



Royal Netherlands Institute for Sea Research



PIRACY

Considerations on passage of

the Gulf of Aden

and/or

the North West Indian Ocean East of Africa

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NIOZ is part of the Netherlands Organisation for Scientific Research (NWO)

RVOC 2009

Last week's news on piracy



- Situation as per 8 April 2009

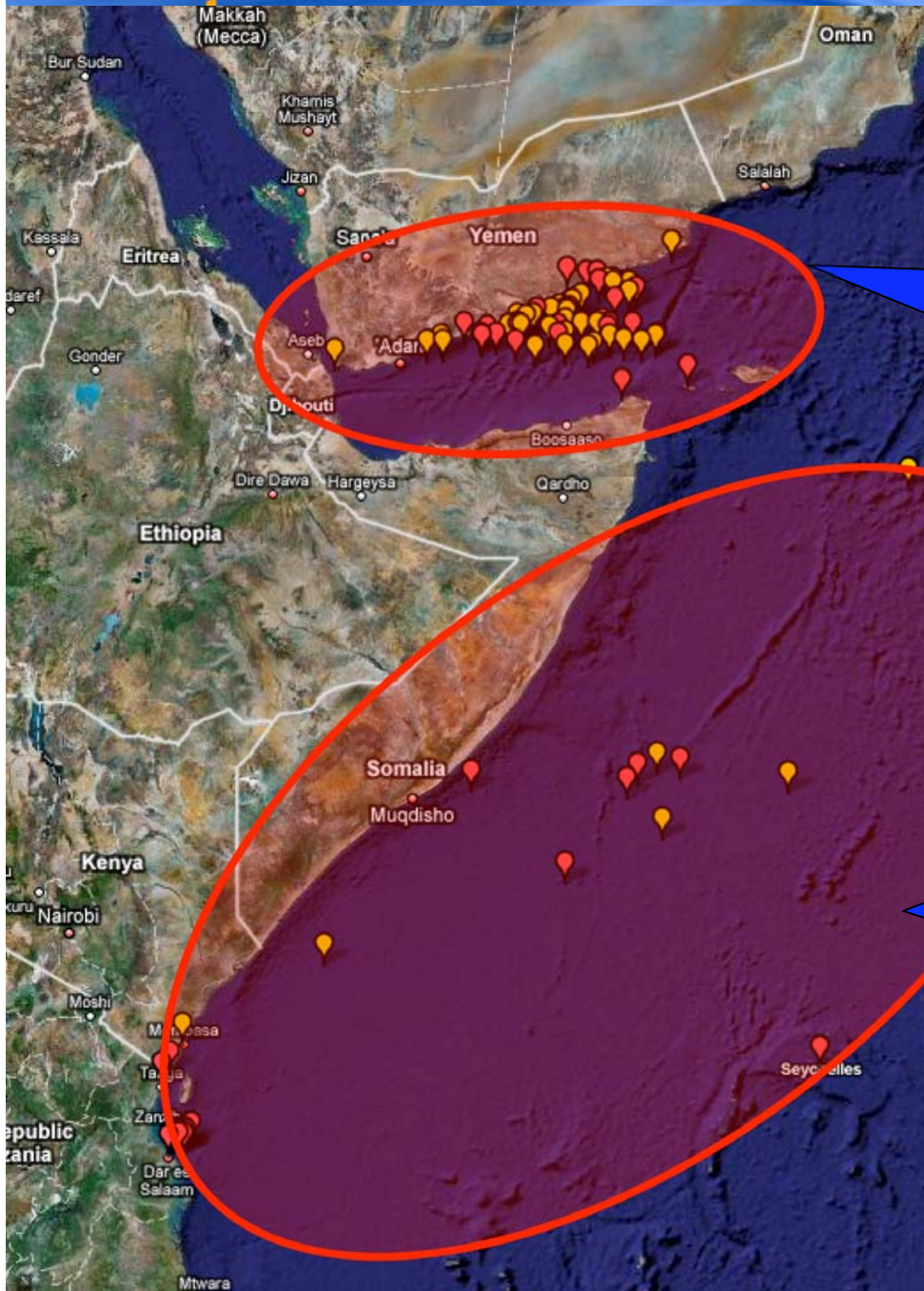


destroyer USS Bainbridge



USAID Maersk Alabama

Two piracy infested regions



**115 ATTACKS IN
2008**
46 hijackings
69 attempts

**2009: Shift from GOA
towards
NW Indian Ocean
East of Africa**

**25 ATTACKS off
Somalia in 2008**
7 hijackings
18 attempts



Contact details for Gulf of Aden/ North West Indian Ocean Voyages

**UKMTO
reporting
limits
Recently
extended
to 10S**

MSCHOA

Maritime Security
Centre

Horn of Africa



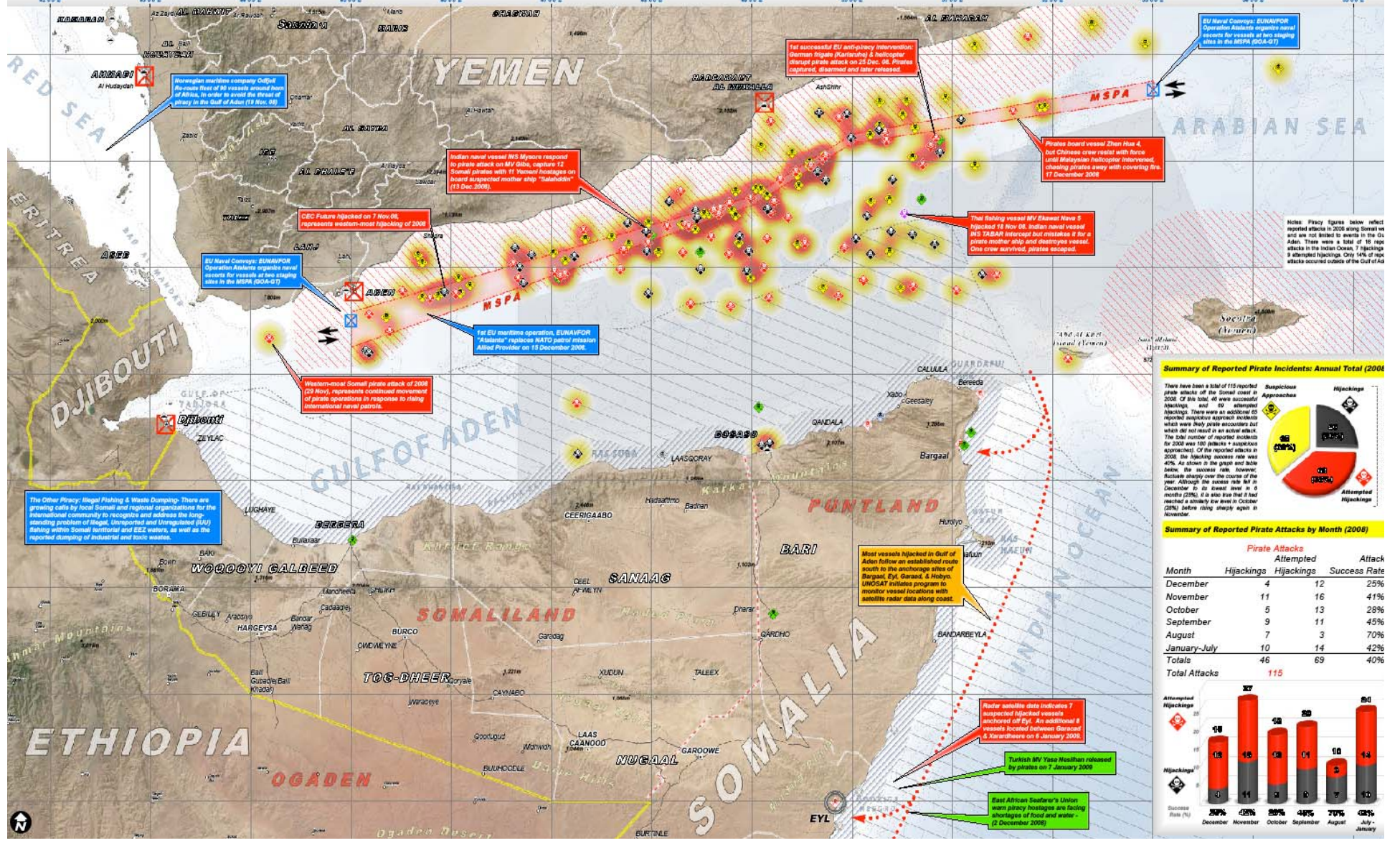
CTF 151 is a multinational task force that conducts counter-piracy operations in and around the Gulf of Aden, Arabian Sea, Indian Ocean and the Red Sea and was established to create a lawful maritime order and develop security in the maritime environment.

REPORTED INCIDENTS OF SOMALI PIRATE ATTACKS AND HIJACKINGS IN THE GULF OF ADEN FOR 2008

This map illustrates reported incidents of piracy in the Gulf of Aden and the Indian Ocean for 2008. The map is color-coded to show the frequency of incidents, with red indicating the highest density. The map covers the Gulf of Aden, the Red Sea, and the Indian Ocean, including the coastlines of Yemen, Djibouti, Ethiopia, Somalia, and the Arabian Sea. The map is based on data from UNOSAT and other sources, and is updated as more information becomes available.



SECURITY EVENTS 12 JANUARY 2009
 UPDATED VERSION
 UNOSAT-2009-000



PIRATE ATTACK DENSITY IN THE GULF OF ADEN (2008)

This 3D perspective map illustrates the relative spatial density of reported pirate incidents in the Gulf of Aden for 2008. A spatial analysis of the pattern of attacks has also been conducted. A satellite imagery has been used to identify vessel traffic patterns through the Gulf of Aden. This work was done by UNOSAT in support of the ongoing Somali pirate activity. All piracy incident data has been obtained from open media sources, specifically the Piracy Reporting Centre (PRC) of the International Maritime Bureau (IMB), incidents are classified into 3 main types: "hijacking" where pirates have taken control of a ship, "attempted hijacking" where pirates have deployed weapons & attempted to board a vessel but failed, and "suspicious approach" where a vessel has followed or chased another ship. Note a number of reported "Suspicious Approach" incidents may represent accidental vessel approaches misperceived as a pirate threat. This is an interim assessment and has not been independently verified.

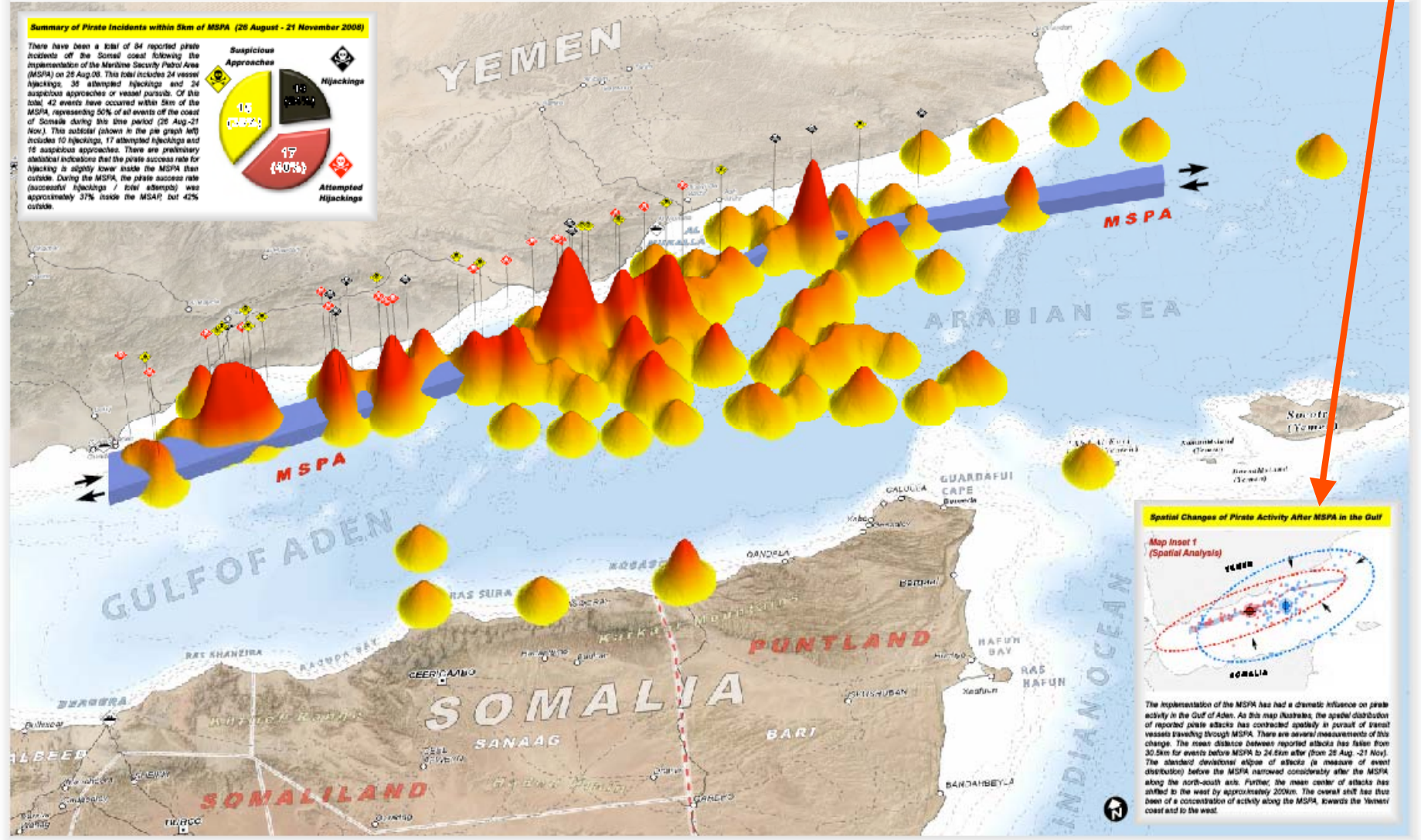


SECURITY EVENTS 26 NOVEMBER 2008
VERSION 1.0
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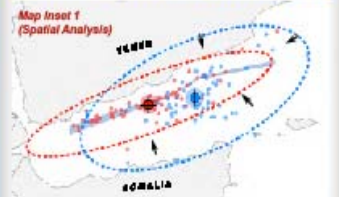


Summary of Pirate Incidents within 5km of MSPA (26 August - 21 November 2008)

There have been a total of 84 reported pirate incidents of the Somali coast following the implementation of the Maritime Security Patrol Area (MSPA) on 26 Aug.08. This total includes 24 vessel hijackings, 36 attempted hijackings and 24 suspicious approaches or vessel pursuits. Of the total 42 events have occurred within 5km of the MSPA, representing 50% of all events of the coast of Somalia during this time period (26 Aug-21 Nov). This outlier (shown in the pie graph left) includes 10 hijackings, 17 attempted hijackings and 16 suspicious approaches. There are preliminary statistical indications that the pirate success rate for hijacking is slightly lower inside the MSPA than outside. During the MSPA, the pirate success rate (successful hijackings / total attempts) was approximately 37% inside the MSPA but 42% outside.



Spatial Changes of Pirate Activity After MSPA in the Gulf

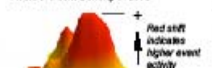


The implementation of the MSPA has had a dramatic influence on pirate activity in the Gulf of Aden. As this map illustrates, the spatial distribution of reported pirate attacks has contracted spatially in pursuit of transit vessels travelling through MSPA. There are several measurements of this change. The mean distance between reported attacks has fallen from 30 km for events before MSPA to 24 km after (from 26 Aug - 21 Nov). The standard deviation ellipse of attacks (a measure of event distribution) before the MSPA narrowed considerably after the MSPA along the north-south axis. Further, the mean center of attacks has shifted to the west by approximately 200km. The overall shift has thus been of a concentration of activity along the MSPA, towards the Yemeni coast and to the west.

Map Legend

- Hijacking
- Attack / Failed Hijacking

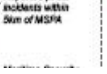
Pirate Incident Density in 2008



Pirate Incidents within MSPA (26 Aug - 21 Nov 2008)



Reported pirate incidents within 5km of MSPA



Map Inset 1 (Spatial Analysis)

- Standard Deviation Ellipse of Pirate Incidents Before MSPA
- Standard Deviation Ellipse of Pirate Incidents After MSPA
- Mean Center of Pirate Incidents Before MSPA
- Mean Center of Pirate Incidents After MSPA

Pirate Incidents Before MSPA

- Pirate Incidents Before MSPA
- Pirate Incidents After MSPA
- Mean Center of Pirate Incidents Before MSPA
- Mean Center of Pirate Incidents After MSPA

Data Sources

- Piracy Data (1) - IMB Piracy Reporting Centre (PRC)
- Piracy Data (2) - CIM, NATO, IMO, Garowe Centre, AP
- GIS Data - GEBCO, NSA, GIST, UNOSAT
- Analysis - UNOSAT 2008
- Map Production - UNOSAT

The depiction and use of boundaries, geographic names and related data shown here are not warranted to be accurate nor do they imply official endorsement or acceptance by the United Nations. This map was produced by the United Nations Institute for Training and Research (UNITAR) Geospatial Centre.



Contact information MSC (HOA)

Address

Ops Centre

Maritime Security Centre (Horn of Africa)

European Union Operation HQ, Northwood Headquarters

Sandy Lane, Northwood

Middlesex HA6 3HP, ENGLAND

Tel: +44 (0) 1923 958545 Fax: +44 (0) 1923 958520 Email: postmaster@mschoa.org

<http://mschoa.org>

[MSC\(HOA\) -
Welcome](#)

In the event of a piracy attack, please call the MTO Dubai Hotline number on +971 505 523 215

You can also email the Ops Centre Direct with imagery or video files

Email: <mailto:opscentre@mschoa.org>

For any feedback, issues or comments on the website please email the Webmaster

Email: webmaster@mschoa.org



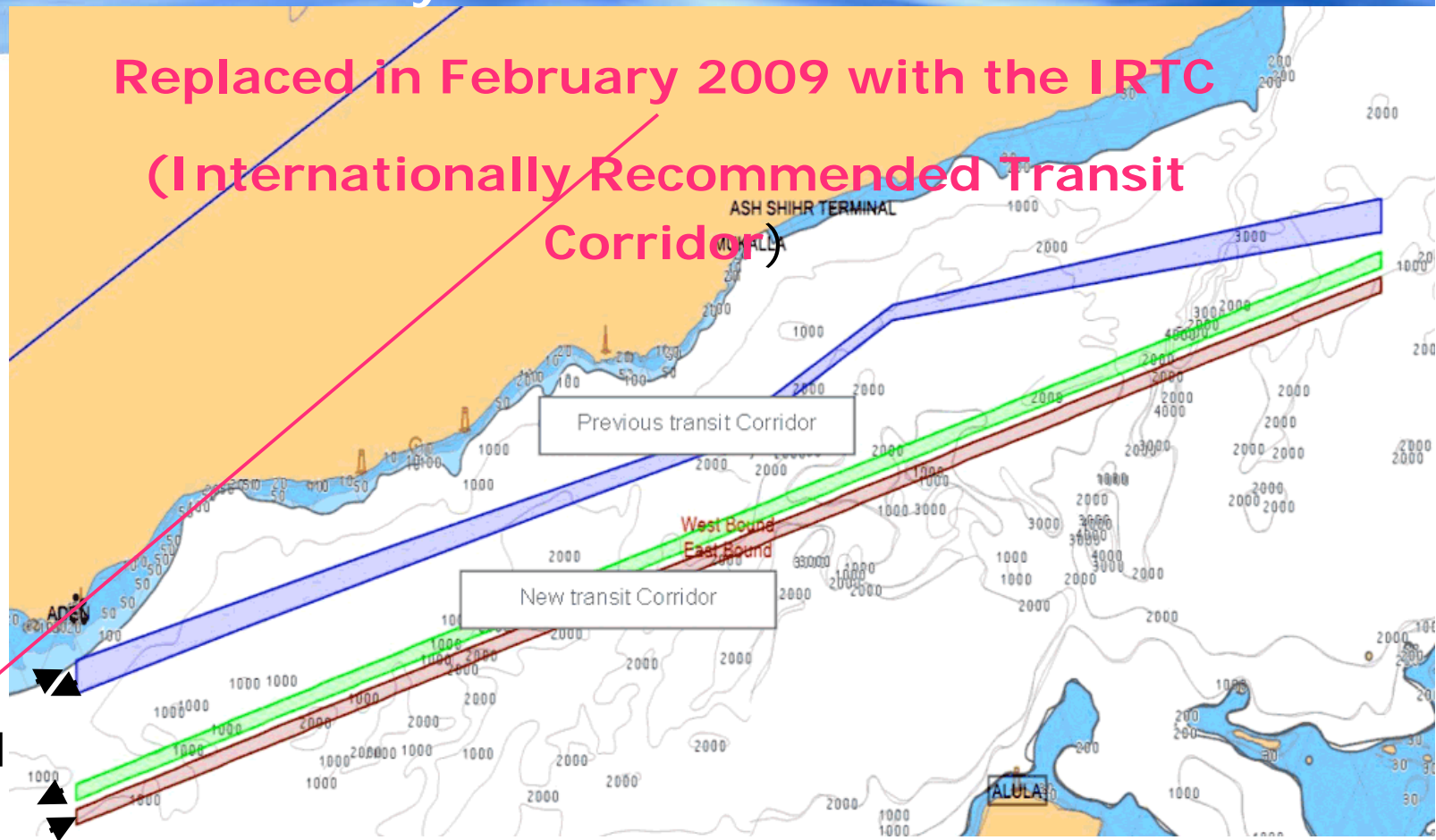
August 2008 installation of a Maritime Security Patrol Area Gulf of Aden

Former Maritime Security Patrol Area...

Waypoints:

- 12 15N 045E
- 12 35N 045E
- 13 35N 049E
- 13 40N 049E
- 14 10N 050E
- 14 15N 050E
- 14 35N 053E
- 14 45N 053E

Replaced in February 2009 with the IRTC (Internationally Recommended Transit Corridor)



New separated IRTC

- 12 00N 45E
- 11 55N 45E
- 11 53N 45E
- 11 48N 45E
- 14 30N 53E
- 14 25N 53E
- 14 23N 53E
- 14 18N 53E



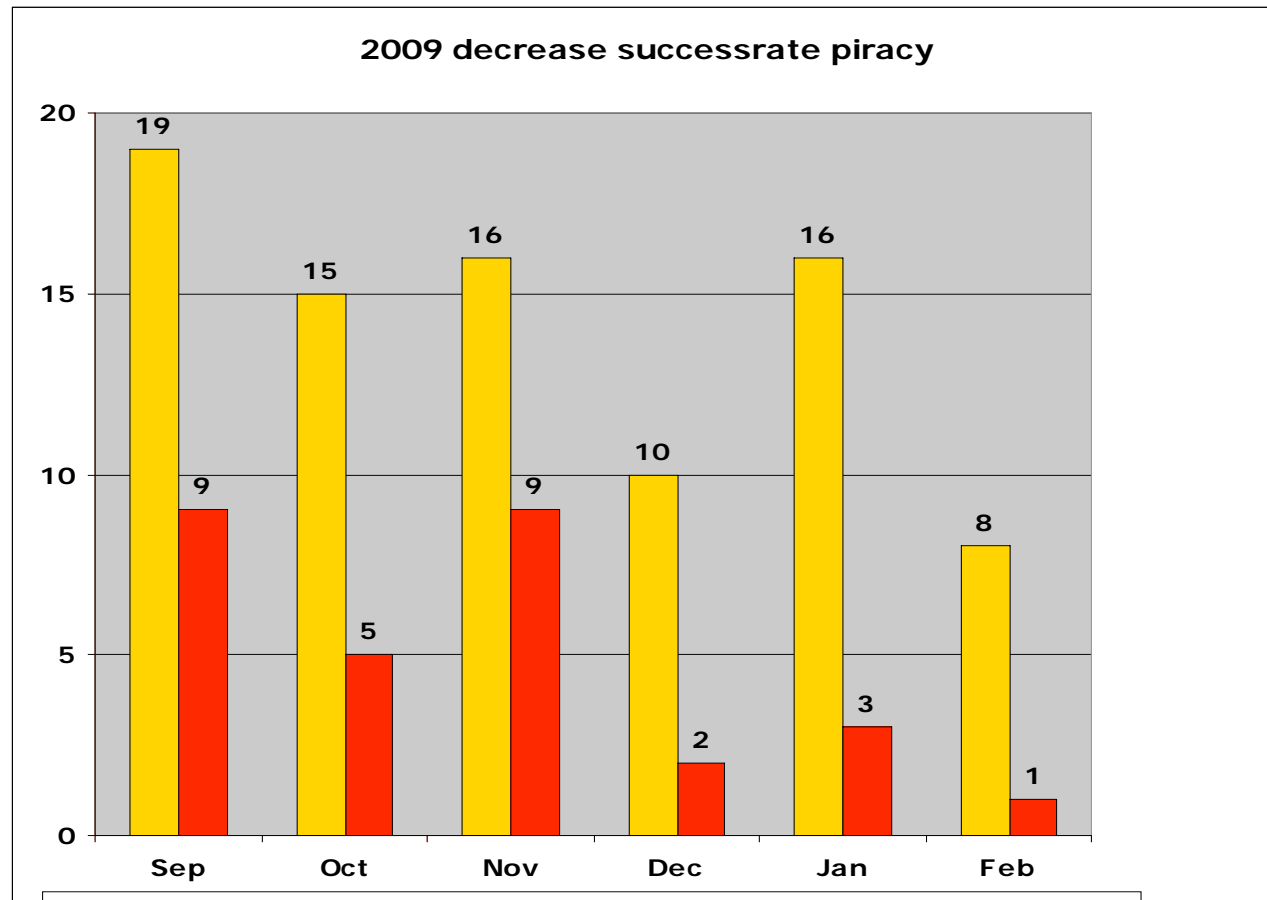
Group Transits instead of Convoys for passage of Gulf of Aden

Group Transits have been designed for vessels proceeding at the following speeds: 10, 12, 14, 16, and 18 kts. The daily timings for the new Group Transits are as follows

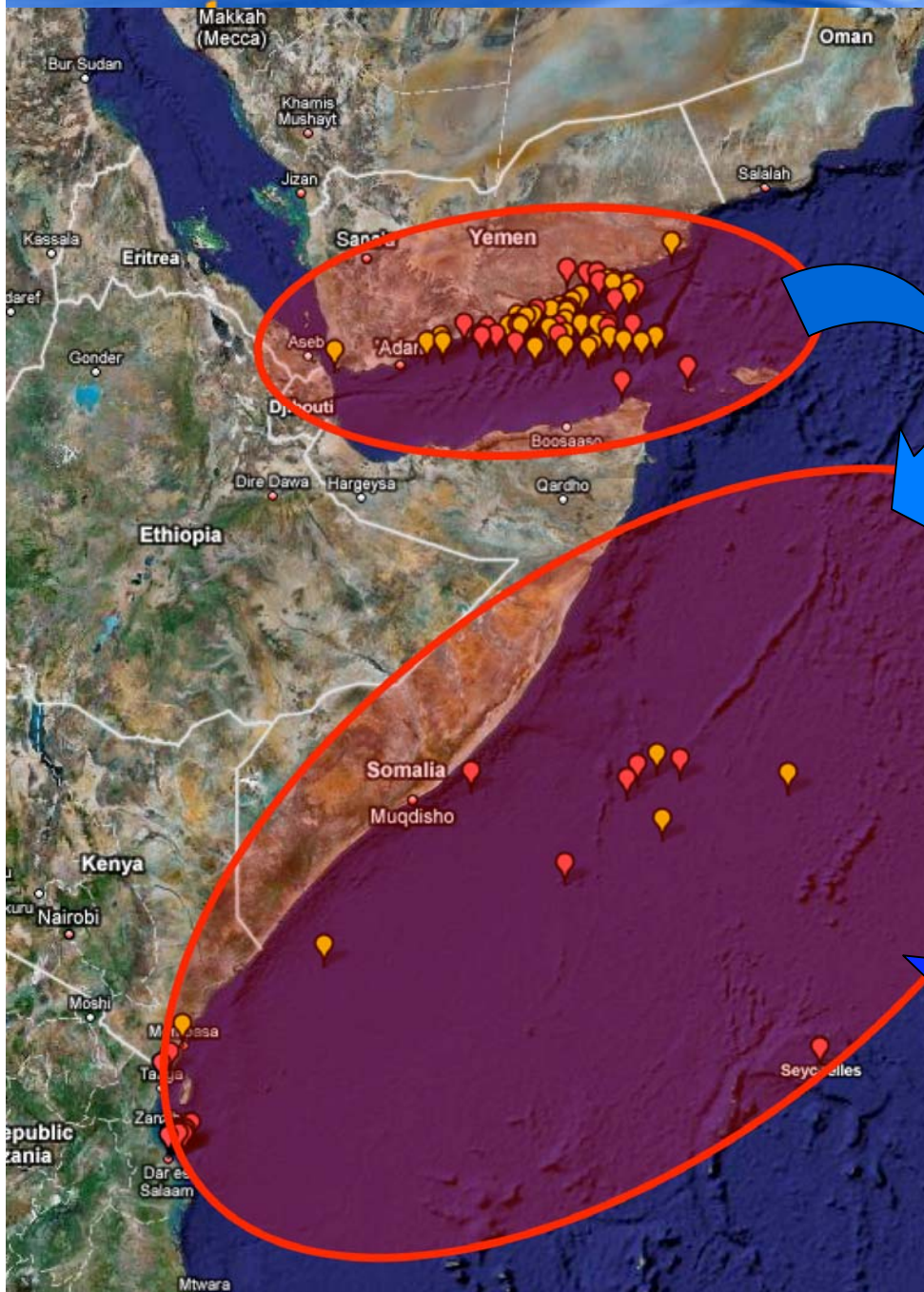
Speed(knts)	Time to enter corridor		Time to enter corridor	
	Eastbound	Westbound	Eastbound	Westbound
	(Z) (Point A)	(Local) (Point A)	(Z) (Point B)	(Local) (Point B)
10	0100	0400	1500	1800
12	0530	0830	2100	0001
14	0830	1130	0100	0400
16	1100	1400	0530	0830
18	1300	1600	0700	1000



Decrease in piracy successrate January/February 2009



These are dangerous waters



**Since January 2009
66 attacks
14 ships hijacked
260 crew hostage**

**2009: Shift from GOA
towards
NW Indian Ocean
East of Africa**

**March 2009
6 ships attacked in
One week**



Advice for passage NW Indian Ocean East of Somalia & Kenya

All vessels navigating to the East of Somalia should be aware of an increased number of attempted armed piracy attacks which have taken place more than 500 nautical miles from the coast.

It is therefore recommended that all vessels not making scheduled calls to ports in Somalia keep as far from the Somali coast as possible.

Best Management Practice (BMP) guidelines and MSCHOA now advise that vessels should consider maintaining a distance of more than 600 nautical miles from the coastline and when routing north/south consider keeping East of 60E Longitude until East of the Seychelles.

While navigating in the region vessels are urged to operate at a heightened state of readiness, maintaining strict 24 hour anti-piracy visual and radar watches, actively implement recommended anti-piracy measures and regularly report their position/course/speed to UKMTO.

The IMB PRC regularly broadcast appropriate warnings to vessels in the region and further details of such attacks can be found on the IMB Live Piracy Map/Reports website (www.icc-ccs.org).

Merchant vessels are requested to report any suspicious activity to UKMTO Dubai (+97 1505523215 – ukmto@eim.ae) or IMB PRC (+60 320310014 – imbkl@icc-ccs.org / piracy@icc-ccs.org). Reports can also be relayed to MSCHOA (opscentre@mschoa.org).



Advice for keeping East of **60° East** or at least **600 nm** from East African coast

Muscat



Spanish patrol airplane and Naval vessel

Total military force: 5 Nato warships, 3 EU warships, 10 US warships
Additional warships from China, India, Japan, Russia



Vessel movement registration

Please complete this form if you are transiting between coordinates

Point A : 11 50N 045 00E

and

Point B : 14 28N 053 00E

or

the Indian Ocean, bounded within the area 12N, 58E, 10S.

If you are due to transit in both areas you are requested to submit a registration for the GoA leg and a separate registration for the Indian Ocean leg, with expanding information in the final box as required.

The earlier you can provide this information, the better.

The information you provide will enable us to track your vessel's passage through an area of known pirate activity and provide you with access to immediate Alerts from the Maritime Security Centre.

Fields marked with * are compulsory.

Should you need to amend or update any details after submitting the information please email: postmaster@mschoa.org



Information to provide for registration

ETA at
ETD of
Direction* Please Select Eastbound
Westbound Northbound Southbound
Other...

Do you intend to join a group transit?
Yes No

IMO Number*

MMSI Number*

Flag State*

Ship Name*

Call Sign*

Primary email contact*

Secondary email contact

Crew numbers and nationalities

Draft

Freeboard of lowest accessible deck*

Planned Transit Speed*

Vessel's Maximum Speed*

Cargo*

Hazardous cargo details (if applicable)

Ship's Master

Ship contact number

Ship contact email

Owner name

Operator name

Operator address

Operator telephone no

Operator email

DPA name

DPA telephone no

DPA email

AIS to be left on through GOA/HOA? Please Select
Yes No

Anti-piracy measures held*

Weapons held onboard?

Doctor onboard? Please Select Yes No

Helicopter winch area? Please Select Yes No

Helicopter landing area? Please Select Yes No

Any other information which may assist counter-
piracy?



Preventing boarding

Suggested technical devices:

LRAD – Long Range Acoustic Device

Simone – Infrared system

ADS – Active Denial system 95GHz

Safety corridors/locked chambers

High Voltage non lethal fence

SHIPS ESCAPING ATTACKS mostly have:

Freeboard > 8 metres

Speed 16 knts and over

Well trained and prepared crew

Used evasive manouvring

Firehoses filled and ready



Other useful addresses

ICC-CMS International Maritime Bureau

[ICC Commercial Crime Services](#)



Lloyds

[Joint War Committee](#)

<http://www.lloydslist.com/ll/news/index.htm>



The End

