

**Expansion of
security level 2
area in Gulf og
Aden, Indian
Ocean and the
Arabien Sea**

Dato: 01.09.2011

Arkiv:

Til: Ministry of Trade and Industry, Ministry of Fisheries and Coastal Affairs, Ministry of Foreign Affairs, Ministry of Defence, Norwegian Police Security Service, Joint Rescue Coordination Centre Southern Norway, Norwegian Shipowners Association, Rederienes Landforening, Association of Cargo Freighters, Norwegian Maritime Officers' Association Norsk Sjømannsforbund, Norsk Sjøoffisersforbund, Det norske maskinistforbund, Skipsregistrene

Kopi til: Sjøfartsdirektoratets ledelse

Fra:

Expansion of security level 2 area in Gulf and Aden, Indian Ocean and the Arabien Sea.

With reference to SOLAS XI/2 and the ISPS code part. A, art. 4.1, the Norwegian Maritime Directorate has decided to expand the security level 2 area in the Gulf of Aden, Indian Ocean and the Arabian Sea. This means that NIS/NOR ships operating in the area bounded by **Suez in North to 10° South and 78° East** shall operate in accordance to descriptions in Ship Security Plan for **security level 2**. The expanded area is in accordance to the described "High Risk Area" in Best management Practices (BMP).

NMD underlines following clarification. The north boundary for security level 2 in the eastern part of the high risk area does not include sea areas after northbound transite through the Hormuz Strait.

When entering coastal states territory waters, vessels can operate on security level 1, or to the security level required by the port or port facility the vessel is entering. However, shipmasters are encouraged to be vigilante while anchored or waiting for berthing with reference to the hijacking of the merchant ship "MV Fairchem Bogey" in the port area of Salalah in Oman.

The change in level 2 area will exist until otherwise is decided. Any changes in security level or security level area will be announced through NMD.

NMD will encourage ship companies and ship masters to register their transite through the defined High Risk Area to the Maritim Security Centre Horn Of Africa (MSCHOA) and report positions to UK Royal Navy's Trade Organisation (UKMTO).

Registration to MSCHOA and reporting to UKMTO is from 8th June 2011, mandatory for NIS/NOR ships operating in the BMP defined High Risk Area, regulated in new paragraph 6 A Regulation of 22 June 2004 No. 972 concerning protective security measures on board ships and mobile offshore drilling units.

Registration form to MSCHOA can be found on website: www.mschoa.com
