

Removal of HRA in Indian Ocean

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IFC 42nd Shared Awareness Meeting(SAM)

14 Nov 2022

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



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

ZERO fatalities
ZERO pollution
ZERO detentions

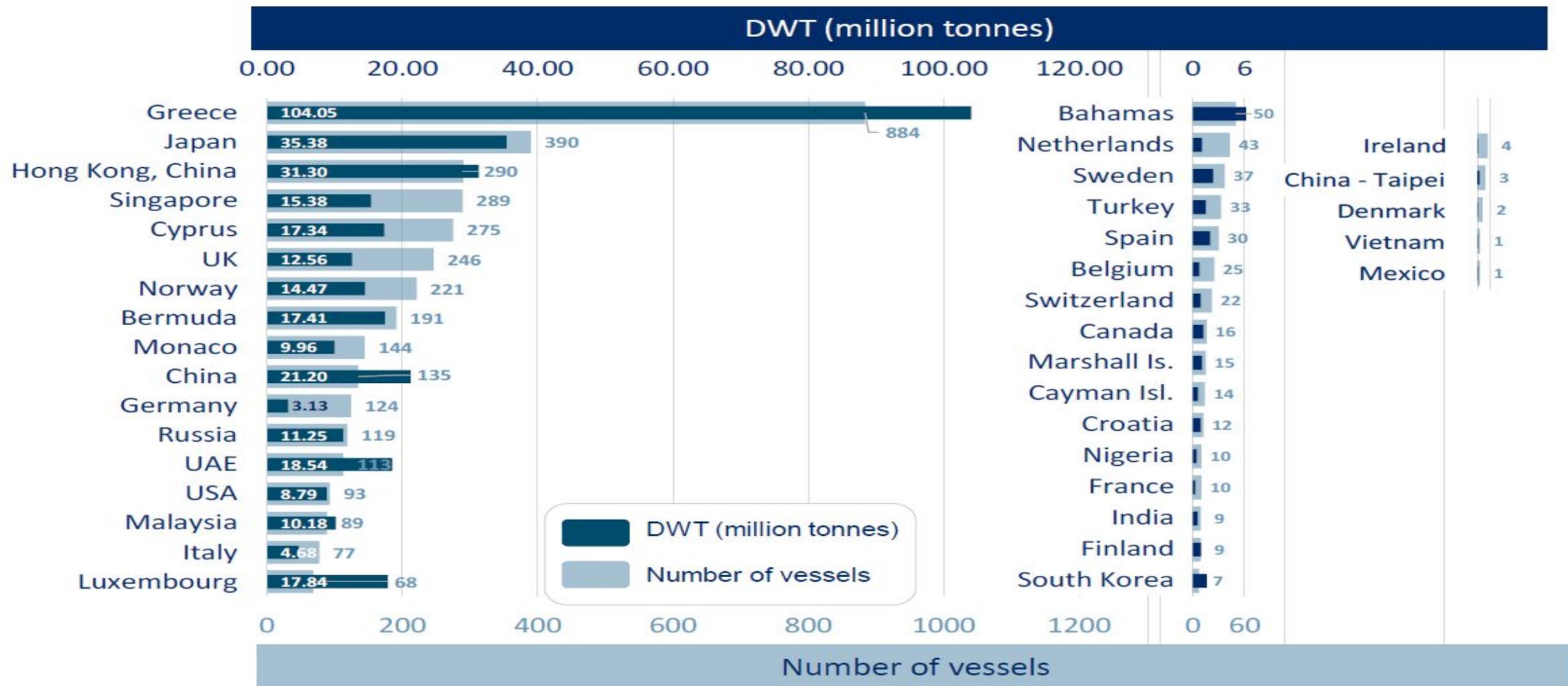
Deliver highest quality services to meet stakeholders' expectations

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
<p>1.1 Tanker design/ construction</p> <ul style="list-style-type: none"> 1.1.1 Application of CSR 1.1.2 Classification standards 1.1.3 Safety Criteria for EEDI compliant tanker designs <p>1.2 Machinery/ equipment</p> <ul style="list-style-type: none"> 1.2.1 Lifesaving appliances 1.2.2 Classification standards 1.2.3 Anchoring and mooring systems <p>1.3 Cargo</p> <ul style="list-style-type: none"> 1.3.1 Properties 1.3.2 Safe entry into enclosed spaces 1.3.3 Inert gas 	<p>2.1 Fair treatment</p> <ul style="list-style-type: none"> 2.1.1 Criminalisation 2.1.2 Shore access/ visas 2.1.3 Medical treatment <p>2.2 Crew competence</p> <ul style="list-style-type: none"> 2.2.1 Training requirements 2.2.2 Competence Management 2.2.3 Officer matrix <p>2.3 Seafarer welfare</p> <ul style="list-style-type: none"> 2.3.1 Cadet berthing 2.3.2 Health and Wellness <p>2.4 Maritime Security</p> <ul style="list-style-type: none"> 2.4.1 Piracy 2.4.2 Refugees 2.4.3 Cyber risk management 	<p>3.1 Air Emissions</p> <ul style="list-style-type: none"> 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 <p>3.2 Ballast water management</p> <p>3.3 Biofouling management</p> <p>3.4 Ship Recycling</p> <p>3.5 Regional Regulations</p> <p>3.6 Waste Management</p> <ul style="list-style-type: none"> 3.6.1 On board ship 3.6.2 Port reception facilities <p>3.7 Places of Refuge</p>	<p>4.1 Vetting & Risk Assessment</p> <p>4.2 Port State Control</p> <p>4.3 Ports & Terminals</p> <p>4.4 Offshore operations</p> <p>4.5 Safe navigation</p> <ul style="list-style-type: none"> 4.5.1 ECDIS 4.5.2 eNavigation 4.5.3 Pilotage <p>4.6 Chemical tanker operations</p> <p>4.7 Gas tanker ops</p> <p>4.8 Fuel</p> <ul style="list-style-type: none"> 4.8.1 Quality 4.8.2 Sampling 4.8.3 Switching Operations 	<p>5.1 Chartering</p> <ul style="list-style-type: none"> 5.1.1 Worldscale 5.1.2 Charter party terms & documentation 5.1.3 Freight & Demurrage 5.1.4 Payment Performance <p>5.2 Insurance & Liability</p> <ul style="list-style-type: none"> 5.2.1 Marine insurance 5.2.2 Liability and Compensation Regimes 5.2.3 Sanctions <p>5.3 Anti-corruption</p> <p>5.4 Sustainability Reporting</p>



INTERTANKO Committees

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Advisories & Best Practices

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Regulatory and Member relevant issues addressed
Focus on practical Member support

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Use of Pressurised Habitats for Hot Work Repairs On Board Floating LNG Installations

TWENTY **21**

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TWENTY **22**

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ESG Reporting

INTERTANKO Guide to
ESG Reporting in Tanker Shipping

V1 July 2022

INTERTANKO

Crew Welfare Management and Mental Wellness 2nd Edition

TWENTY **21**

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**

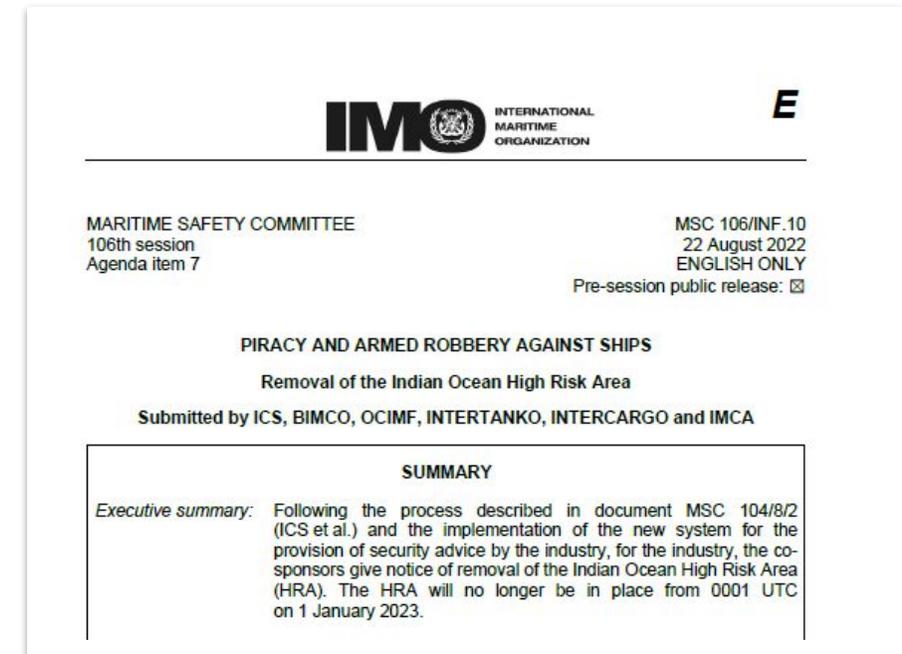


Indian Ocean

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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

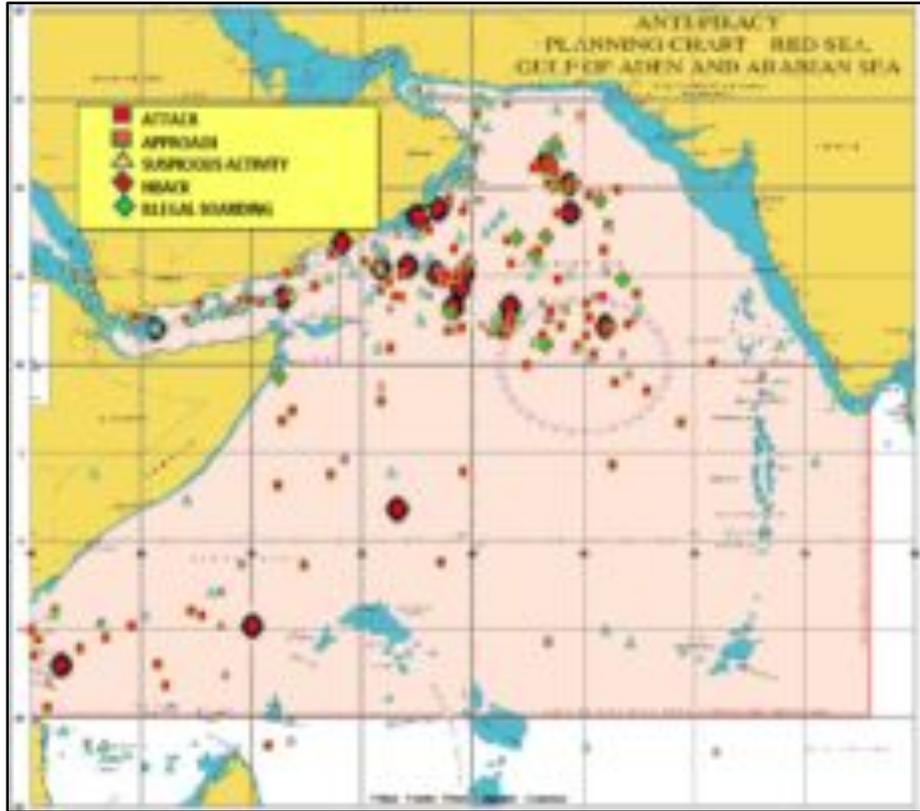
- **Nov 2008** - Pirates began attacking ships in Indian Ocean for ransom
- Main cause factors at that time:
 - total breakdown of law and order within Somalia following the collapse of the local government in 1991
 - Somalis then justified their action through the claim that their coastal waters created 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



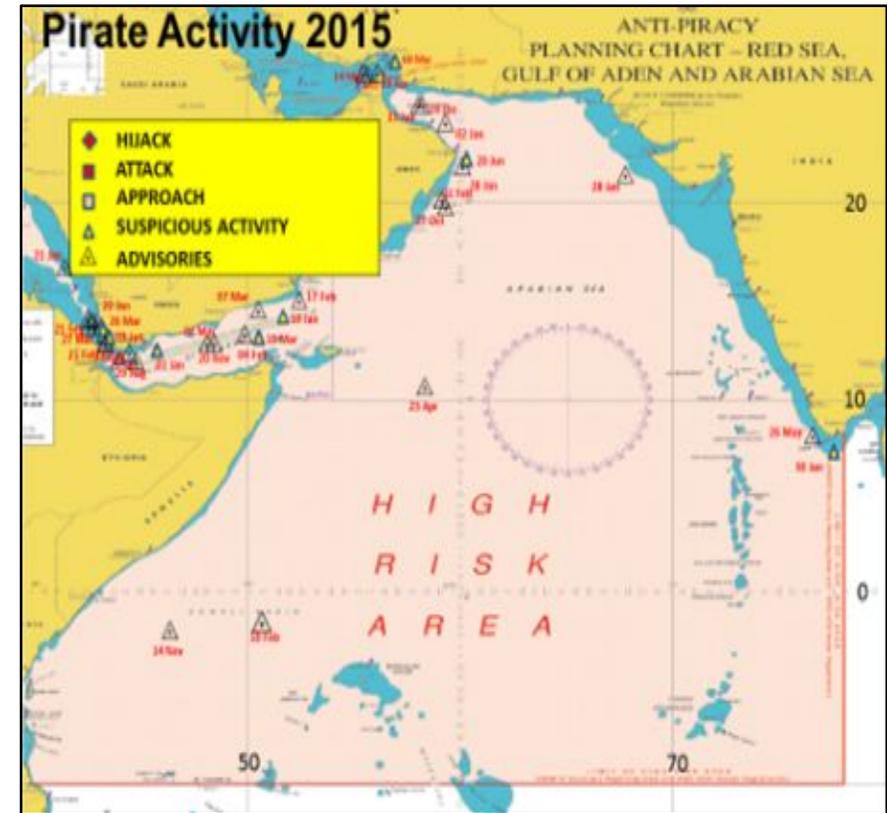
Changing times, reflecting threat

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2011



2015

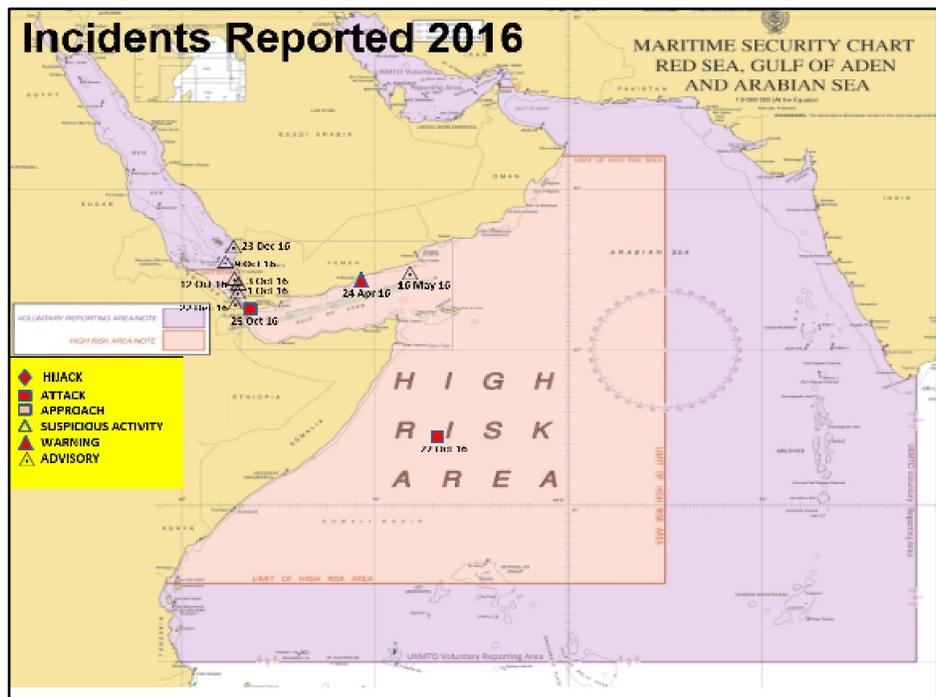


Whole of Red Sea and most Indian Ocean HRA and VRA same

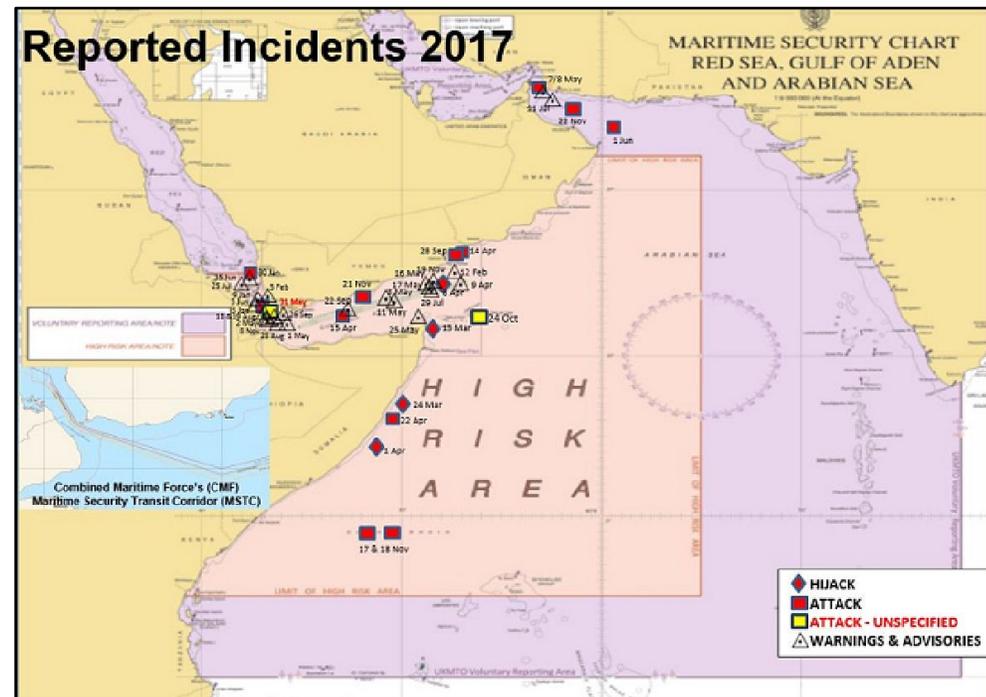


Changing times, reflecting threat

2016 reduction



2017 increased Yemen spillover





Some Factors Considered

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- 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

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- 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**



Joint Industry Security Group (JISG)

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- 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



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 09th 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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