pirate intent and capability as well as representations received from various organisations, the Round Table of international shipping and associations organizations i.e. BIMCO, International Chamber of Shipping (ICS), INTERCARGO, INTERTANKO and the Oil Companies International Marine Forum (OCIMF) declared the revision of the High-Risk Area.
- The advisory issued in this regard is available at <https://www.maritimeworldsecurity.org/risksissues/piracy/>. The website may be also monitored for guidance as well as external links relating to global maritime security
- The revision of HRA will take effect from 01.05.2019 & the coordinates of the revised HRA are as follows:
  - In the Southern Red Sea:  
Northern Limit: Latitude 15° 00'N
  - In the Indian Ocean; a line linking:  
From the territorial waters off coast of east Africa at Latitude 05° 00'S to 050° 00'E  
Then to positions:  
Lat: 00° 00' N Long: 055° 00' E  
Lat: 10° 00' N Long: 060° 00' E

Lat: 14° 00' N Long: 060° 00' E

Then a bearing 310° to the territorial waters off the Arabian Peninsula.

- Administration has emphasized that even though the dimensions of HRA has reduced, the threat of piracy in the region has not gone away and ongoing risk assessment, high level of vigilance and compliance with BMP5 in conjunction with 'Global Counter Piracy Guidance for Companies, Masters and Seafarers' is essential before entry to, or when operating in, the HRA.
- Ship owners/ operators, CSOs and masters are advised to take note of above information.

**Enclosure:**

1. DGS NT Wing Piracy Circular No. 02 of 2019

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