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国 Federación Internacional De Los Trabajadores Del Transporte  
際 Fédération Internationale Des Ouvriers Du Transport  
運 Internationella Transportarbetarefederationen  
輸 Internationale Transportarbeiter-Föderation  
劳 International Transport Workers' Federation  
连 Международна федерация транспортников  
التنظيم عالمياً، النضال من أجل حقوقنا

**To all Seafarers' and Dockers' affiliates**

ITF Circular No: 203/SS.24/D.36/2008

Our Ref: SSD/SMC/KVM

08 December 2008

Dear Friends,

**Re: Gulf of Aden**

Please be advised that at the IBF meeting in Hong Kong on 21<sup>st</sup> November 2008 the ITF sought to expand the existing IBF High Risk Area in the Gulf of Aden because of the growing number of pirate attacks which had occurred outside the previously agreed zone. As a result, the IBF has agreed to revise the area as follows:

**New coordinates:**

*The new IBF High-Risk Area has been projected north and south of the existing area, to the Yemeni coast in the north and to the existing IBF Warlike Operations Area (12-miles off the northern coast of Somalia) in the south, also encompassing the Island of Suqutra.*

*The western border of the extended high risk zone runs from the coastline at the border of Djibouti and Somalia to position 12°15'N, 45°E; from 12°35'N, 45°E to Mayyun Island in the Bab El Mandeb Straits.*

*The eastern border runs from Rhiy di-Irisal on Suqutra Island to position 14°35'N, 53°E; from 14°45'N, 53°E to the coastline at the border between Yemen and Oman.*

*A copy of the chart showing the revised IBF High Risk Area is attached.*

**Entitlements:**

*All seafarers on ships covered by IBF agreements shall receive a bonus equal to 100% of their basic wage while the vessel is in transit. Death and disability compensation rates shall also double during this period.*

*Seafarers serving on ships that choose not to use the Maritime Security Patrol Area – the safe passage corridor within the IBF High-Risk Area which is policed by coalition naval forces – have the right to refuse to make the transit and to be repatriated at the owners' expense.*

*Despite the extension of the Area to the coast of Yemen in the north, Yemeni ports have been found risk-safe. Therefore, the above entitlements will not apply while ships are alongside a berth, at*

*anchor in secure anchorages off Yemeni ports or attached to a Yemeni SBM facility. For vessels transiting the IBF High Risk Area in order to proceed to Yemeni ports the bonuses mentioned in the above should cease when a vessel is either all secure alongside, brought up to her anchor or fully coupled to a SBM. Likewise, when leaving the port the entitlements should commence when the vessel is "all gone", ie. the last line is let go from a berth, when the anchor is aweigh or a vessel has de-coupled from a SBM.*

The designation is in effect from midnight on Friday 21st November 2008 and shall continue until reviewed by the IBF.

Please also be advised that the above measures are additional to, and do not affect, the previously IBF-designated Warlike Operations Area covering Somali waters (12 miles off the northern coastline), which continues as previously designated.

As far as non-IBF agreements are concerned, I am taking this opportunity to advise that the same designations in the Gulf of Aden and Somalia should apply for ITF TCC and Standard agreements.

Yours fraternally,

A handwritten signature in black ink, appearing to read "Stephen" followed by a stylized flourish.

**Stephen Cotton**  
**Maritime Coordinator**