

# *Removal of HRA in Indian Ocean*

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***LEADING THE WAY,  
MAKING A DIFFERENCE***



**INTERTANKO**



**Members** lead the continuous improvement of the tanker industry's performance and strive to achieve the goals of:

**ZERO** fatalities  
**ZERO** pollution  
**ZERO** detentions

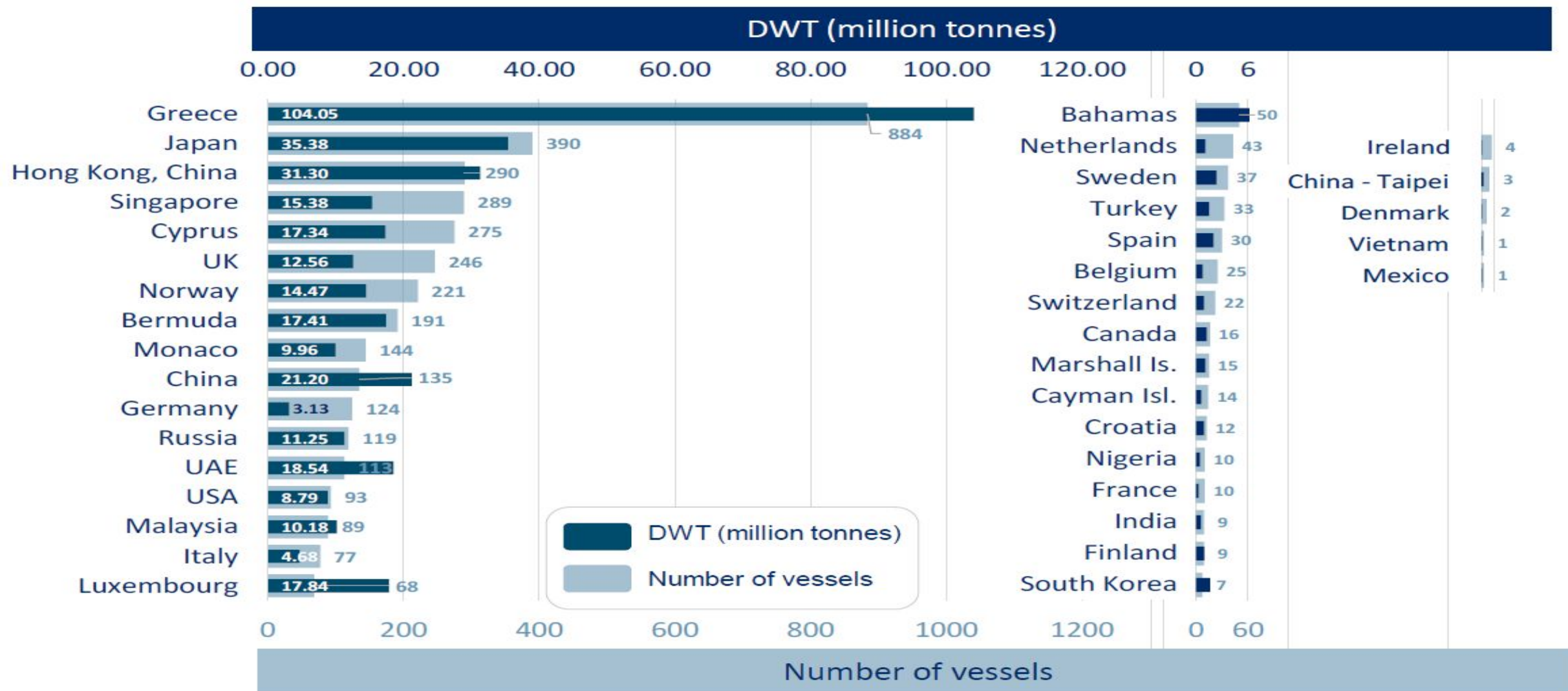
Deliver highest quality services to meet stakeholders' expectations

Promote availability and use of personnel with best marine skills and competencies



# Membership by Country

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# Strategic Workplan –Main Focus Areas

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1.SAFETY & TECHNICAL	2.HUMAN ELEMENT	3.ENVIRONMENT	4.QUALITY OPERATIONS	5.COMMERCIAL SUSTAINABILITY
<b>1.1 Tanker design/ construction</b> 1.1.1 Application of CSR 1.1.2 Classification standards 1.1.3 Safety Criteria for EEDI compliant tanker designs  <b>1.2 Machinery/ equipment</b> 1.2.1 Lifesaving appliances 1.2.2 Classification standards 1.2.3 Anchoring and mooring systems  <b>1.3 Cargo</b> 1.3.1 Properties 1.3.2 Safe entry into enclosed spaces 1.3.3 Inert gas	<b>2.1 Fair treatment</b> 2.1.1 Criminalisation 2.1.2 Shore access/ visas 2.1.3 Medical treatment  <b>2.2 Crew competence</b> 2.2.1 Training requirements 2.2.2 Competence Management 2.2.3 Officer matrix  <b>2.3 Seafarer welfare</b> 2.3.1 Cadet berthing 2.3.2 Health and Wellness  <b>2.4 Maritime Security</b> 2.4.1 Piracy 2.4.2 Refugees 2.4.3 Cyber risk management	<b>3.1 Air Emissions</b> 3.1.1 Greenhouse gas emissions reduction 3.1.2 Energy efficiency 3.1.3 Vessel performance monitoring 3.1.4 Annex VI of MARPOL (SOx, NOx, VOC) 3.1.5 Alternative Fuels  <b>3.2 Ballast water management</b>  <b>3.3 Biofouling management</b>  <b>3.4 Ship Recycling</b>  <b>3.5 Regional Regulations</b>  <b>3.6 Waste Management</b> 3.6.1 On board ship 3.6.2 Port reception facilities  <b>3.7 Places of Refuge</b>	<b>4.1 Vetting &amp; Risk Assessment</b>  <b>4.2 Port State Control</b>  <b>4.3 Ports &amp; Terminals</b>  <b>4.4 Offshore operations</b>  <b>4.5 Safe navigation</b> 4.5.1 ECDIS 4.5.2 eNavigation 4.5.3 Pilotage  <b>4.6 Chemical tanker operations</b>  <b>4.7 Gas tanker ops</b>  <b>4.8 Fuel</b> 4.8.1 Quality 4.8.2 Sampling 4.8.3 Switching Operations	<b>5.1 Chartering</b> 5.1.1 Worldscale 5.1.2 Charter party terms & documentation 5.1.3 Freight & Demurrage 5.1.4 Payment Performance  <b>5.2 Insurance &amp; Liability</b> 5.2.1 Marine insurance 5.2.2 Liability and Compensation Regimes 5.2.3 Sanctions  <b>5.3 Anti-corruption</b>  <b>5.4 Sustainability Reporting</b>





# INTERTANKO Committees





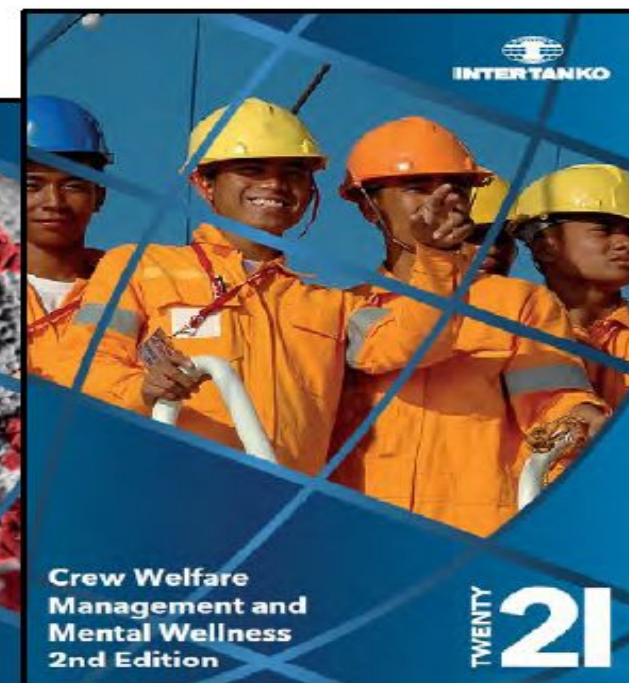
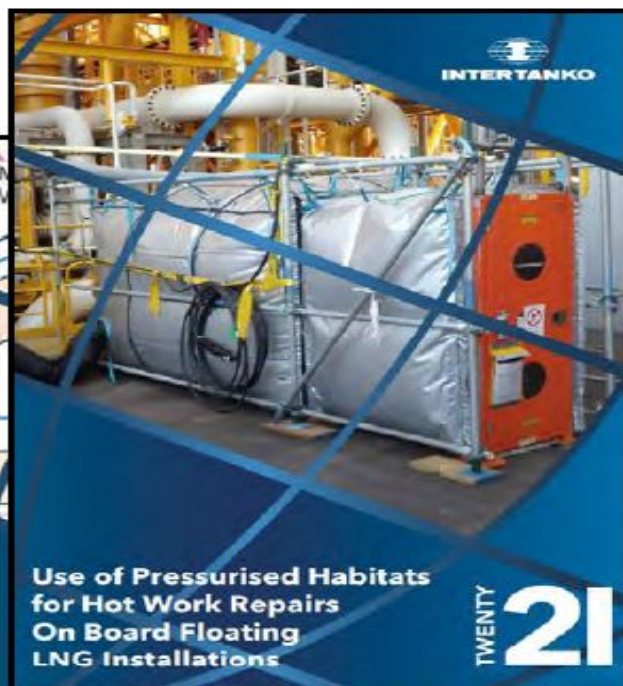


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# Advisories & Best Practices

Regulatory and Member relevant issues addressed

Focus on practical Member support



**Bridge Equipment and Layout Guidelines**

**INTERTANKO Competence Management Guidance (ICMG)**

TWENTY **21**

**Outbreak Management Plan: Covid-19**

TWENTY **22**

**Practical Guidance on Loading Limits for Gas Carriers**

**Guide to New Zealand's Biofouling and Ballast Water Requirements (2nd Edition)**

**Guidance on Cargo Compressor Room Entry On Board Gas Carriers (Risk based)**

V1 Sept 2021

**Guide to Safe Navigation (including ECDIS) 2nd Edition**

TWENTY **21**



## Removal of HRA

- 1 January 2023
- No successful attacks
- since 2013
- No attacks since 2016



## IMO Member States decoupling armed guard licence from HRA



## Background

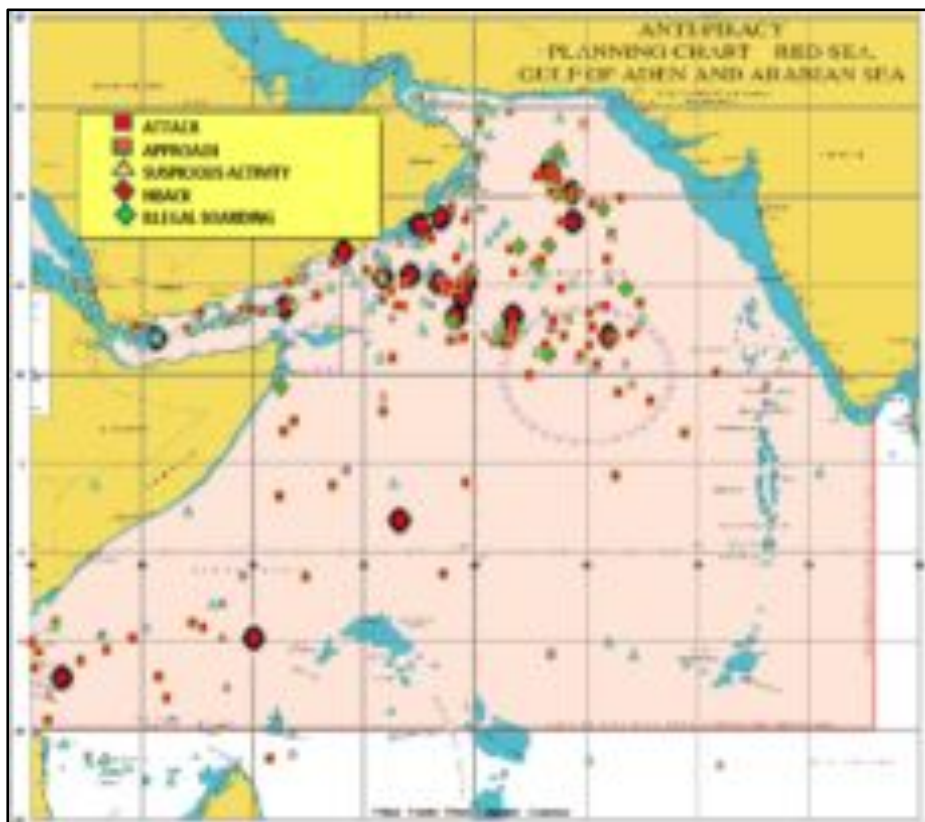
- **Nov 2008** - Pirates began attacking ships in Indian Ocean for ransom
- Main cause factors at that time:
  - total breakdown of law and order within Somalia following the collapse of the local government in 1991
  - Somalis then justified their action through the claim that their coastal waters created a haven for dumping industrial waste as well as IUU fishing causing many to turn to piracy for livelihood
- International Shipping Associations created HRA in Indian Ocean by 2010 to align the “how” and “where” to protect seafarers





# Changing times, reflecting threat

2011

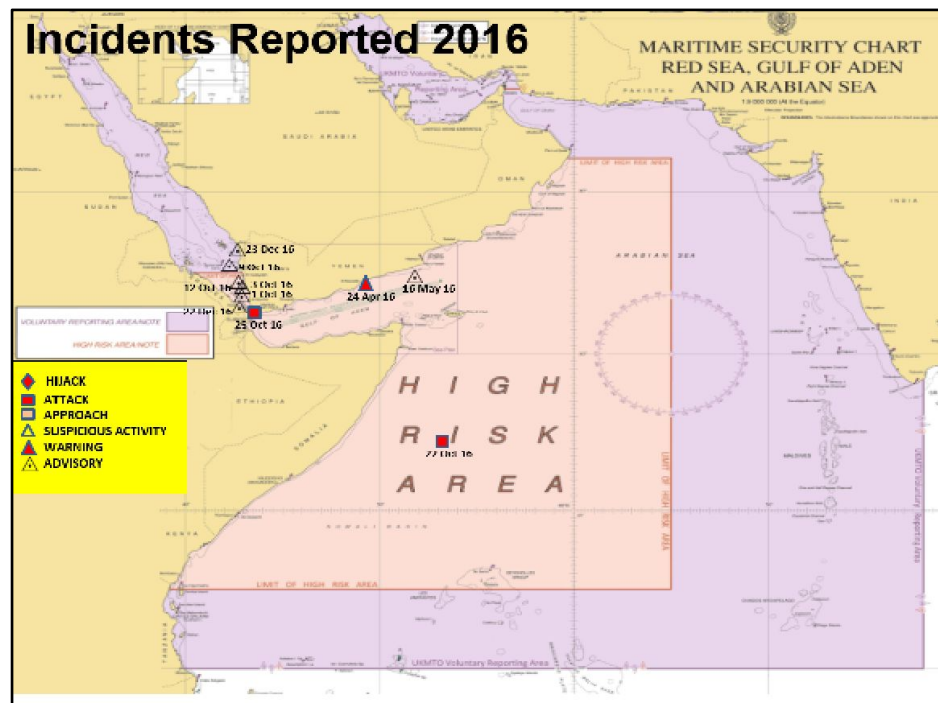


2015

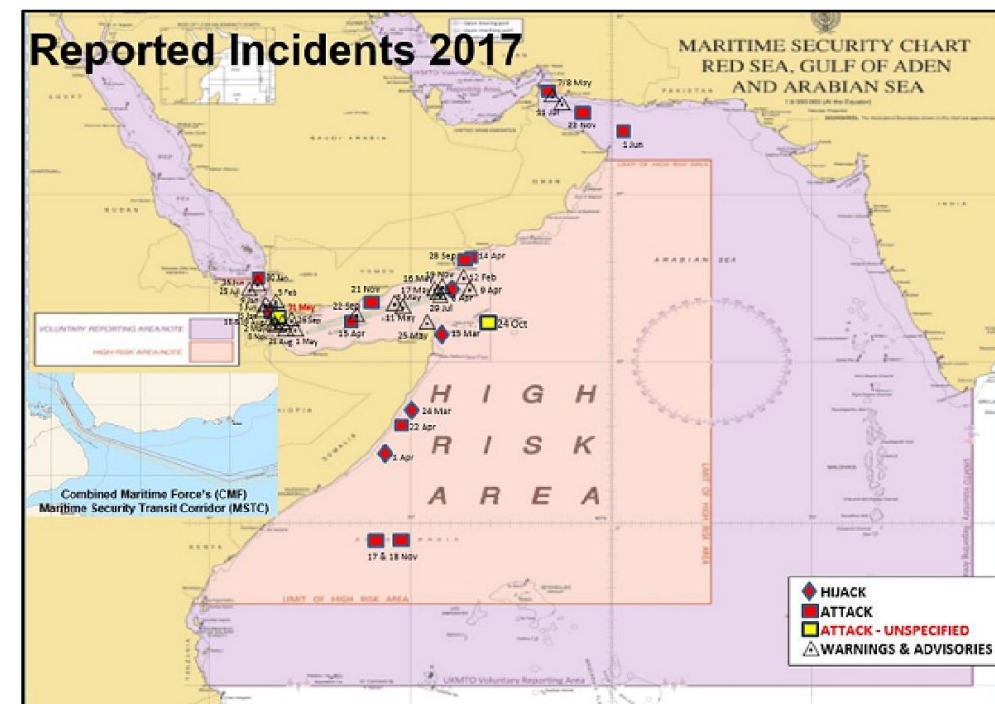


Whole of Red Sea and most Indian Ocean HRA and VRA same

## 2016 reduction



## 2017 increased Yemen spillover







## Some Factors Considered

- Economic development of maritime infrastructure in previous pirate strong holds that were in Somalia.
- Societal and economic drivers of piracy in Somalia have significantly diminished.
- Sustained sentiments within Somali clan structure deny the pirates access to anchorages where previously captured ships were held.
- Difficult for pirate action groups to raise the funding required to prepare and conduct attacks.
- Kenyan military deployments and law enforcement in and around Southern Somalia limit the opportunity and capability of pirates to operate
- Expect that clear indicators of any build-up would provide time to warn industry.



# Dynamic Assessment of Threats

- Outdated to designate a high-risk area based solely on the threat from Somali piracy
- Other areas of more critical threats to merchant shipping such as the Gulf of Guinea, asymmetric warfare, non-state actors in the Bab al Mandeb, Southern Red Sea and Gulf of Aden are greater than that of piracy.
- High Risk Area no longer reflects the severity of the threats in the region, and the disparity between this area and others in which the threat is critical
- Need for a more **dynamic threat assessment process**





- A representative security forum for the maritime industry, with the following roles:
  - To review wide-ranging security threats to seafarers.
  - To represent the interests of organisations members.
  - To promulgate where seafarers may face increased threat.
    - Ensure best possible advice is given to owners, operators, and seafarers.
- Group consists of representatives each from BIMCO, CLIA, ICS, IMCA, INTERCARGO, INTERTANKO, OCIMF and the WSC
- JISG bulletins, guidance or products will be placed on the industry website [www.maritimeglobalsecurity.org](http://www.maritimeglobalsecurity.org)



Aims to:

- provide dynamic assessment of the impact of threats,
- Recommend mitigations that could be put in place

Covers threats to mariners:

- Maritime Crime, including armed robbery, theft, and Kidnap for Ransom
- Piracy
- Cyber Threats – including GPS spoofing, GPS denial and communications Interference
- State on State Conflicts and Insurgency





## “Non-piracy- related” threats

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### M.T. “Herioc Indun”

- Nigeria Navy tried to inspect
- Confusion over the identity and ship fled
- Nigerian Navy chased and ship reported piracy
- Equatorial Guinea navy arrested ship
- Ship & Crew still being held since 09<sup>th</sup> Aug 2022

### M.T. “Prudent Warrior”

- Held by the IRGC at Bandar Abbas since May 2022
- Tit-for-tat move, after Greece detained an Iranian-linked tanker under sanctions

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