



REPUBLIC OF CYPRUS
**MINISTRY OF
COMMUNICATIONS AND WORKS**

Circular No. 13/2014

TEN 5.13.09
TEN 4.28.05.6
TEN 16.3.08

All Owners, Managers and Representatives
of Ships under the Cyprus Flag

Members of the Cyprus Shipping Chamber c/o CSC
Members of the Union of Shipowners c/o CUS



**DEPARTMENT
OF MERCHANT SHIPPING**
LEMESOS

12 June 2014

Subject: All vessel movements Registration with MSCHOA

1. Further to our circulars 4/2009 and 20/2009, the purpose of this circular is to remind the Ship Owners, Ship Managers and Masters to register their vessels with MSCHOA prior to entering the High Risk Area (an area bounded by Suez and the Strait of Hormuz to the North, 10°S and 78°E), and on entering the High Risk Area to daily report to UKMTO the vessel position.
2. In 2013 Piracy at sea has reached its lowest levels in six years. The decrease in Somali piracy off the coast of East Africa is noteworthy. However, as recalled by all parties involved in the fight against piracy, it is of the paramount importance to continue the effort and to follow the guidelines endorsed by the IMO's Maritime Safety Committee, better known as the Best Management Practices for protection against Somalia based piracy (BMP).
3. At the end of 2012, level of non-compliance of EU Member State flagged ships which have failed in both reporting to UKMTO and registering with MSCHOA has reached an average of 1%. Unfortunately, recently a downgrading has been noted despite the fact that it remains essential that the effort should be maintained and pursued in the long term.
4. On 11 March 2010 the European Commission adopted Commission Recommendation 2010/159/EU on measures for self-protection and the prevention of piracy and armed robbery against vessels. The Recommendation addresses measures specific to the situation off the coast of Somalia, and so inter alia, it requests Member States to take the necessary steps to ensure the dissemination and implementation of the Best Management Practices to deter piracy.
5. On 09 September 2009, the Republic of Cyprus signed the Commitment to Best Management Practices to Avoid, Deter or Delay Acts of Piracy ("New York Declaration").



6. The three fundamental requirements of BMP are:
- a. **Register at MSCHOA:** Ensure that a 'Vessel Movement Registration Form' has been submitted to MSCHOA prior to entering the High Risk Area (an area bounded by Suez and the Strait of Hormuz to the North, 10°S and 78°E). This may be done directly – online by the Ship's Operator, by fax, or by email. All vessel movements should be registered with MSCHOA even if the vessel is transiting as part of a National Convoy, there is a security team onboard or if not transiting the Gulf of Aden.
 - aa. The Maritime Security Centre – Horn of Africa (MSCHOA), is the planning and coordination authority for EU forces (EU NAVFOR) in the Gulf of Aden and the area off the coast of Somalia (contact details: Via Website for reporting: www.mschoa.org, Email: postmaster@mschoa.org, Telephone: +44 (0) 1923 958545, Fax: +44 (0) 1923 958520).
 - b. **Report to UKMTO:** On entering the UKMTO Voluntary Reporting Area – an area bounded by Suez to the North, 10°S and 78°E - ensure that a UKMTO 'Vessel Position Reporting Form - Initial Report' is sent. Vessels are strongly encouraged to report daily to the UKMTO by email at 08:00 hours GMT whilst operating within the High Risk Area. The UKMTO 'Vessel Position Reporting Form - Daily Position Report' should be used. UKMTO acts as the primary point of contact for merchant vessels and liaison with military forces in the region and it is the primary point of contact during an attack. For this reason they should be aware that the vessel is transiting the High Risk Area.
 - bb. UKMTO Dubai is the first point of contact for vessels in the region. The day-to-day interface between masters and military is provided by UKMTO Dubai, who talk to the vessels and liaise directly with MSCHOA and the naval commanders at sea. UKMTO Dubai requires regular updates on the position and intended movements of vessels. They use this information to help the naval units maintain an accurate picture of shipping (contact details: Email: UKMTO@eim.ae, Telephone (24hrs): +971 50 552 3215).
 - c. **Implement SPMs:** The Ship Protection Measures described in BMP are the most basic that are likely to be effective. Owners may wish to consider making alterations to the vessel beyond the scope of BMP, and/or provide additional equipment and/or manpower as a means of further reducing the risk of piracy attack. If pirates are unable to board a ship they cannot hijack it.
7. The latest version of the Best Management Practices for Protection against Somalia Based Piracy is the BMP4, version 4, August 2011. Please note the changes made over the previous version BMP3, version 3, June 2010.
8. All recipients of the present Circular are invited to take note of its content and are strongly urged to follow the Best Management Practices (BMP) for protection against piracy.



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