MARITIME AND PORT AUTHORITY OF SINGAPORE
SHIPPING CIRCULAR
NO. 10 OF 2018

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16 Jul 2018

> **Applicable to:** This circular should be brought to the attention to all Singapore ship-owners, ship-managers, shipmasters and crew of Singapore ships and the shipping community

PIRACY AND ARMED ROBBERY AGAINST SHIPS AND AMENDMENT TO BEST MANAGEMENT PRACTICES (VERSION 5) TO DETER PIRACY IN THE HIGH RISK AREA AND ENHANCE MARITIME SECURITY IN THE RED SEA, GULF OF ADEN, INDIAN OCEAN AND ARABIAN SEA

1   This Shipping Circular supersedes Shipping Circular No. 28 of 2015 and draws the attention of the shipping community towards the latest Best Management Practices (BMP5) to deter piracy and enhance maritime security in the Red Sea, Gulf of Aden, Indian Ocean and Arabian Sea which was published in June 2018.

Reporting to MSCHOA and UKMTO

2   Registering with and reporting to the Maritime Security Centre – Horn of Africa (MSCHOA) and The UK Maritime Trade Operations (UKMTO) are part of the key fundamentals of the BMP. It is essential for all ships to keep the naval forces operating in the area aware of their sea passages through the High Risk Area. Once ships have commenced their passage, it is important that they continue to update the naval forces on their positions and movements. A High Risk Area (HRA) is an industry defined area within the VRA where it is considered that a higher risk of attack exists, and additional security requirements may be necessary. The HRA is outlined on maritime security chart Q6099.

3   Singapore-registered ships which are:

   a. Transiting the High Risk Area; or
   b. Operating within the High Risk Area

should register with **BOTH** MSCHOA **AND** UKMTO. The reporting requirements apply even if the ship is stationed for prolonged periods in ports or in the offshore waters of ports in the vicinity of the HRA.

4   The detail of reporting is as follows:

   i.   <u>MSCHOA</u>. MSCHOA is the planning and coordination centre for the EU Naval Forces (EU NAVFOR).
        a. The MSCHOA vessel registration area is designed to inform military counter piracy forces of the transit of merchant ships in the Indian Ocean and the Gulf of Aden.
        b. The MSCHOA vessel registration area is defined on maritime security chart Q6099.
        c. MSCHOA encourages companies to register their ships' movements before entering the HRA and if participating in the group transit system via their website www.mschoa.org.

   ii.   <u>UKMTO</u>. UKMTO acts as the primary point of contact for merchant ships and their CSOs, providing liaison with military forces in the region. UKMTO administers the Voluntary Reporting Scheme, under which merchant ships are encouraged to send regular reports.
        a. The UKMTO Voluntary Reporting Area (VRA) is identified on maritime security charts such as UKHO Q6099. Ships entering and operating within the VRA are encouraged to register with the UKMTO.
        b. Registration establishes direct contact between the reporting ship and UKMTO. Upon entering the VRA, reporting should be done via the "Vessel Position Reporting Form - Initial Report".
        c. Ship masters should also report daily to the UKMTO via the "Vessel Position Reporting Form - Daily Position Report". Upon reaching port, or upon exiting the High Risk Area, ship masters are to submit the "Vessel Position Reporting Form - Final Report".
        d. The reporting forms are attached as Annex D to the BMP. Reporting to the UKMTO is done via email: ukmto@eim.ae.

5   Masters of ships sailing within the Internationally Recommended Transit Corridor (IRTC) while transiting through the Gulf of Aden should make use of the "Group Transit" scheme by registering with the MSCHOA. "Group Transits" had been established by the EU NAVFOR for vessels to conduct their passage through the UKMTO MSPA in groups,

based on different passage speeds. This process is known as "GOA Group Transits" (GOA GT). In order to achieve this, the position, time, and speed for vessels to pass through a waypoint at the eastern and western limits of the UKMTO Transit Corridor are promulgated in the MSCHOA website: http://www.mschoa.org.

6   Shipowners, managers and operators of Singapore-registered vessels are advised to instruct their shipmasters and crew to remain vigilant when passing through the High Risk Area and to monitor situational updates as per provided by the MSCHOA website http://www.mschoa.org.

7   The contact details of MSCHOA and UKMTO are:

Maritime Security Centre – Horn of Africa **(MSCHOA)**

Email	postmaster@mschoa.org
Telephone	+44 1923 958545
	+44 1923 958700
Fax	+44 1923 958520
Website	www.mschoa.org

United Kingdom Maritime Trade Operations **(UKMTO)**

Email	watchkeepers@ukmto.org
Telephone (24hrs)	+44 2392 222060
Website	www.ukmto.org
Email:	ukmto@eim.ae

Self-Protection Measures

8   In addition, Singapore ships should implement self-protection measures which would act as highly-visible deterrents. Such measures would include arrangement of additional lookouts, installation of physical barriers and proceeding at full sea speed in the High Risk Area. The guidance contained in BMP was based on experiences of piracy attacks to date and these measures should be viewed as the minimum preparations that should be adopted. Ships making frequent transits through or operating in the High Risk Area should consider taking additional self-protection measures beyond the BMP recommendations to further reduce the risk of a successful piracy attack.

Piracy and Armed Robbery against Ships

9   The IMO guidance on preventing and suppressing acts of piracy and armed robbery against ships. Please refer to **Annex B** for the complete text of the MSC.1/Circ 1334. Shipowners, shipmasters and crews of ships operating in waters which are prone

to acts of piracy or armed robbery attacks are strongly recommended to increase the level of surveillance and security onboard.

10   The ANNEX of MSC.1/Circ 1334 lists the precautions to be taken to reduce the risks of piracy on the high seas and armed robbery against ships at anchor, off ports or when underway through a coastal State's territorial waters. Shipowners and shipmasters are required to send reports of any attacks or attempted attacks onboard their ships immediately to the Rescue Co-ordinating Centre (RCC)[1] for the area and subsequently to MPA. The immediate and subsequent reports should contain the information listed in APPENDIX 5 and 6 of MSC.1/Circ 1334.

Piracy and Armed Robbery against Ships in waters off the Coast of Somalia

11   We would also like to draw the attention of the shipping community to the IMO Assembly Resolution A.1044(27). Please refer to **Annex C** for the complete text of the Resolution.

12   In particular, we draw your attention to the advice in Res A.1044(27), which is reproduced below:

> NOTING WITH GREAT CONCERN that incidents of piracy and armed robbery against ships continue to occur in waters off the coast of Somalia, some of which have reportedly taken place more than 1,700 nautical miles from the pirates' home bases,
>
> FURTHER NOTING that the increased geographical spread of pirate attacks in the Indian Ocean necessitates Governments providing additional naval vessels, maritime patrol and reconnaissance aircraft and other surveillance assets, operating bases and logistic support,
>
> MINDFUL OF the grave danger to life and the serious risks to navigational safety and the environment that attacks by pirates may cause,

13   This shipping circular supersedes:
   - Shipping Circular No 28 of 2015

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[1] [1]List of RCCs can be found in Admiralty List of Radio Signals – Global Maritime Distress and Safety System.

14   Any queries relating to this shipping circular should be directed to the Singapore Registry of Ships dedicated contact via email: marine@mpa.gov.sg and tel: (65) 6375 1932 or to Ms Wan Fei Fei via email: wan_fei_fei@mpa.gov.sg.

CAPT DAKNASH GANASEN
DIRECTOR OF MARINE
MARITIME AND PORT AUTHORITY OF SINGAPORE

Annex A – BMP 5
Annex B – MSC.1/Circ 1334
Annex C – Res A.1044(27)

BMP5

Best Management Practices to Deter Piracy and Enhance Maritime Security in the Red Sea, Gulf of Aden, Indian Ocean and Arabian Sea

Produced and supported by:

BMP5

Best Management Practices to Deter Piracy and Enhance Maritime Security in the Red Sea, Gulf of Aden, Indian Ocean and Arabian Sea

Version 5 published June 2018

Authors: BIMCO, ICS, IGP&I Clubs, INTERTANKO and OCIMF

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Section 1
Introduction

Seafarers have encountered different security threats when operating ships in the Red Sea, the Gulf of Aden, the Indian Ocean and the Arabian Sea.

The purpose of this publication is to help ships plan their voyage and to detect, avoid, deter, delay and report attacks. Experience has shown application of the recommendations in this publication makes a significant difference to the safety of seafarers.

Piracy-specific Best Management Practice (BMP), international navies and capacity building ashore have helped to suppress piracy. However, Somali piracy has not been eradicated and remains a threat.

The BMP contained in this publication mitigates the risk from piracy and other maritime security threats.

Regional instability has introduced other maritime security threats, which include:

- Deliberate targeting of ships by extremist groups.
- Collateral damage arising from regional conflict.

BMP piracy measures are effective, but differences in attack methods from other threats may require other forms of mitigation. For example, attacks carried out by extremists may be more determined, as they may be willing to risk their lives.

The consequences of not adopting effective security measures can be severe. Some pirates have subjected hostages to violence and other ill treatment and periods of captivity for some hijacked seafarers have lasted for several years. Other attacks have demonstrated an intent to damage ships and endanger life.

The United Kingdom Maritime Trade Operations (**www.ukmto.org**) and Maritime Security Centre – Horn of Africa (**www.mschoa.org**) websites should be consulted for advice. See annex A for contact details.

This BMP complements piracy guidance in the latest International Maritime Organization (IMO) MSC Circulars (see **www.imo.org**) and advice on the Maritime Security Transit Corridor.

Nothing in this BMP detracts from the Master's overriding authority and responsibility to protect their crew, ship and cargo.

Geographical area

The geography of the region is diverse and ranges from narrow choke points such as the Bab el Mandeb (BAM) Straits and the Strait of Hormuz to the wide-open ocean of the Somali basin. Each area presents different challenges and threats will vary.

Attacks on ships and seafarers have taken place throughout the region. Threats are dynamic; information should be sought from the organisations listed in annex A.

Voluntary Reporting Area

The UKMTO Voluntary Reporting Area (VRA) is identified on maritime security charts such as UKHO Q6099. Ships entering and operating within the VRA are encouraged to register with the UKMTO. Registration establishes direct contact between the reporting ship and UKMTO.

MSCHOA vessel registration area

The MSCHOA vessel registration area is designed to inform military counter piracy forces of the transit of merchant ships in the Indian Ocean and the Gulf of Aden. The MSCHOA vessel registration area is defined on maritime security chart Q6099.

High Risk Area

A High Risk Area (HRA) is an industry defined area within the VRA where it is considered that a higher risk of attack exists, and additional security requirements may be necessary. The HRA is outlined on maritime security chart Q6099. It is important the latest information on current threats is used when planning routes through the HRA. Ships should be prepared to deviate from their planned route at short notice to avoid threats highlighted by navigation warnings or by military forces.

Maritime Security Transit Corridor

The Maritime Security Transit Corridor (MSTC) is a military established corridor upon which naval forces focus their presence and surveillance efforts. The MSTC is shown on maritime security chart Q6099 and the figure below and consists of:

- The Internationally Recommended Transit Corridor (IRTC).
  - The IRTC is not a Traffic Separation Scheme (TSS) but an established transit corridor in the Gulf of Aden where naval forces focus their counter piracy patrols. Within the IRTC, group transits and national convoys may be offered.
- The BAM TSS and the TSS West of the Hanish Islands.
- A two-way route directly connecting the IRTC and the BAM TSS.

It is recommended that ships use the MSTC to benefit from the military presence and surveillance.
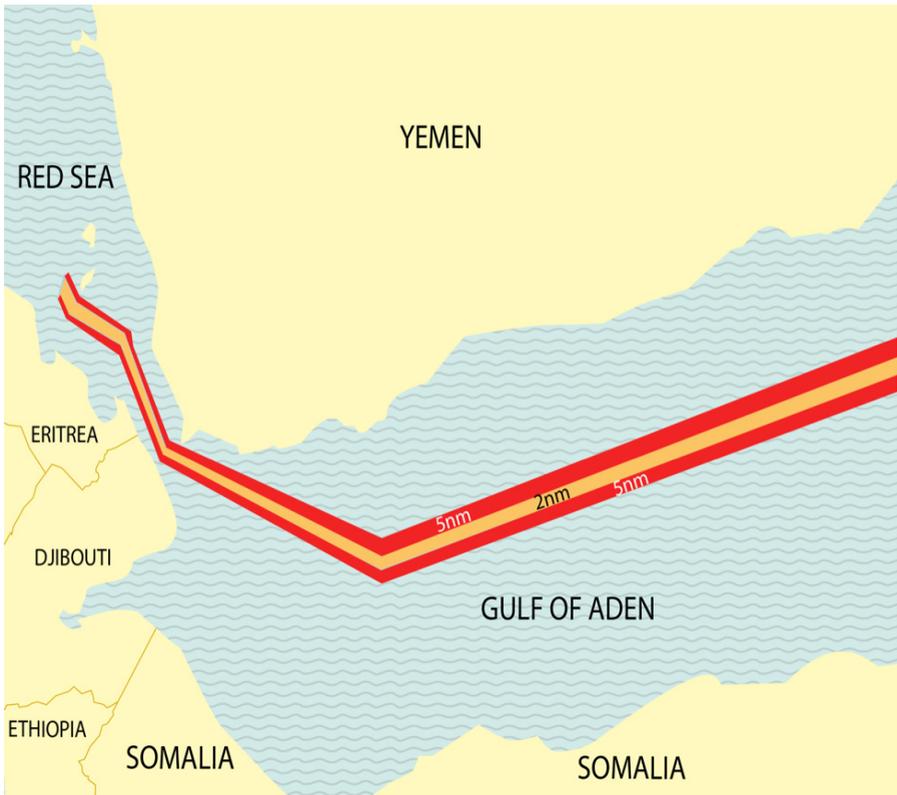
Joint War Committee listed area

The insurance community may list an area of perceived enhanced risk in the region. Ships entering the area would need to notify their insurers and additional insurance premiums may apply. The Joint War Committee (JWC) comprises underwriting representatives from both Lloyd's and the International Underwriting Association representing the interests of those who write marine hull war business in the London market. The geographic limits of the JWC listed area can be found on their website: **www.lmalloyds.com/lma/jointwar**.

The threat

As well as piracy, regional instability has introduced new security threats including the use of:

- Anti-ship missiles.
- Sea mines.
- Water-Borne Improvised Explosive Devices (WBIED).

Piracy

Pirates operate in Pirate Action Groups (PAG) who operate several different boat configurations, typically using small high speed (up to 25 knots) open boats or skiffs.

PAG boat configurations include:

- Skiffs only.
- Open whalers carrying significant quantities of fuel and often towing one or more attack skiffs.
- Motherships, which include merchant ships and fishing vessels but, more commonly, dhows.

Where motherships are used the crew are often held onboard as hostages. Motherships are used to carry pirates, stores, fuel and attack skiffs to enable pirates to operate over a much larger area and are significantly less affected by the weather. Attack skiffs are often towed behind motherships. Where the size of the mothership allows, skiffs may be carried onboard and camouflaged.

Pirates may use small arms fire and Rocket Propelled Grenades (RPGs) to intimidate Masters of ships to reduce speed or stop to allow them to board. The bridge and accommodation tend to be the main targets for these weapons.

Pirates use long lightweight ladders, knotted climbing ropes or long hooked poles to climb up the side of the ship. Once onboard they will make their way to the bridge to try to take control of the ship. When on the bridge they will demand the ship slows/stops to enable other pirates to board.

Attacks can take place at any time – day or night – however experience shows attacks at dawn and dusk are more likely.

The intent of Somali pirates is to hijack the ship and hold the crew for ransom. The usual practice is to keep the crew onboard as negotiations progress, keeping both the crew and the ship together. Seafarers have occasionally been separated by nationality and taken ashore. It is in the interests of the pirates to keep their captives alive, although cases of intimidation and torture have occurred.

Anti-ship missiles

Anti-ship missiles are long range, accurate and powerful weapons and have been used against military ships in the region. Their use against merchant ships associated with regional conflict cannot be discounted. Other ships may be hit if the missile controller targets the wrong ship or the missile homes in on an unintended target.

Sea mines

Sea mines have been used to deter and deny access to key ports in Yemen. These mines are usually tethered or anchored but may break free from moorings and drift into shipping lanes. Transiting merchant ships are not a target and it is recommended ships use the MSTC when passing through the area.

Water-Borne Improvised Explosive Devices

WBIED attacks have been used against warships and merchant ships in the southern Red Sea/BAM/western area of the Gulf of Aden.

Incidents have highlighted attacks by different groups operating in the region:

- WBIED used in the regional conflict have been aimed at harming those associated with the conflict. These boats have been unmanned and operated remotely.
- WBIED used by extremists have been aimed at merchant ships. These boats have been manned.

An attack involving a WBIED is likely to involve one or more speed boats operated by a number of individuals approaching and firing both small arms and RPGs. Masters should recognise the intent of these attacks is to cause damage and not necessarily to board the ship. Mitigation measures to prevent the speed boat making contact with the ship's hull are limited.

Section 3
Threat and risk assessment

Threat assessment

The threat assessment must include all regional security threats.

As part of every ship risk assessment prior to transit through the HRA the latest military threat advice must be obtained from UKMTO **www.ukmto.org** and threat assessments from MSCHOA **www.mschoa.org** (see annex A).

A **threat** is formed of capability, intent and opportunity.

Capability means attackers have the physical means to conduct an attack. Intent is demonstrated by continued attacks. Opportunity is what is mitigated by the company, ship and crew through application of the measures described in this guidance. In addition to the information provided in this guidance, supplementary information about the characteristics of the threat, specific or new tactics, and regional background factors may be sought from regional reporting centres and organisations as listed in annex A.

If one side of the triangle is removed, then risk is minimised. The company/Master cannot influence either capability or intent, therefore BMP measures focus on minimising the opportunity.

Risk assessment

Risk assessment is an integral part of voyage planning within a safety management system. The risk assessment should identify measures for prevention, mitigation and recovery, which will mean combining statutory regulations with supplementary measures. Companies should also take account of these measures for ships transiting the VRA even if they do not enter the HRA.

Further guidance on risk assessments can be found in the *Global Counter Piracy Guidance* at **www.maritimeglobalsecurity.org**.

The risk assessment must consider but may not be limited to:

- Requirements of the Flag State, company, charterers and insurers.
- The threat assessment and geographical areas of increased risk.
- Background factors shaping the situation, e.g. traffic patterns and local patterns of life, including fishing vessel activity.
- Cooperation with military. An understanding of presence should be obtained from UKMTO.
- The embarkation of Privately Contracted Armed Security Personnel (PCASP).
- The ship's characteristics, vulnerabilities and inherent capabilities, including citadel and/ or safe muster points to withstand the threat (freeboard, speed, general arrangement, etc.).
- The ship's and company's procedures (drills, watch rosters, chain of command, decision making processes, etc.).

All voyages in this region require thorough advanced planning using all available information. The maritime threats are dynamic, and it is therefore essential that a detailed threat and risk assessment is completed for each voyage and activity within the region.

Section 4
Planning

Company planning

Together with the following, the output of the risk assessment will help develop the ship's voyage plan:

- Regular review of the threat and risk assessments. Plans should be updated as necessary.
- Review of the Ship Security Assessment (SSA), Ship Security Plan (SSP) and Vessel Hardening Plan (VHP).
- Guidance to the Master about the recommended route, updated plans and requirements for group transits and national convoys.
- Company mandated Ship Protection Measures (SPM).
- Due diligence of Private Maritime Security Companies (PMSCs) for the possible use of PCASP.
- Companies should consider the placement of hidden position transmitting devices as one of the first actions of hijackers is to disable all visible communication and tracking devices and aerials.
- Review of company manning requirements. Consider disembarking of non-essential crew.
- Crew training plans.

Information security

To avoid critical voyage information falling into the wrong hands the following is advised:

- Communications with external parties should be kept to a minimum, with close attention paid to organising rendezvous points and waiting positions.
- Email correspondence to agents, charterers and chandlers should be controlled and information within the email kept concise, containing the minimum that is contractually required.

Ship Master's Planning

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Security is a key part of any voyage plan.

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Prior to entering the Voluntary Reporting Area

- Obtain the latest threat information.
- Check the latest NAVAREA warnings and alerts.
- Implement VRA/MSCHOA vessel registration and reporting requirements as highlighted in section 6 and annexes D and E.
- If used, confirm PCASP embarkation plan.
- Confirm propulsion can operate at full speed.

Prior to entering the High Risk Area

- Implement security measures in accordance with the SSP.

Brief crew and conduct drills

The crew should be fully briefed on the preparations and drills should be conducted with the SPM in place. The plan should be reviewed and all crew briefed on their duties, including familiarity with the alarm that signals an attack, an all-clear situation and the appropriate response to each. The drills should test:

- The SPM, including testing the security of all access points.
- Lock down conditions, including crew safety considerations.
- The bridge team's security knowledge.
- The crew's understanding of any different actions required in the event of a pirate attack compared to other types of attack.

Other considerations

- Prepare and test an emergency communication plan. Masters are advised to prepare an emergency communication plan, to include all essential emergency contact numbers (see annex A) and prepared messages, which should be at hand or permanently displayed near all external communications stations including safe muster point and/or the citadel. Communication devices and the Ship Security Alert System (SSAS) should be tested.
- Define the ship's Automatic Identification System (AIS) policy. It is recommended that AIS should remain switched on throughout passages through passages through the VRA and HRA, to ensure militaries can track the ship, but restrict data to ship's identity, position, course, speed, navigational status and safety related information.
- Reschedule planned maintenance on voyage critical equipment for transit of an HRA.

On entering the High Risk Area

- Submit ship reports as highlighted in section 6 and annexes D and E.
- Monitor latest threat information.
- Ensure all access points are limited and controlled.
- Avoid drifting, waiting, anchoring and slow steaming, particularly in the MSTC.
- Minimise use of VHF and use email or a secure satellite telephone instead. Where possible only answer known or legitimate callers on the VHF, bearing in mind that imposters are possible.

Section 5
Ship Protection Measures

This section highlights proven SPM that provide layered protection. The BMP is based on regional experience of attacks and will continue to evolve as methods change.

The implementation of SPM will be identified during the voyage planning process. Companies may wish to consider making further alterations to the ship beyond the scope of this BMP, and/or providing additional equipment and/or personnel as a means of further reducing the risk of attack.

Primary layer of defence
- Good look out/vigilance.
- Razor wire.
- Manoeuvring.
- Speed/freeboard.
- PCASP.

Secondary layer of defence
- Door hardening.
- Gate/grate.
- Motion sensor/CCTV.

Last layer of defence
- Internal door hardening.
- Citadel/safe muster point.
- Communication.
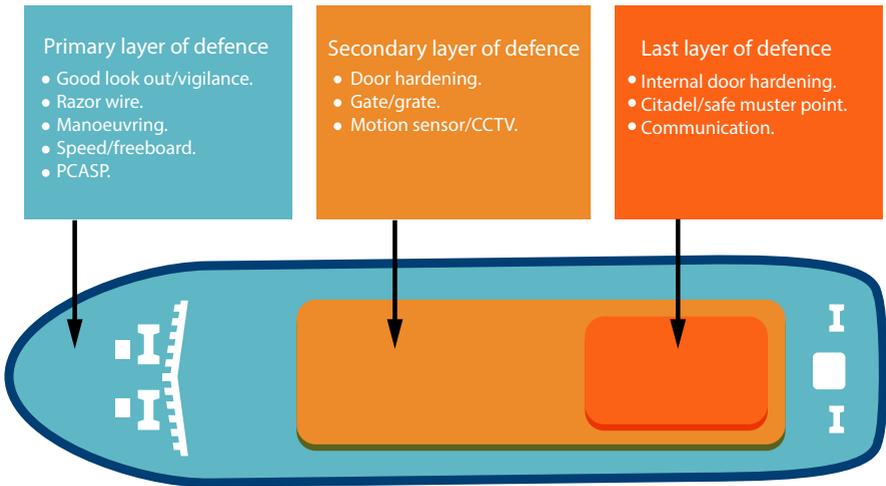
Watch keeping and enhanced vigilance

The Master should implement the following actions to assist in raising vigilance on board.

- Provide additional, fully-briefed lookouts.

- Maintain an all-round lookout from an elevated position.

- Consider shorter rotation of the watch period to maximise alertness of the lookouts.

- Maintain sufficient binoculars for the enhanced bridge team, preferably anti-glare.

- Consider the use of thermal imagery optics and night vision aids as they provide a reliable all-weather, day and night surveillance capability.

- Maintain a careful radar watch and monitor all navigational warnings and communications, particularly VHF and GMDSS alerts.

- Consider placing well-constructed dummies at strategic locations around the ship to give the impression of greater numbers of crew on watch.

- Consider using CCTV and fixed search lights for better monitoring. Fixed search lights can deter approaches from the stern.
- Mount anti-piracy mirrors on the bridge wings to make looking aft easier.

> **An effective lookout is the most effective method of ship protection. It can help identify a suspicious approach or attack early on, which allows defences to be deployed.**

Manoeuvring

The Master and officers should practice manoeuvring the ship to ensure familiarity with the ship's handling characteristics. The Master should also practice avoidance manoeuvres while maintaining the best possible speed. Experience has shown that such action can defeat even a lengthy and determined attack as creation of hydrostatic pressure can have a better defensive impact than speed.

> **Avoidance manoeuvres should only be practiced when it is safe to do so.**

Alarms

The ship's alarms inform the ship's crew that an attack is underway and warn the attacker that the ship is aware and is reacting. In addition, continuous sounding of the ship's whistle may distract the attackers.

It is important that:

- The alarms are distinctive to avoid confusion.
- Crew members are familiar with each alarm, especially those warning of an attack and indicating 'all clear'.
- All alarms are backed up by an announcement over the accommodation and deck PA system, where fitted.
- Drills are carried out to ensure that the alarm is heard throughout the ship. The drill will confirm the time necessary for all crew to move to a position of safety.

Physical barriers

Physical barriers are intended to make it as difficult as possible for attackers to gain access to ships by increasing the difficulty of the climb for those trying to illegally board. When planning the placement of barriers special consideration should be given to ships with sunken poop decks.

Razor wire

Also known as barbed tape. It creates an effective barrier if properly rigged and secured. The quality of razor wire varies considerably and lower quality razor wire is less effective. The following is recommended:

- Use a high tensile concertina razor wire with coil diameters of 730mm or 980mm. This is difficult to cut with hand tools.
- Use a double roll. If this is not possible, place a single high-quality roll outboard of the ship's structure.
- Secure razor wire to the ship properly, to prevent attackers pulling the wire off. For example, attach at least every third wire ring to ship's railings and rig a steel cable through its core.
- Use personal protective equipment and wire hooks to move and install razor wire.
- Obtain razor wire in short sections, e.g. 10m, so that it is easier and safer to move.
- Keep razor wire clear of mooring fairleads when at terminals so that it does not interfere with mooring operations.

Other physical barriers

Other barriers have proven effective – from hanging swinging obstacles over the gunnels to specifically designed overhanging protection that prevents illegal boarding by climbing over the ship's rails.

Water spray and foam monitors

- The use of water spray and/or foam monitors is effective in deterring or delaying any attempt to illegally board a ship. The use of water can make it difficult for an unauthorised boat to remain alongside and makes it significantly more difficult to climb aboard.

- It is recommended hoses and foam monitors (delivering water) are fixed in position to cover likely access routes and are remotely operated. Manual activation is not recommended as this may place the operator in an exposed position.

- Improved water coverage may be achieved by using fire hoses in jet mode and using baffle plates fixed a short distance in front of the nozzle.

- Water cannons deliver water in a vertical sweeping arc and protect a greater part of the hull.

- Water spray rails with spray nozzles produce a water curtain covering larger areas.

- Foam can be used, but it must be in addition to a ship's standard fire fighting equipment stock. Foam is disorientating and very slippery.

- The use of all available fire and general service pumps may be required to ensure all defences operate efficiently.

- Additional power may be required when using pumps; the supporting systems should be ready for immediate use.

- Practice, observation and drills are required to ensure the equipment provides effective coverage of vulnerable areas.

Enhanced bridge protection

The bridge is usually the focal point of an attack. In some situations, attackers direct their weapon fire at the bridge to intimidate the ship's crew to slow or stop the ship. If pirates board the ship, they usually make for the bridge to enable them to take control.

The following enhancements may be considered:

- Bridge windows are laminated but further protection against flying glass can be provided by the application of blast resistant film.
- Fabricated metal (steel/aluminium) plates for the side and rear bridge windows and the bridge wing door windows, which can be quickly secured in place in the event of an attack can greatly reduce the risk of injury from fragmentation.
- Chain link fencing can be used to reduce the effects of an RPG.
- Sandbags can provide additional protection on the bridge wings. They should be regularly checked to ensure that they have not degraded.

Control of access to accommodation and machinery spaces

It is important to control access routes to the accommodation and machinery spaces to deter or delay entry. Effort must be directed at denying access to these spaces.

- Escape routes must remain accessible to seafarers in the event of an emergency.
- Where the door or hatch is located on an escape route from a manned compartment, it is essential it can be opened from the inside. Where the door or hatch is locked it is essential a means of opening the door from the inside is available.

- Doors and hatches providing access to the bridge, accommodation and machinery spaces should be properly secured to prevent them being opened from the outside.

- Once doors and hatches are secured, a designated and limited number are used for security patrols and routine access. The use of these doors or hatches should be controlled by the Officer of the Watch.

- Block external stairs or remove ladders on the accommodation block to prevent use and to restrict external access to the bridge.

- Doors and hatches that must be closed for watertight integrity should be fully dogged down in addition to any locks. Where possible, additional securing mechanisms, such as wire strops, may be used.

- Removable barriers should be used around pilot boarding points so that a ship does not need to de-rig large areas prior to arrival at ports.

- Pirates have been known to gain access through portholes and windows. The fitting of steel bars to portholes and windows will prevent this.

- Procedures for controlling access to accommodation, machinery spaces and store rooms should be briefed to the crew.

- The attackers must be denied access to ship propulsion.

Safe muster points and/or citadels

The company risk assessment and planning process should identify the location of a safe muster point and/or a citadel within a ship.
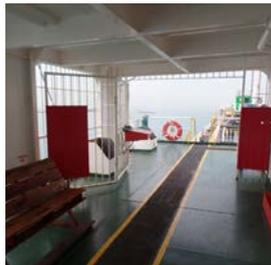
Safe muster points

A safe muster point is a designated area chosen to provide maximum physical protection to the crew and will be identified during the planning process.

If the threat assessment identifies risks that may result in a breach of hull on or below the waterline then a safe muster point above the waterline must be identified. In many ships, the central stairway may provide a safe location as it is protected by the accommodation block and is above the waterline.

To minimise the effect of an explosion, consideration should be given to the likely path of the blast. The safe muster point should be selected with this in mind.

Citadels

A citadel is a designated area where, in the event of imminent boarding, all crew may seek protection. A citadel is designed and constructed to resist forced entry. The use of a citadel cannot guarantee a military or law enforcement response.

Well-constructed citadels with reliable communications (ideally satellite phone and VHF) must be supplied with food, water and sanitation. Control of propulsion and steering can offer effective protection during an attack. If citadels are used, they must complement, not replace, all other SPM.

The use of the citadel must be drilled and the SSP should define the conditions and supporting logistics for its use.

It is important to note that military forces are likely to apply the following criteria before boarding a ship:

- All the crew must be accounted for and confirmed in the citadel.
- Two-way communication with the citadel.

The Master should decide when to use the citadel.

Other measures

Closed circuit television

Once an attack is underway it may be difficult to assess whether the attackers have gained access to the ship. The use of CCTV coverage allows a degree of monitoring of the progress of the attack from a less exposed position. Some companies can monitor and record the CCTV from ashore, which will be of value when provided to the military. The following should be considered:

- CCTV cameras for coverage of vulnerable areas, particularly the poop deck and bridge.
- CCTV monitors located on the bridge and at the safe muster point/citadel.
- CCTV footage may provide useful evidence after an attack and should be retained.

Lighting

Lighting is important and the following is recommended:

- Weather deck lighting around the accommodation block and rear facing lighting on the poop deck to demonstrate awareness.
- If fitted, search lights ready for immediate use.
- Once attackers have been identified or an attack commences, over side lighting, if fitted, should be switched on. This will dazzle the attackers and help the ship's crew to see them.
- At night, only navigation lights should be exhibited.
- Navigation lights should not be switched off at night as this a contravention of international regulations and the risk of collision is higher than that of being attacked.
- At anchor, deck lights should be left on as well-lit ships are less vulnerable to attack.
- The ability to turn off all internal accommodation lights to deter pirates from entering or disorientate those who may already have entered.

Deny the use of ship's tools and equipment

It is important to secure ship's tools or equipment that may be used to gain entry to the ship. Tools and equipment that may be of use to attackers should be stored in a secure location.

Protection of equipment stored on the upper deck

- Consideration should be given to providing ballistic protection to protect gas cylinders or containers of flammable liquids.
- Excess gas cylinders should be stored in a secure location or, if possible, landed prior to transit.

Private Maritime Security Companies

This section provides guidance on the employment of PMSCs. PMSCs may offer armed or unarmed services. Further guidance on the use of armed services (PCASP) is given below.

BMP does not recommend or endorse the general use of PMSCs onboard merchant ships; this is a decision taken by individual ship operators where permitted by the ship's Flag State and any littoral states. However, the use of experienced and competent unarmed PMSCs can be a valuable protective measure, particularly where there may be the requirement to interface and coordinate with local law enforcement agencies, naval forces and coast guards.

Any decision to engage the services of a PMSC should consider:

- The current threat and risk environment.
- The output of the company risk assessment.
- Voyage plan requirements.
- Ship speed.
- Freeboard.
- Type of operations, e.g. seismic survey or cable laying.
- Levels of protection provided by navies, coastguards and maritime police.

Some Flag States do not allow the deployment of PMSC.

It is recommended that shipping companies only employ PMSCs who are accredited to the current ISO 28007-1:2015 *Guidelines for Private Maritime Security Companies (PMSC) providing privately contracted armed security personnel (PCASP) on board ships*.

A PMSC contract must:

- Be between the technical manager and the PMSC.
- Not prejudice the ship's insurance cover arrangements.
- Ensure the PMSC has insurance policies that are current and compliant with the requirements of the contract.
- Clearly identify the procedure for the use of force.
- Confirm the Master's overriding authority.

Privately Contracted Armed Security Personnel

Any decision to engage the services of PCASP should consider the guidance above for PMSC as well as the following.

BMP does not recommend or endorse the general use of PCASP onboard merchant ships; this is a decision taken by individual ship operators where permitted by the ship's Flag State and any littoral states.

> **Companies must check the credentials and licenses/permits of the PMSC, and where appropriate the PCASP, to ensure they have been issued by an appropriate authority and are operating legally against identified threats.**

Some Flag States do not allow the deployment of PCASP. Some Flag States provide military Vessel Protection Detachments (VPDs) instead of PCASP. A VPD may be provided by another State, subject to Flag State approval. In some cases, the deployment of either PCASP or VPDs must be reported and acknowledged by the Flag State and reported when entering the VRA (see section 6 and annexes D and E).

Master's overriding authority

If private security contractors are embarked, there must be a clear understanding of the overriding authority of the Master.

The Rules for the Use of Force (RUF) under which the PCASP operate must be acceptable to the Flag State and the company.

The Master and PCASP should:

- Clearly understand and acknowledge the RUF as outlined in the contract.
- Have documentation authorising the carriage of weapons and ammunition.
- Ensure all incidents involving the use of weapons and armed force are reported at the earliest instance to the Flag State and the Chief Security Officer (CSO).

The PCASP must:

- Act in accordance with the agreed RUF, which should provide for a graduated, reasonable, proportionate and demonstrably necessary escalation in the application of force in defence of crew on the ship.

> **PCASP should only be used as an additional layer of mitigation and protections and not as an alternative to other measures. The decision to carry PCASP is an output of the company risk assessment and a ship that traverses the HRA without PCASP on board can be considered in full compliance with the BMP. The ship's crew must not handle or use firearms.**

Section 6
Reporting

All ships are strongly encouraged to inform military organisations of their movement as this is essential to improve military situational awareness and their ability to respond. Once ships have commenced their passage it is important this reporting continues and the guidelines in this section and annexes C, D and E are adopted to ensure common understanding. The two principal military organisations to contact are the UK Maritime Trade Operations (UKMTO) and Maritime Security Centre – Horn of Africa (MSCHOA).

UKMTO

UKMTO acts as the primary point of contact for merchant ships and their CSOs, providing liaison with military forces in the region. UKMTO administers the Voluntary Reporting Scheme, under which merchant ships are encouraged to send regular reports. These include:

1.   Initial report (upon entering the VRA).
2.   Daily reports (update on ship's position, course and speed).
3.   Final reports (upon departure from VRA or arrival in port).
4.   Reports of suspicious/irregular activity (when necessary).

UKMTO is able to communicate with ships and CSOs directly, in order to disseminate Warnings and Advisories of incidents within the region:

- Warnings: Simple messages describing that an incident has occurred in a Lat/Long and with a time. This is normally accompanied by direct UKMTO-to-ship telephone calls to all ships within a nominated radius of the incident to give ships the earliest possible alert.
- Advisories: This is the next tier of alerts to ships, normally of sightings/reports that are relevant within the region.

UKMTO offers regular information to ships on its website **www.ukmto.org** and in a weekly report summarising the previous week's activity. UKMTO is also able to offer Masters and CSOs the opportunity to conduct drills and exercises to support their passage planning in the region. Companies that are interested can contact UKMTO +44(0)2392 222060 or watchkeepers@ukmto.org.

> **Ships and their operators should complete both UKMTO vessel position reporting forms and register with MSCHOA.**

MSCHOA

The MSCHOA is the planning and coordination centre for the EU Naval Forces (EU NAVFOR). MSCHOA encourages companies to register their ships' movements before entering the HRA and if participating in the group transit system via their website **www.mschoa.org**.

When departing the VRA, ships should be aware of adjacent regional reporting requirements, e.g.: NATO Shipping Centre (Mediterranean – Chart Q6010) and ReCAAP Information Sharing Center/Singapore Information Fusion Center (SE Asia – Chart Q6012).

EU NAVFOR and the Combined Maritime Forces (CMF) produce Industry Releasable Threat Assessments (IRTAs) to aid risk management for companies. The threat assessments use military knowledge and intelligence to present a common understanding of the threats and trends in the region. The IRTAs are complimented by Industry Releasable Threat Bulletins (IRTBs), which cover specific events. These documents are an important resource and should be considered as part of the threat and risk assessment process.

The role of the seafarer in improving maritime safety and security in the region

Although some of the maritime threats and crimes committed do not directly endanger seafarers there is the opportunity for them to contribute to maritime security.

Experience has shown that maritime security cannot be improved by the actions of law enforcement agencies and militaries alone; seafarers operating in the region can help. This is more important in the seas off the coast of Somalia and Yemen where navies, coastguards and law enforcement agencies have limited resources.

Masters are encouraged to report suspicious activity and provide as much detail as possible. If it is possible to do so without compromising safety, photographs, video and radar plot data of suspicious activity are of enormous value to the responsible authorities. If there is any doubt as to whether the activity is suspicious, ships are encouraged to report.

Reporting suspicious activity to UKMTO

UKMTO can advise on the types of activity of interest to the regional maritime community. A guide to help identify suspicious activity is in annex C and the suspicious/irregular activity report is in annex D. Often, seafarers do not report suspicious activity as they may be concerned observations could lead to further investigations by Port States and possible delay to the ship. UKMTO will forward information received in an anonymised form to the most appropriate agency empowered to act. While suspicious activity may appear inconsequential, when added to other reports it may be extremely valuable.

Section 7
Ships under attack

General

A ship may come under attack with little or no warning. Effective lookouts, both visual and radar, will help to ensure early detection.

Piracy attack

Pirates carrying weapons do not usually open fire until they are very close to the ship, e.g. within two cables.

Use whatever time available, no matter how short, to activate any additional protective measures and plans. This will make it clear to the attackers that they have been seen, the ship is prepared and will resist attempts to board.

> **In the event of a suspicious approach, or if in any doubt, call UKMTO without delay.**

Approach stage

Effective lookouts may aid in identifying the nature of the attack, the threat profile of a piracy or other attack may initially look similar and it will not be until the attackers are close that the nature of the attack becomes apparent. In all cases, the following steps should be taken:

- If not already at full speed, increase to maximum to open the distance.
- Steer a straight course to maintain a maximum speed.
- Initiate the ship's emergency procedures.
- Activate the emergency communication plan.
- Sound the emergency alarm and make an attack announcement, in accordance with the ship's emergency communication plan.
- Make a mayday call on VHF Ch. 16. Send a distress message via the Digital Selective Calling (DSC) system and Inmarsat-C, as applicable.
- Activate the SSAS.
- Report the attack immediately to UKMTO (+44 2392 222060) by telephone.
- Ensure the AIS is switched on.

- Activate water spray.
- Ensure that all external doors and, where possible, internal public rooms and cabins are fully secured.
- All crew not required on the bridge or in the engine room should muster at the safe muster point or citadel as instructed by the Master.
- When sea conditions allow, consider altering course to increase an approaching skiff's exposure to wind/waves.
- Sound the ship's whistle/foghorn continuously to demonstrate to any potential attacker that the ship is aware of the attack and is reacting to it.
- Check Vessel Data Recorder (VDR) is recording.
- PCASP, if present, will take agreed actions to warn off attackers.

Attack stage

As the attackers get close the following steps should be taken:

- Reconfirm all ship's crew are in the safe muster point or citadel as instructed by the Master.
- Ensure the SSAS has been activated.
- If not actioned, report the attack immediately to **UKMTO (+44 2392 222060)** by telephone.
- As the attackers close in on the ship, Masters should commence small alterations of helm whilst maintaining speed to deter skiffs from lying alongside the ship in preparation for a boarding attempt. These manoeuvres will create additional wash to impede the operation of the skiffs.
- Large amounts of helm are not recommended, as these are likely to significantly reduce a ship's speed.
- Check VDR data is being saved.
- PCASP, if present, will conduct themselves as governed by the RUF.

Actions on illegal boarding

If the ship is illegally boarded the following actions should be taken:

- Take all way off the ship and then stop the engines.
- All remaining crew members to proceed to the citadel or safe muster point locking all internal doors on route.
- PCASP, if present, will follow procedures agreed with company and Master.
- Ensure all crew are present in the citadel or safe muster point. This includes the Master, bridge team and PCASP.

- Establish communications from the citadel with UKMTO and your company and confirm all crew are accounted for and in the citadel or safe muster point.
- Stay in the citadel until conditions force you to leave or advised by the military.
- If any member of the crew is captured it should be considered that the pirates have full control of the ship.

If control of the ship is lost

- All movement should be calm, slow and very deliberate. Crew members should keep their hands visible always and comply fully. This will greatly reduce the risk of violence.

Experience has shown that the pirates will be aggressive, highly agitated and possibly under the influence of drugs or alcohol.

DO be patient.

DO keep mentally active/occupied.

DO keep track of time.

DO reduce stress where possible by remaining physically active.

DO remain calm and retain dignity.

DO be positive (remember, authorities are working tirelessly to release you).

DO remember to leave any CCTV or audio recording devices running.

DO exactly what the attackers ask and comply with their instruction.

DO NOT take photographs.

DO NOT attempt to engage attackers.

DO NOT make movements which could be misinterpreted as being aggressive.

DO NOT be confrontational.

DO NOT resist.

Hijack – hostage situation

The model of pirate action off Somalia is to hijack the ship and hold the crew for ransom. It should be remembered it is in the interests of the pirates to keep the ship and crew safe.

Each company or organisation should have a policy in place to cover the eventualities of kidnap and ransom. The following principles serve as guidelines to surviving a kidnapping.

DO remain calm and maintain self-control.

DO be humble and respectful to the pirates.

DO look out for your colleagues' well-being.

DO stay together as a team, where possible.

DO accept the new pirate leadership.

DO maintain the hierarchy of rank.

DO try to establish normal communication with the pirates.

DO maintain personal hygiene.

DO save water and essentials.

DO be positive – many people are working to release you.

DO be patient and maintain routines (including your spiritual needs, as permitted by pirates).

DO try to keep your breathing regular.

DO meditate and keep mentally active.

DO respect religion: yours, your colleagues' and the pirates'.

DO NOT offer resistance.

DO NOT argue with pirates or your colleagues.

DO NOT take photographs.

DO NOT hide valuables.

DO NOT react emotionally.

DO NOT take drugs or alcohol.

DO NOT bargain with pirates for personal privileges.

In the event of military intervention

Brief and prepare the ship's crew to cooperate fully during any military action onboard and instruct crew as follows.

DO keep low to the deck and cover head with both hands.

DO keep hands visible.

DO be prepared to be challenged on your identity.

DO cooperate fully with military forces.

DO NOT make movements that could be interpreted as aggressive.

DO NOT take photographs.

DO NOT get involved in activity with military forces unless specifically instructed to.

Attack from other threats

- **Anti-ship missiles** In the event or warning of a missile attack military advice should be followed. If no warning is received there will be no time to take any mitigations beyond a PA warning to the crew if a missile is spotted. It is unlikely merchant ships will be the intended target; Masters should be aware of the ship plot in their immediate vicinity and, if sea room allows, keep clear of naval and associated ships.

- **Sea mines** Ships should avoid all published or identified mine danger areas and maintain close liaison with military authorities. If operating close to mine danger areas, Masters should be aware tethered mines may break free and drift into shipping lanes. Ships should manoeuvre clear of floating objects and the forward area of the ship should be kept clear of crew. Effective lookouts are essential. Specific advice on self protective measures when operating in mine danger areas can be obtained from UKMTO.

- **WBIED attack** In the early stages of the attack it may not be possible to differentiate between a piracy or WBIED attack. Initial actions as highlighted in this guidance for the approach stage of a piracy attack should be followed. Military threat assessments may indicate areas where one type of attack is more likely than another. A speed boat with multiple people onboard is unlikely to be a WBIED as these are usually unmanned or have a solitary occupant.

WBIED attacks may result in a breach of the ship's hull. The use of the safe muster point is recommended before entering a citadel located below the waterline.

Courtesy of the US Naval Institute

If a WBIED is anticipated, the time to react is very short. The figure below gives an example of possible reaction times.
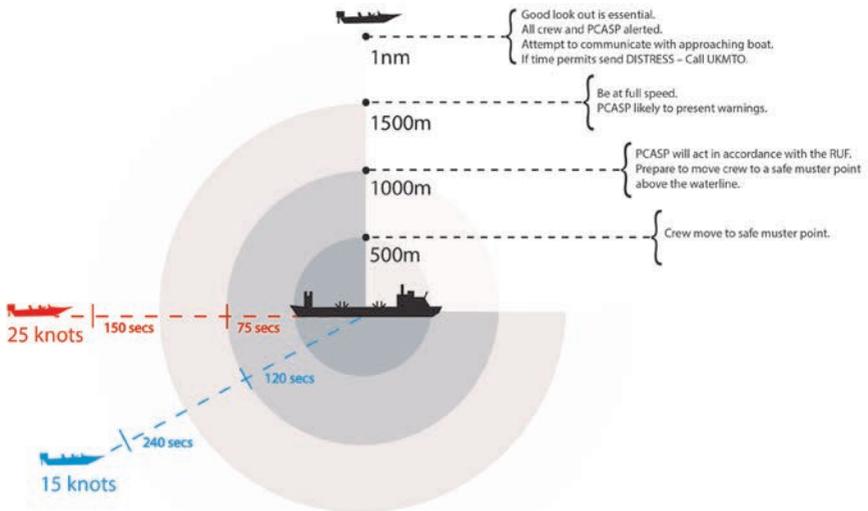
The threat and risk assessment will identify areas where these threats occur which, if successful, may result in an explosion (commonly referred to as a blast). The Master should communicate to the crew prior to entering a threat area what position to take if a blast threat is detected. The Master may consider telling the crew to:

- Lie flat on the deck, as this may minimise exposure and may reduce the impact on the body from the blast.
- Adopt a brace position (arms/legs bent, hands holding onto something solid and feet firmly planted on the deck) to protect personnel from shock waves.
- Move away from a particular area, such as the port side, starboard side, poop deck or engine room.

Post a WBIED attack
- Ensure all crew and PCASP are accounted for.
- Send distress signal.
- Survey area where the blast occurred.
- Implement damage control.
- Call CSO and UKMTO.

Post incident actions and reporting

The period following an attack will be difficult as companies, Master and crew recover from the ordeal. It is important that seafarers receive timely and proper medical assessments, both physical and mental, and care following an attack or hostage situation. Companies should have emergency management plans in place to manage the effects from an attack from any of the identified threats on one of their ships. These plans should include the management of a long, drawn-out hostage negotiation situation, including support for the families of the kidnapped crew.

To give the investigating authorities the best chance of apprehending the perpetrators, it is important that evidence is preserved in the correct manner. Companies, Masters and crew should refer to IMO *Guidelines on Preservation and Collection of Evidence* A28/ Res. 1091 and other industry guidance.

Following any attack or suspicious activity, and after initial reporting of the event, it is vital that a detailed report is completed. A copy of the report should be sent to the company, the Flag State and appropriate authorities. It is important that any report is detailed and comprehensive. This will assist with full analysis and trends in threat activity.

Without supporting evidence, including witness statements from those affected by the incident, suspects are unlikely to be prosecuted.

Protection of evidence

> ### The collection and protection of evidence is critical.

The Master and crew can protect a crime scene until the nominated law enforcement agency arrives by following these basic principles:

- Preserve the crime scene and all evidence if possible.
- Avoid contaminating or interfering with all possible evidence – if in doubt, do not touch and leave items in place.
- Do not clean up the area, including hosing it down. Do not throw anything away, no matter how unimportant it may seem.
- Take initial statements from the crew.
- Take photographs of the crime scene from multiple viewpoints.
- Protect VDR for future evidence.
- Make a list of items taken (e.g. mobile phones with numbers).
- Facilitate access to the crime scene and relevant documentation for law enforcement authorities.
- Make crew available for interview by law enforcement authorities.

Investigation

Thorough investigation using all available evidence is critical.

The quality of the evidence provided and the availability of the crew to testify will significantly help any investigation or prosecution that follows.

Following any attack or incident the investigating authority will be determined by external factors including:

- Flag State.
- Ownership.
- Crew nationality.

Seafarers should always be treated with respect and as victims of crime.

The lead law enforcement agency will talk to the Master and crew to understand the sequence and circumstances of the event.

In a post hostage situation, law enforcement authorities may ask to conduct post-release crew debriefs and to collect evidence for investigations and prosecutions following captivity.

Advice

INTERPOL has a secure website to provide support to ship operators who have had their ships hijacked. INTERPOL's Maritime Task Force can assist in taking the appropriate steps to preserve the integrity of the evidence left behind at the crime scene. INTERPOL has a Command and Co-ordination Centre (CCC) that supports any of the 188-member countries faced with a crisis or requiring urgent operational assistance. The CCC operates in all four of INTERPOL's official languages (English, French, Spanish and Arabic) and is staffed 24 hours a day, 365 days a year. It is recommended that ship operators contact INTERPOL within three days of a hijacking of their ship.

INTERPOL may also be consulted to discuss the recommended practices for the preservation of evidence that could be useful to law enforcement agents pursuing an investigation. Contact details are: email os-ccc@interpol.int; telephone +33 472 44 7676.

Seafarer welfare

Seafarers and their families often have difficulty in expressing the need for assistance or even recognising that they need assistance following exposure to a security threat. The company should monitor the health, both physical and mental, of those exposed to piracy and other maritime security threats and if necessary provide independent support and other assistance, as may be appropriate. There is a range of humanitarian programmes aimed at assisting seafarers and their families effected by piracy or maritime crime, including the International Seafarers Welfare and Assistance Network and The Mission to Seafarers. See **www.seafarerswelfare.org** and **www.missiontoseafarers.org**.

Annex A
Contact details

Emergency contacts

United Kingdom Maritime Trade Operations

Email	watchkeepers@ukmto.org
Telephone (24hrs)	+44 2392 222060
Website	www.ukmto.org

Maritime Security Centre – Horn of Africa

Email	postmaster@mschoa.org
Telephone	+44 1923 958545
	+44 1923 958700
Fax	+44 1923 958520
Website	www.mschoa.org

US Naval Cooperation and Guidance for Shipping

Email	cusnc.ncags_bw@me.navy.mil
Telephone (24hrs)	+973 3904 9583
Telephone (office)	+973 1785 1023

Useful contacts

International Maritime Bureau (IMB)

Email	piracy@icc-ccs.org
Telephone	+60 3 2031 0014
Fax	+60 3 2078 5769
Telex	MA34199 IMBPC1
Website	www.icc-ccs.org

INTERPOL

Email	os-ccc@interpol.int
Telephone (24hrs)	+33 472 44 76 76
Website	www.interpol.int

Adjacent regional reporting centres

Mediterranean

NATO Shipping Centre

Email	info@shipping.nato.int
Telephone (24hrs)	+44 1923 956574
Fax	+44 1923 956575
Website	www.shipping.nato.int

South East Asia

ReCAAP Information Sharing Centre

Email	info@recaap.org
Telephone	+65 6376 3063
Fax No	+65 6376 3066

Singapore Information Fusion Centre

Email	ifc_do@defence.gov.sg
Telephone	+65 9626 8965 (24/7)
	+65 6594 5728
Fax No	+65 6594 5734

Maritime security charts
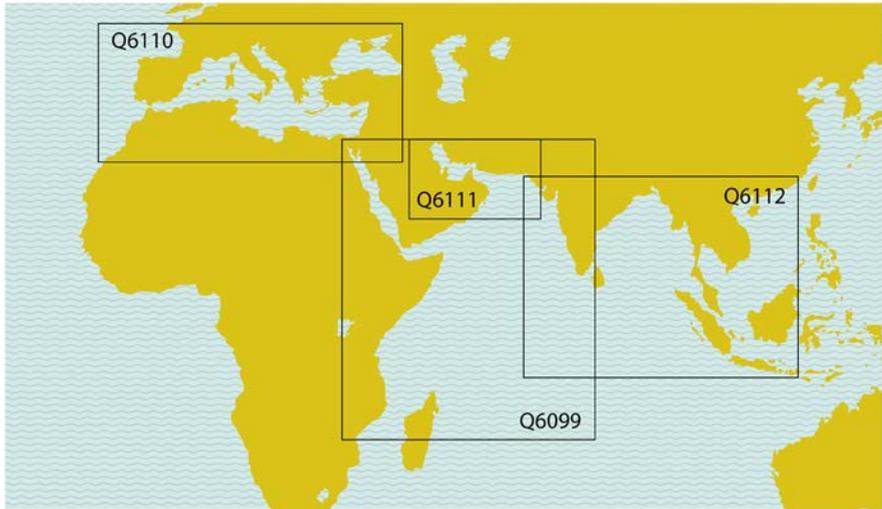
Maritime security charts contain safety-critical information to assist bridge crews in the planning of safe passages through high risk areas. All information has been gathered by the UKHO through work with NATO and other government organisations, ensuring each chart has the most accurate, up-to-date and verified information available.

Each maritime security chart includes:

- Information about dangers to the security of navigation including piracy, terrorism, embargoes, mine warfare, exclusion zones, blockades and illegal fishing. This information, when used alongside official navigational charts, can help to ensure the safety of ships, crew and cargo.
- General security advice, self-protective measures, security procedures and regional contacts, as well as routeing and reporting requirements implemented by military or security forces.

Annex C
Common understanding

It is important to have a common understanding when reporting attacks and suspicious activity.

The following are guidelines to assist in assessing what is an attack or what constitutes suspicious activity.

Attacks
- The use of violence against the ship, its crew or cargo, or any attempt to use violence.
- Unauthorised attempts to board the ship where the Master suspects the persons are pirates or other unauthorised persons.
- If weapons or RPGs are fired.
- Attempts to place a WBIED against the hull.
- Sighting of missile firing.
- An actual boarding, whether successful in gaining control of the ship or not.
- Attempts to overcome the SPM using:
    - Ladders.
    - Grappling hooks.
    - Weapons deliberately used against or at the ship.

Suspicious activity
- The number of crew onboard relative to its size.
- The Closest Point of Approach.
- The existence of unusual and non-fishing equipment onboard, e.g. ladders, climbing hooks or large amounts of fuel.
- One vessel towing multiple skiffs or has skiffs onboard.
- The type of vessel is unusual for the current location.
- Small boats operating at high speed.
- If a vessel appears unmanned.
- The vessel is not transmitting on AIS.
- The vessel is not flying a Flag.
- Vessel is flying two or more flags simultaneously.
- Skiffs operating far from the coast.
- Vessels fishing outside of normal fishing zones.
- Windows of vessel covered or blanked out.

- Dhows/skiffs rafted up.
- No lights during hours of darkness.
- Skiffs with two or more outboard motors.
- Dhows/skiffs stopped in the water, no evidence of fishing.
- Vessels loitering East of Socotra, South of the Makran Coast or in the vicinity of Zanzibar, Dar es Salaam, Pemba, Salalah, Ras Fartek or the IRTC.
- Packages hanging outboard of a vessel.
- Excessive communications antennas.

This is not an exhaustive list. Other events, activity and vessels may be deemed suspicious by the Master of a merchant ship having due regard to their own seagoing experiences within the region and information shared amongst the maritime community.

If in doubt, report and contact UKMTO.

Annex D
UKMTO reporting forms

UKMTO vessel position reporting forms

Once a ship has transmitted an initial report on entering the VRA, UKMTO will request daily reports be transmitted. Upon reaching port or upon exiting the VRA, UKMTO will request a final report. The following forms are provided below and are available at **www.ukmto.org**:

- Initial report.
- Daily report.
- Final report.
- Suspicious/irregular activity report.

UKMTO vessel position reporting form - initial report

1	Ship Name
2	Flag
3	IMO Number
4	INMARSAT Telephone Number
5	Time and Position
6	Course
7	Passage Speed
8	Freeboard
9	Cargo
10	Destination and Estimated Time of Arrival
11	Name and contact details of Company Security Officer
12	Nationality of Master and Crew
13	Armed/unarmed security team embarked

UKMTO vessel position reporting form – daily/transit position report

1	Ship Name
2	Ship's Call Sign and IMO Number
3	Time of Report in UTC
4	Ship's Position
5	Ship's Course and Speed
6	Any other important information*
7	ETA point A/B IRTC (if applicable)

Other important information could be change of destination or ETA, number of UK crew on board, etc.

UKMTO vessel position reporting form - final report

1	Ship's name
2	Ship's Call Sign and IMO Number
3	Time of Report in UTC
4	Port or position when leaving the voluntary reporting area

UKMTO suspicious/irregular activity report

1	Ship's name
2	Ship's Call Sign and IMO Number
3	Time of Report in UTC
4	Ship's Position
5	Ship's Course and Speed
6	Sighting of suspicious activity. Time, position, brief description of craft and activity witnessed

Note: Where possible include any imagery to aid military appreciation.

Follow-up report to UKMTO and MSCHOA

Following any attack or suspicious activity, it is vital that a detailed report of the event is provided to UKMTO and MSCHOA. It is helpful to provide a copy of the report to the IMB.

Maritime Security Centre – Horn of Africa reporting forms

MSCHOA vessel registration and incident reporting

Registration with MSCHOA ensures a ship is monitored by military counter piracy forces during its transit of the HRA. In addition, regular threat assessment updates, warnings and the latest self-protection information are made available to shipping companies and Masters who register.

Registration is required within the MSCHOA Vessel Registration Area as highlighted on UKHO Chart Q6099.

The form to 'Register a Vessel's Movements' is available on the MSCHOA website and UKHO Chart Q6099. The following should be noted:

- There are two principal methods to register your ship's movement with MSCHOA.
  - **Online** at **www.mschoa.org** (note you will need to register with MSCHOA for access, this can be done following the register tab on the website).
  - **Offline.** A downloadable form is available from **www.mschoa.org** or it can be requested from **postmaster@mschoa.org**. This form was updated in March 2018 to make offline registration simpler for ships with sporadic internet connectivity to register.

If the above options are not possible a ship can be registered by sending an email with the subject heading **MSCHOA Vessel Registration** to postmaster@mschoa.org with the information in the table below. Items marked with an * are mandatory.

Vessel Details

Ship Name *	Flag State *
IMO Number *	MMSI Number *
Call Sign *	Ship's Master
Primary Email *	Secondary Email
Ship contact number *	Ship contact email *
Owner name	Operator name
Operator address	DPA name
DPA telephone	DPA email

Movement Details

Entry Point to MSCHOA vessel registration area * (78°E/10°S/23°N/Suez/Port)	Entry Date/Time to MSCHOA vessel registration area * (DD/MM/YYYY) (HH) (MM)
Exit Point from MSCHOA vessel registration area * (78°E/10°S/23°N/Suez/Port)	Exit Date/Time to MSCHOA vessel registration area * (DD/MM/YYYY) (HH) (MM)
Do you intend to transit the IRTC?	
ETA to IRTC (times are in UTC/ Zulu time) *	
Direction * (East/West)	
Do you intend to join a group transit?	Do you intend to join a National Convoy?
	Which National Convoy are you joining? *
Crew numbers and nationalities	Draught
Freeboard of lowest accessible deck in Metres(M) *	Planned Transit Speed *
Vessel's Maximum Speed *	Cargo (Crude Oil/Clean Oil/Arms/ Chemicals/ Gas/Passengers/Bulk Cargo/ Containers/Fishing/Ballast/ Others … Please Specify)
	Hazardous cargo
Next Port of Call	Last Port of Call
Number of Armed Security personnel on board?	Nationality of armed security team?

Follow-up report to MSCHOA and UKMTO

Following any attack or suspicious activity, it is vital that a detailed report of the event is provided to UKMTO and MSCHOA. It is also helpful to provide a copy of the report to the IMB.

Incident report; vessel particulars/details

It is recognised that during an incident time may be short and crew will be under a number of pressures and stresses. Those lines marked with an * are those that, in extremis, are the key requirements that must be reported. Without this data responses cannot be planned or mounted and assessments will be incomplete and may be inaccurate.

INCIDENT REPORTING PART ONE – VESSEL DETAILS				
Line			Responses / Inclusions	Format
(a)	(b)			(d)
IDENTITY	1.1	A*	SHIP NAME	PLAIN TEXT
		B*	IMO NUMBER	PLAIN TEXT
		C	FLAG	PLAIN TEXT
		D	CALL SIGN	PLAIN TEXT
		E	OWNER NAME & CONTACT DETAILS	PLAIN TEXT
		F	Company Security Officer / Designated Person Assure CONTACT DETAILS	PLAIN TEXT
CREW / CARGO	1.2	A	CREW NUMBER	PLAIN TEXT
		B	CREW NATIONALITIES	PLAIN TEXT
		C	CAPTAIN / MASTER NATIONALITY	PLAIN TEXT
		D	CARGO	PLAIN TEXT
		E	CARGO SIZE / QUANTITY	PLAIN TEXT
ROUTE / SCHEDULE	1.3	A	LAST PORT OF CALL (LPOC)	PLAIN TEXT
		B	LAST PORT OF CALL DATE	PLAIN TEXT
		C	NEXT PORT OF CALL (NPOC)	PLAIN TEXT
		D	NEXT PORT OF CALL DATE	PLAIN TEXT
		E	SEA DAYS SINCE LAST PORT	PLAIN TEXT

INCIDENT REPORTING PART TWO – INCIDENT DETAILS			
Line		Responses / Inclusions	Format
(a)	(b)		(d)
DETAILS	2.1*	TIME OF REPORT	DTG
	2.2 A*	INCIDENT LOCATION	LAT / LONG
	B*	SPEED AND HEADING AT TIME OF INCIDENT	PLAIN TEXT
	2.3 A*	INCIDENT START TIME	DTG
	B*	INCIDENT END TIME	DTG
	C	WEATHER CONDITIONS DURING EVENT	PLAIN TEXT
INCIDENT	2.4 A*	SIGHTING / APPROACH / COMMUNICATION / ATTACK / BOARDING	SELECT
	B	AREA(S) OF VESSEL TARGETED	PLAIN TEXT
SUSPECTS	2.5 A*	NUMBER OF SUSPECT CRAFT	NUMBER
	B	NUMBER OF SUSPECT INDIVIDUALS	NUMBER
	C	NOT KNOWN / CIVILIAN DRESS / UNIFORMS / MIX	SELECT
	D	ETHNICITY / LANGUAGES	PLAIN TEXT
WEAPONS	2.6 A*	NONE SEEN / SIGHTED / SHOTS FIRED	SELECT
	B	PISTOLS / RIFLES / MACHINE GUNS / GRENADE LAUNCHERS	SELECT
LADDERS	2.7 A	NONE SEEN / SUSPECTED / SIGHTED / USED	SELECT
	B	ADDITIONAL INFORMATION	PLAIN TEXT
CRAFT	2.8 A*	TYPE: WHALER / DHOW / FISHING VESSEL / MERCHANT VESSEL	SELECT
	B	DESCRIPTION OF VESSEL (COLOUR, NAME, FEATURES)	PLAIN TEXT

YOUR VESSEL	2.9	A*	CITADEL / SECURE AREA	YES / NO
		B*	NO SECURITY TEAM / UNARMED TEAM / ARMED TEAM	SELECT
		C	HEIGHT OF FREEBOARD AT THE TIME OF INCIDENT	PLAIN TEXT
		D	SELF PROTECTION MEASURES IN PLACE BEFORE INCIDENT	PLAIN TEXT
		E	DEFENCE MEASURES EMPLOYED	YES / NO
		F	OTHER	PLAIN TEXT
YOUR RESPONSE	2.10	A*	ALARM SOUNDED	YES / NO
		B*	CREW MUSTERED IN CITADEL	YES / NO
		C*	INCREASED SPEED / EVASIVE MANOEUVRES	SELECT
		D*	DESCRIPTION	SELECT
		E	PAST SHOWED WEAPONS / WARNING SHOTS / AIMED SHOTS / NO PAST	PLAIN TEXT
		F	WAS INCIDENT REPORTED TO AUTHORITIES? IF SO TO WHOM?	PLAIN TEXT
STATUS	2.11	A*	INCIDENT FINISHED / ONGOING	SELECT
		B	INCIDENT ENDED BY SUSPECTS / OWN VESSEL	YES / NO
		C	DETAIL	YES / NO

INCIDENT REPORTING PART THREE – STATUS AND SUPPORT REQUESTS				
Line			Responses / Inclusions	Format
(a)	(b)			(d)
STATUS	3.1	A*	VESSEL SAFE / UNSAFE / UNDER ATTACK / BOARDED	SELECT
		B	VESSEL UNDERWAY / VESSEL STATIC	SELECT
		C*	UNDER OWN POWER / SUPPORTED / WITHOUT POWER	SELECT
		D	NO DAMAGE / MINOR DAMAGE / MAJOR DAMAGE	SELECT
DAMAGE / MEDICAL	3.2	A*	DAMAGE DETAILS	PLAIN TEXT
		B	CREW AT STATIONS / CREW IN CITADEL / CREW OFF SHIP	SELECT
		C	CREW INJURIES	NUMBER
		D	INJURY DETAILS	PLAIN TEXT
		E	CREW FATALITIES	NUMBER
		F	FATALITY DETAILS	PLAIN TEXT
INTENTIONS	3.3	A*	CONTINUE AS PLANNED / RE-ROUTING	SELECT
		B*	REPAIR DAMAGE / ABANDON SHIP / SURRENDER CONTROL	PLAIN TEXT
		C	CURRENT SPEED	PLAIN TEXT
		D	CURRENT HEADING	PLAIN TEXT
		E	OTHER	PLAIN TEXT

IMAGERY	3.4	A	WAS THE INCIDENT RECORDED?	YES / NO
		B	CCTV FOOTAGE / PHOTOGRAPHS	SELECT
		C	IMAGERY ATTACHED (IF AVAILABLE PLEASE ATTACH)	YES / NO
ADDITIONAL INFORMATION	3.5	A	ANY OTHER INFORMATION WHICH MAY ASSIST?	PLAIN TEXT
		B	PLEASE ATTACH WITH THIS REPORT – A BRIEF DESCRIPTION / FULL REPORT / MASTER – CREW STATEMENT OF THE ATTACK	PLAIN TEXT

Annex F

Additional guidance for vessels engaged in fishing

This guidance for vessels engaged in fishing has been provided by the following national fishing industry associations:

- **OPAGAC** – Organizacion de Productores Asociados de Grandes Atuneros Congeladores.
- **ANABAC** – Asociacion Nacional de Armadores de Buques Atuneros Congeladores.

Recommendations to vessels in fishing zones

- Non-Somali fishing vessels should avoid operating or transiting within 200nm of the coast of Somalia, irrespective of whether they have been issued with licenses to do so.
- Do not start fishing operations when the radar indicates the presence of unidentified boats.
- If polyester skiffs of a type typically used by pirates are sighted, move away from them at full speed, sailing into the wind and sea to make their navigation more difficult.
- Avoid stopping at night. Be alert and maintain bridge, deck and engine-room watch.
- During fishing operations, when the vessel is more vulnerable, be alert and maintain radar watch to give maximum notice to your crew and the state authorities if an attack is in progress.
- While navigating at night, use only the mandatory navigation and safety lights to prevent the glow of lighting attracting pirates, who are sometimes in boats without radar and are waiting.
- If the vessel is drifting while fishing at night, keep guard at the bridge on deck and in the engine room. Use only mandatory navigation and safety lights.
- The engine must be ready for an immediate start-up.
- Keep away from unidentified ships.
- Use VHF as little as possible to avoid being heard by pirates and to make location more difficult.
- Activate the AIS when maritime patrol aircraft are operating in the area to facilitate identification and tracking.

Identification

- Managers are strongly recommended to register their fishing vessels with MSCHOA for the whole period of activity off the coast of Somalia. This should include communicating a full list of the crewmen on board and their vessels' intentions, if possible.
- Carry out training prior to passage or fishing operations in the area.
- Whenever fishing vessels are equipped with Vessel Monitoring System (VMS) devices, their manager should provide MSCHOA with access to VMS data.
- Fishing vessels should always identify themselves upon request from aircraft or ships from any international or national anti-piracy operation.
- Military, merchant and fishing vessels should respond without delay to any identification request made by a fishing vessel being approached (to facilitate early action to make escape possible, especially if the vessel is fishing).

In case of attack

- In case of an attack or sighting a suspicious craft, warn the authorities (UKMTO and MSCHOA) and the rest of the fleet.
- Communicate the contact details of the second Master of the vessel (who is on land) whose knowledge of the vessel could contribute to the success of a military intervention.
- Recommendations **only for Purse Seiners:**
  - Evacuate all crew from the deck and the crow's nest.
  - If pirates have taken control of the vessel and the purse seine is spread out, encourage the pirates to allow the nets to be recovered. If recovery of the purse seine is allowed, follow the instructions for its stowage and explain the functioning of the gear to avoid misunderstanding.

Additional advice for leisure craft, including yachts

Leisure craft should make early contact in advance with the naval/military authorities to determine if the VRA area is safe to transit; regional activity has indicated attacks occur on both large and small vessels. Transit close to areas of conflict should be avoided. Close contact should be maintained with UKMTO throughout any voyage.

See the MSCHOA (**www.mschoa.org**) and the International Sailing Federation (**www.sailing.org**) for the most up-to-date information.

Annex H
Definitions and abbreviations

Definitions

The following definitions to term and categorise attacks and suspicious incidents that are reported from shipping inside the VRA may help. This ensures the consistent identification of patterns and trends.

Armed robbery The Code of Practice for the Investigation of the Crimes of Piracy and Armed Robbery against Ships, highlights armed robbery against ships consists of:

- Any illegal act of violence or detention or any act of depredation, or threat thereof, other than an act of piracy, committed for private ends and directed against a ship or against persons or property on board such a ship, within a State's internal waters, archipelagic waters and territorial sea.
- Any act of inciting or of intentionally facilitating an act described above.

Attack An attack, as opposed to an approach, is where a ship has been subjected to an aggressive approach by an unidentified craft AND weapons have been discharged.

Hijack A hijack is where attackers have illegally boarded and taken control of a ship against the crew's will. Hijackers will not always have the same objective (armed robbery, cargo theft or kidnapping).

Illegal boarding An illegal boarding is where attackers have boarded a ship but HAVE NOT taken control. Command remains with the Master. The most obvious example of this is the citadel scenario.

Piracy Piracy is defined in the 1982 United Nations Convention on the Law of the Sea (UNCLOS) (article 101). However, for the purposes of these BMP, it is important to provide clear, practical, working guidance to the industry to enable accurate and consistent assessment of suspicious activity and piracy attacks.

The following may assist in assessing what is a piracy attack. A piracy attack may include but is not limited to:

- The use of violence against the ship or its personnel, or any attempt to use violence.
- Attempt(s) to illegally board the ship where the Master suspects the persons are pirates.
- An actual boarding whether successful in gaining control of the ship or not.
- Attempts to overcome the SPM by the use of:
    - Ladders.
    - Grappling hooks.
    - Weapons deliberately used against or at the ship.

Suspicious or aggressive approach Action taken by another craft may be deemed suspicious if any of the following occur (the list is not exhaustive):

- A definite course alteration towards a ship associated with a rapid increase in speed by the suspected craft, which cannot be accounted for by the prevailing conditions.
- Small craft sailing on the same course and speed for an uncommon period and distance, not in keeping with normal fishing or other circumstances prevailing in the area.
- Sudden changes in course towards the ship and aggressive behaviour.

Abbreviations

AIS	Automatic Identification System
BAM	Bab el Mandeb
CMF	Combined Maritime Forces
CSO	Chief Security Officer
DSC	Digital Selective Calling
EU NAVFOR	European Union Naval Force
HRA	High Risk Area
IMB	International Maritime Bureau
IMO	International Maritime Organization
IRTA	Industry Releasable Threat Assessment
IRTB	Industry Releasable Threat Bulletin
IRTC	Internationally Recommended Transit Corridor
JWC	Joint War Committee
MSC	Maritime Safety Committee
MSCHOA	Maritime Security Centre – Horn of Africa
MSTC	Maritime Security Transit Corridor
NATO	North Atlantic Treaty Organisation
PAG	Pirate Action Group
PCASP	Privately Contracted Armed Security Personnel
PMSC	Private Maritime Security Company
RECAAP	Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia
RPG	Rocket Propelled Grenade

RUF	Rules for the Use of Force
SPM	Ship Protection Measures
SSA	Ship Security Assessment
SSAS	Ship Security Alert System
SSP	Ship Security Plan
TSS	Traffic Separation Scheme
UKMTO	United Kingdom Maritime Trade Operations
VDR	Vessel Data Recorder
VHP	Vessel Hardening Plan
VMS	Vessel Monitoring System
VPD	Vessel Protection Detachment
VRA	Voluntary Reporting Area
WBIED	Water-Borne Improvised Explosive Devices

Annex I
Supporting organisations

I.1   BMP5 Signatories

 BIMCO

BIMCO is the world's largest international shipping association, with around 2,000 members in more than 120 countries, representing 56% of the world's tonnage. Our global membership includes shipowners, operators, managers, brokers and agents. A non-profit organisation, BIMCO's mission is to be at the forefront of global developments in shipping, providing expert knowledge and practical advice to safeguard and add value to members' businesses.

www.bimco.org

 CDI

The Chemical Distribution Institute (CDI) was established in 1994 as a not for profit Foundation and provides ship and terminal inspection data in an electronic report format to its members. The main objectives of CDI is to continuously improve the safety and quality performance of chemical marine transportation and storage; Through cooperation with industry and centres of education, drive the development of industry best practice in marine transportation and storage of chemical products; To provide information and advice on industy best practice and international legislation for marine transportation and storage of chemical products; To provide chemical companies with cost effective systems for risk assessment, thus assisting their commitment to Responsible Care and the Code of Distribution Management Practice.

www.cdi.org.uk

CLIA

Cruise Lines International Association (CLIA) is the world's largest cruise industry trade association, providing a unified voice and leading authority of the global cruise community. CLIA supports policies and practices that foster a safe, secure, healthy and sustainable cruise ship environment for the more than 25 million passengers who cruise annually and is dedicated to promote the cruise travel experience. The organization's mission is to be the unified global organization that helps its members succeed by advocating, educating and promoting for the common interests of the cruise community.

www.cruising.org

ICS International Chamber of Shipping

The **International Chamber of Shipping (ICS)** is the international trade association for merchant ship operators. ICS represents the collective views of the international industry from different nations, sectors and trades. ICS membership comprises national shipowners' associations representing over 80% of the world's merchant fleet. A major focus of ICS activity is the International Maritime Organization (IMO), the United Nations agency with responsibility for the safety of life at sea and the protection of the marine environment. ICS is heavily involved in a wide variety of areas including any technical, legal and operational matters affecting merchant ships. ICS is unique in that it represents the global interests of all the different trades in the industry: bulk carrier, tanker, container, and passenger ship operators

www.ics-shipping.org

IFSMA

The **International Federation of Shipmasters' Associations (IFSMA)** was formed in 1974 by Eight National Shipmasters' Associations to unite the World's serving Shipmasters into a single professional co-ordinated body. It is a non-profit making apolitical organisation dedicated solely to the interest of the serving Shipmaster. The Federation is formed of around 11,000 Shipmasters from sixty Countries either through their National Associations or as Individual Members. In 1975, IFSMA was granted Consultative Status as a non governmental organisation at IMO which enables the Federation to represent the views and protect the interests of the serving Shipmasters.

www.ifsma.org

IGP&I Clubs

Thirteen principal underwriting associations "the Clubs" comprise the **International Group of P&I Clubs (IGP&I)**. They provide liability cover (protection and indemnity) for approximately 90% of the world's ocean-going tonnage. The Clubs are mutual insurance associations providing cover for their members against third party liabilities relating to the use and operation of ships, including loss of life, pollution by oil and hazardous substances, wreck removal, collision and damage to property. Clubs also provide services to their members on claims handling, legal issues and loss prevention, and often play a leading role in coordinating the response to, and management of, maritime casualties.

www.igpandi.org

IMCA

The International Marine Contractors Association (IMCA) is a leading trade association representing the vast majority of contractors and the associated supply chain in the offshore marine construction industry worldwide. We have a membership of 800 companies including contractors, suppliers, oil & gas companies, marine renewable energy companies and numerous non-governmental organisations (NGOs).

www.imca-int.com

INTERCARGO

The **International Association of Dry Cargo Shipowners (INTERCARGO)**, established in 1980 in London and granted IMO NGO consultative status since 1993, is a voluntary non-profit association representing the interests of dry cargo vessel owners.

INTERCARGO provides the forum where quality dry bulk shipowners, managers and operators are informed about, discuss and share concerns on key topics and regulatory challenges, especially in relation to safety, the environment and operational excellence.

INTERCARGO promotes best practices and represents dry cargo shipping interests at IMO, other industry fora and the broader business context, basing its strategies on the principle of free and fair competition.

www.intercargo.org

InterManager

InterManager is the international trade association for the ship management industry established in 1991. It is the voice of ship management and the only organisation dedicated to representing the ship management and crew management industry. In today's global shipping industry InterManager works for the needs of like-minded companies in the ship and crew management sector, who all have the welfare of seafarers at their heats. InterManager acts as a forum to share best practices and bring about positive change. An internationally-recognised organisation, InterManager represents its members at international level, lobbying on their behalf to ensure their views are taken into account within the worldwide maritime industry.

www.intermanager.org

International Maritime Employers' Council Ltd (IMEC)

IMEC is the only international employers' organisation dedicated to maritime industrial relations. With offices in the UK and the Philippines, IMEC has a membership of over 235 shipowners and managers, covering some 8,000 ships with CBA's, which IMEC negotiates on behalf of its members within the International Bargaining Forum (IBF).

IMEC is also heavily involved in maritime training. The IMEC Enhanced cadet programme in the Philippines currently has over 700 young people under training.

www.imec.org.uk

International Transport Workers' Federation

The **International Transport Workers' Federation (ITF)** is an international trade union federation of transport workers' unions. Any independent trade union with members in the transport industry is eligible for membership of the ITF. The ITF has been helping seafarers since 1896 and today represents the interests of seafarers worldwide, of whom over 880,000 are members of ITF affiliated unions. The ITF is working to improve conditions for seafarers of all nationalities and to ensure adequate regulation of the shipping industry to protect the interests and rights of the workers. The ITF helps crews regardless of their nationality or the flag of their ship.

www.itfseafarers.org

www.itfglobal.org

INTERTANKO

INTERTANKO is the International Association of Independent Tanker Owners, a forum where the industry meets, policies are discussed and best practices developed. INTERTANKO has been the voice of independent tanker owners since 1970, ensuring that the liquid energy that keeps the world turning is shipped safely, responsibly and competitively.

www.intertanko.com

IPTA

The **International Parcel Tankers Association (IPTA)** was formed in 1987 to represent the interests of the specialised chemical/parcel tanker fleet and has since developed into an established representative body for ship owners operating IMO classified chemical/parcel tankers, being recognised as a focal point through which regulatory authorities and trade organisations may liaise with such owners. IPTA was granted consultative status as a Non-Governmental Organisation to the International Maritime Organization (IMO) in 1997 and is wholly supportive of the IMO as the only body to introduce and monitor compliance with international maritime legislation.

www.ipta.org.uk

ISWAN

The **International Seafarers Welfare and Assistance Network (ISWAN)** is an international NGO and UK registered charity set up to promote the welfare of seafarers worldwide. We are a membership organisation with ship owners, unions and welfare organisation as members. We work with a range of bodies including PandI Clubs, shipping companies, ports, and governments. Our focus is the wellbeing of the 1.5 million seafarers around the world.

We support seafarers and their families who are affected by piracy and our 24 hour multilingual helpline, SeafarerHelp, is free for seafarers to call from anywhere in the world.

www.seafarerswelfare.org

Joint Hull Committee and Joint War Committee

The **Joint Hull and Joint War Committees** comprise elected underwriting representatives from both the Lloyd's and IUA company markets, representing the interests of those who write marine hull and war business in the London market.

Both sets of underwriters are impacted by piracy issues and support the mitigation of the exposures they face through the owners' use of BMP. The actions of owners and charterers will inform underwriters' approach to risk and coverage.

The Mission to Seafarers

The Mission to Seafarers is the largest provider of port-based welfare services, providing 200 port chaplains and 121 seafarers' centres across 50 countries. In addition to our services of free Wi-Fi, respite and transportation, all chaplains are trained in post-trauma counselling and are able to provide immediate support post attack or release, as well as connect with relevant professional services in a seafarer's home country. We run family support networks in the Philippines, Myanmar, Ukraine and India offering access to education, training and medical and legal services. The Mission to Seafarers is pleased to support the creation of BMP5 and the associated resources and commends their use to all maritime personnel.

www.missiontoseafarers.org

OCIMF

The **Oil Companies International Marine Forum (OCIMF)** is a voluntary association of oil companies (the 'members') who have an interest in the shipment and terminalling of crude oil, oil products, petrochemicals and gas. OCIMF's mission is to be the foremost authority on the safe and environmentally responsible operation of oil tankers, terminals and offshore support vessels, promoting continuous improvement in standards of design and operation.

www.ocimf.org

Sailors' Society

Sailors' Society is the world's oldest maritime welfare organisation caring for seafarers and their families across the globe.

The charity works in ports across 30 countries and has projects ranging from medical centres to building boats to get children safely to school.

Our renowned Crisis Response Network helping victims of trauma at sea is run across Asia, Europe and Africa with plans to extend further.

Trained chaplains offer 24-hour support to victims of piracy, kidnapping and natural disasters and come alongside survivors and loved ones with psychological and financial help for as long as needed.

www.sailors-society.org

SIGTTO

The **Society for International Gas Tanker and Terminal Operators (SIGTTO)** is the international body established for the exchange of technical information and experience, between members of the industry, to enhance the safety and operational reliability of gas tankers and terminals.

To this end the Society publishes studies, and produces information papers and works of reference, for the guidance of industry members. It maintains working relationships with other industry bodies, governmental and intergovernmental agencies, including the International Maritime Organization, to better promote the safety and integrity of gas transportation and storage schemes.

www.sigtto.org

World Shipping Council

The **World Shipping Council (WSC)** is the trade association that represents the international liner shipping industry. WSC's member lines operate containerships, roll-on/roll-off vessels, and car carrier vessels that account for approximately 90 percent of the global liner vessel capacity. Collectively, these services transport about 60 percent of the value of global seaborne trade, or more than US$ 4 trillion worth of goods annually. WSC's goal is to provide a coordinated voice for the liner shipping industry in its work with policymakers and other industry groups to develop actionable solutions for some of the world's most challenging transportation problems. WSC serves as a non-governmental organization at the International Maritime Organization (IMO).

www.worldshipping.org

I.1   Naval/military/governmental organisations

 CGPCS

The **Contact Group on Piracy off the Coast of Somalia (CGPCS)** was established on 14 January 2009, in accordance with UN Security Council Resolution 1851. This ad hoc international forum brings together more than 60 countries, regional and international organisations, all working together towards the prevention of piracy off the coast of Somalia.

The CGPCS coordinates political, military and non-governmental efforts to combat piracy, ensures that pirates are brought to justice and support local governments to develop sustainable maritime security capabilities. The group's approach focuses on informality, inclusion and multi-stakeholder representation and is an attempt to find innovative solutions outside of formal international organisations.

 ## Combined Maritime Forces

Combined Maritime Forces (CMF) is an enduring global maritime partnership of 32 willing nations aligned in common purpose to conduct Maritime Security Operations (MSO) in order to provide security and stability in the maritime environment. CMF operates three Combined Task Forces (CTF) across the Red Sea, Gulf of Aden, Somali Basin, Northern Arabian Sea, Gulf of Oman, Indian Ocean and the Arabian Gulf. CTF150 is responsible for maritime security and counter-terrorism, CTF151 is responsible for deterring, disrupting and suppressing piracy and CTF152 is responsible for maritime security and counter-terrorism specifically in the Arabian Gulf. Visit **www.combinedmaritimeforces.com** or e-mail us at cmf_info@me.navy.mil.

EU NAVFOR

MSCHOA

Piracy and other maritime security issues have continued to be a threat to mariners who transit the Southern Rea Sea, Horn of Africa and the Western Indian Ocean. The mission of the **European Union Naval Force (EU NAVFOR)** is (1) to PROTECT World Food Programme and other vulnerable shipping and (2) to deter, prevent and repress acts of piracy and armed robbery at sea. This requires (3) the enhancement of cooperation and coordination with an increasingly wide range of maritime actors to uphold freedom of navigation across a broad maritime security architecture. EU NAVFOR is also tasked with (4) monitoring fishing activities off the coast of Somalia. Thus, acting as a catalyst for action, EU NAVFOR continues to promote solutions to regional maritime security issues, thereby contributing to the EU's much wider security, capacity-building and capability-building work in this strategically important location.

The **Maritime Security Centre Horn of Africa (MSCHOA)** is an integral part of EU NAVFOR, sitting functionally within the Operational Headquarters and staffed by military and civilian EU NAVFOR personnel. The MSCHOA provides a service to mariners in the Gulf of Aden, the Somali Basin and off the Horn of Africa. It is a Coordination Centre dedicated to safeguarding legitimate freedom of navigation in light of the risk of attack against merchant shipping in the region, in support of the UN Security Council's Resolutions (UNSCR) 1816 and subsequent reviews. EU NAVFOR and CMF are committed to ensuring that mariners have the most up to date regular threat assessments and incident specific bulletins, published by the MSCHOA. Through close dialogue with shipping companies, ships' masters and other interested parties, MSCHOA builds up a picture of vulnerable shipping in these waters and their approaches. The MSCHOA can then act as a focal point sharing information to provide support and protection to maritime traffic. There is a clear need to protect ships and their crews from illegitimate and dangerous attacks, safeguarding a key global trade route.

http://eunavfor.eu

www.mschoa.org

IMB Piracy Reporting Centre

Established in 1992, **IMB Piracy Reporting Centre (IMB PRC)** provides the shipping industry with a free 24-hour service to report any piracy or armed robbery incidents occurring anywhere in the world.

The IMB PRC is an independent and non-governmental agency aimed at raising awareness of areas at risk of these attacks. As a trusted point of contact for shipmasters reporting incidents to the IMB PRC from anywhere in the world, the IMB PRC immediately relays all incidents to the local law enforcement requesting assistance. Information is also immediately broadcast to all vessels via Inmarsat Safety Net to provide and increase awareness.

www.icc-ccs.org/piracy-reporting-centre

Information Fusion Centre

The **Information Fusion Centre (IFC)**, based in Singapore, serves as the regional Maritime Security (MARSEC) information-sharing hub. It has linkages with more than 70 regional and extra-regional Operational Centres (OPCENs) from navies and law enforcement agencies in 39 countries, as well as linkages with the shipping industry. It is also the only centre in the Asia-Pacific with International Liaison Officers (ILOs) from 16 countries.

The IFC collates and analyses relevant information to produce accurate, timely and actionable products, which enable its partners to respond to MARSEC incidents in good time. It also provides practical and useful information on MARSEC trends, incidents and best practices to the shipping industry. IFC also administers the Voluntary Community Reporting (VCR) for merchant vessels to report anomalies and incidents, enabling community contribution to Safe and Secure Seas for All.

INTERPOL

INTERPOL has a dedicated unit for maritime piracy that works with the police, navy and private sector in member countries, and can provide support to ship operators who have had their ships hijacked. INTERPOL's Maritime Security sub-Directorate (MTS) can be consulted on the recommended practices and action to be taken to help preserve the integrity of any evidence left behind following a pirate attack that could be useful to law enforcement agents pursuing an investigation.

MTS can be contacted on tel +33 472 44 72 33 or via email dlMTSOPSupport@interpol.int during business hours (GMT 08H00 – 17H00).

Outside of normal business hours, contact can be made via INTERPOL's Command and Co-ordination Centre (CCC). The CCC is staffed 24 hours a day, 365 days a year and supports INTERPOL's 190 member countries faced with a crisis situation or requiring urgent operational assistance. The CCC operates in all four of Interpol's official languages (English, French, Spanish and Arabic). Contact details are: tel +33 472 44 7676; email os-ccc@interpol.int.

It is recommended that ship operators contact INTERPOL within 3 days of a hijacking of their ship.

NCAGS

The **Naval Cooperation & Guidance for Shipping (NCAGS)** mission is to facilitate the exchange of information between the United States Navy, Combined Maritime Forces, and the commercial maritime community in the United States Central Command's (CENTCOM) Area of Responsibility. NCAGS operates as a conduit for information focused on the safety and security of shipping and is committed to assisting all members of the commercial maritime community. To help combat piracy, NCAGS serves as a secondary emergency point of contact for mariners in distress (after UKMTO) and also disseminates transit guidance to the maritime industry. NCAGS disseminates guidance to merchant shippers via briefings, website, email, and duty phone concerning Naval Exercises, Boardings, Aids to Navigation, Environmental Issues, MEDEVAC Assistance, Security and Augments, Regional Search and Rescue Centres.

UKMTO

UK Maritime Trade Operations (UKTMO) capability acts as the primary point of contact for merchant vessels and liaison with military forces within the region. UKTMO also administers the Voluntary Reporting Scheme, under which merchant vessels are encouraged to send regular reports, providing their position/speed and ETA at the next port of call, in accordance with the Maritime Security Chart Q6099.

Emerging and time relevant information impacting commercial traffic can then be passed directly to vessels at sea, and responding assets accordingly, therefore improving the collective responsiveness to an incident. For further information on UKMTO please contact:

Emergency Telephone Numbers: +44 (0)2392 222060 or +971 5055 23215

e-mail: watchkeepers@ukmto.org   Web: **www.ukmto.org**

Annex J
Voyage reference card

Understand the threat

- Get threat information.
- Review guidance.
- Review Rules for the Use of Force.

Assess the risk

- Conduct risk assessment.
- Identify ship protection measures.

Protect the ship and crew

- Harden the ship.
- Test critical equipment.
- Brief/train the crew.
- Extra lookout/radar watch.
- Control access.
- Follow military advice.

Do NOT be alone

- Report to UKMTO.
- Register with MSCHOA.
- Report suspicious activity.
- Report incidents.
- Send DISTRESS if attacked.

UKMTO
+44 (0) 2392 222060
watchkeepers@ukmto.org

MSCHOA
+44 1923 958545
www.mschoa.org

Cooperate with:

- Other shipping and military forces.
- Local law enforcement.
- Welfare providers.

Primary layer of defence
- Good lookout/vigilance.
- Razor wire.
- Manoeuvring.
- Speed/freeboard.
- PCASP.

Secondary layer of defence
- Door hardening.
- Gate/grate.
- Motion sensor/CCTV.

Last layer of defence
- Internal door hardening.
- Citadel/safe muster point.
- Communication.

BMP5

Detect, Deter, Delay

Do Not Be BOARDED

Do Not Be VULNERABLE

Do Not Be SURPRISED
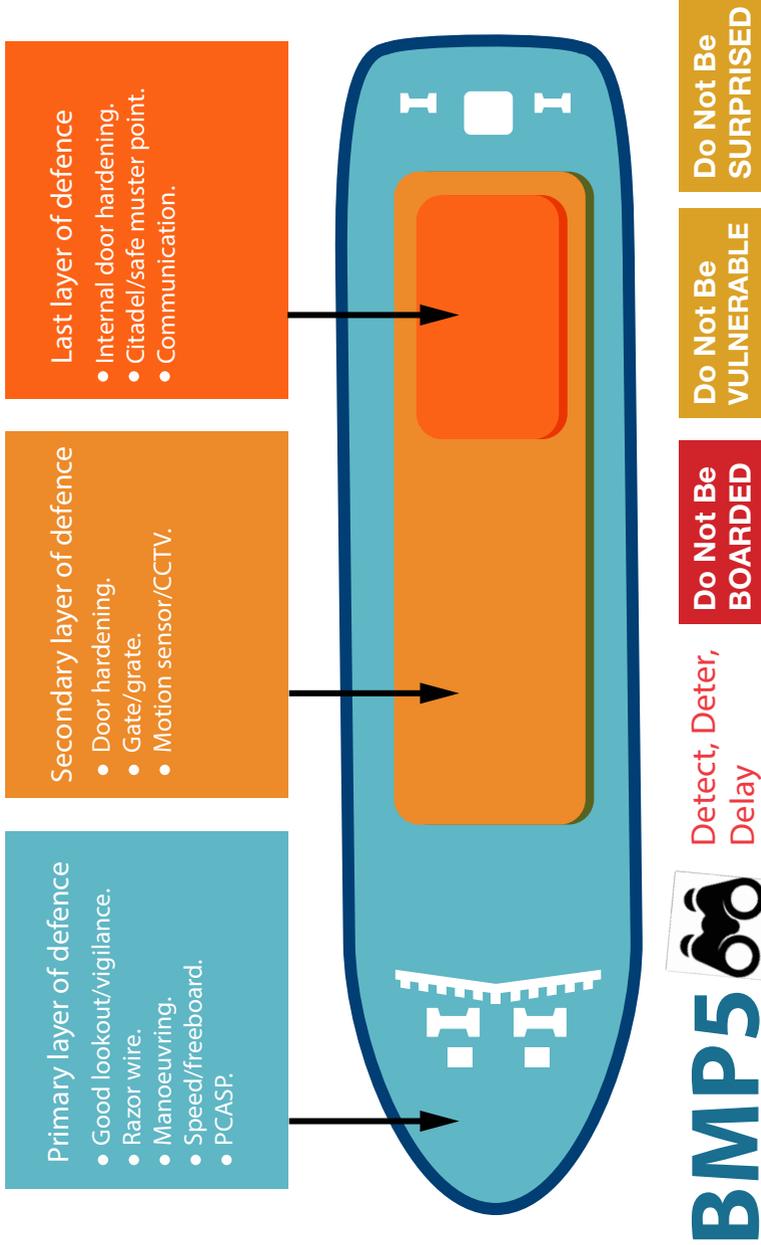
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Ref. T2-mss/2.11.4.1

MSC.1/Circ.1334
23 June 2009

PIRACY AND ARMED ROBBERY AGAINST SHIPS

Guidance to shipowners and ship operators, shipmasters and crews on preventing and suppressing acts of piracy and armed robbery against ships

1   The Maritime Safety Committee, at its eighty-sixth session (27 May to 5 June 2009), approved a revised MSC/Circ.623/Rev.3 (Guidance to shipowners and ship operators, shipmasters and crews for preventing and suppressing acts of piracy and armed robbery against ships) as given at annex.

2   The revision was carried out on the basis of the outcome of the comprehensive review of the guidance provided by the Organization for preventing and suppressing piracy and armed robbery against ships; and took into account the work of the correspondence group on the review and updating of MSC/Circ.622/Rev.1, MSC/Circ.623/Rev.3 and resolution A.922(22), established by MSC 84.

3   Member Governments and organizations in consultative status with IMO are recommended to bring this circular to the attention of shipowners, ship operators, shipping companies, shipmasters and crews and all other parties concerned.

4   This circular revokes MSC/Circ.623/Rev.3.

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ANNEX

GUIDANCE TO SHIPOWNERS, COMPANIES[1], SHIP OPERATORS, SHIPMASTERS AND CREWS ON PREVENTING AND SUPPRESSING ACTS OF PIRACY[*] AND ARMED ROBBERY[**] AGAINST SHIPS

Introduction

1   This circular aims at bringing to the attention of shipowners, companies, ship operators masters and crews the precautions to be taken to reduce the risks of piracy on the high seas and armed robbery against ships at anchor, off ports or when underway through a coastal State's territorial waters. It outlines steps that should be taken to reduce the risk of such attacks, possible responses to them and the vital need to report attacks, both successful and unsuccessful, to the authorities of the relevant coastal State and to the ships' own maritime Administration. Such reports are to be made as soon as possible, to enable necessary action to be taken.

2   It is important to bear in mind that shipowners, companies, ship operators, masters and crews can and should take measures to protect themselves and their ships from pirates and armed robbers. While security forces can often advise on these measures, and flag States are required to take such measures as are necessary to ensure that owners and masters accept their responsibility, ultimately it is the responsibility of shipowners, companies, ship operators, masters and ship operators to take seamanlike precautions when their ships navigate in areas where the threat of piracy and armed robbery exists. Planning should give consideration to the crew's welfare during and after a period of captivity by pirates or armed robbers. Before operating in waters where attacks have been known to occur, it is imperative for shipowners, companies, ship operator and masters concerned to gather accurate information on the situation in the area. To this end the information on attacks and attempted attacks gathered, analysed and distributed by the IMO, IMB's Piracy Reporting Centre

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[1]   The term "company" is defined in SOLAS regulations IX/1 and XI-2/1.

[*]   The following definition of piracy is contained in Article 101 of the 1982 United Nations Convention on the Law of the Sea (UNCLOS) (article 101):

"Piracy consists of any of the following acts:

   (a)   any illegal acts of violence or detention, or any act of depredation, committed for private ends by the crew or the passengers of a private ship or a private aircraft, and directed:
      (i)   on the high seas, against another ship or aircraft, or against persons or property on board such ship or aircraft;
      (ii) against a ship, aircraft, persons or property in a place outside the jurisdiction of any State;
   (b)   any act of voluntary participation in the operation of a ship or of an aircraft with knowledge of facts making it a pirate ship or aircraft;
   (c)   any act inciting or of intentionally facilitating an act described in subparagraph (a) or (b)."

[**]   The Subregional meeting on piracy and armed robbery against ships in the Western Indian Ocean, Gulf of Aden and Red Sea area, held in Dar es Salaam, United Republic of Tanzania, from 14 to 18 April 2008, agreed to modify this definition. Consistent with the ReCAAP Agreement, the "private ends" motive has been added to the definition. The formulation "within internal waters, archipelagic waters and territorial sea" replaced "within a State's jurisdiction". The new formulation reflects the views of France, supported by other States participating in the meeting, that the definition for armed robbery against ships should not be applicable to acts committed seaward of the territorial sea. The new definition reads: "Armed robbery against ships" means any unlawful act of violence or detention or any act of depredation, or threat thereof, other than an act of piracy, committed for private ends and directed against a ship or against persons or property on board such a ship, within a State's internal waters, archipelagic waters and territorial sea.

and the ReCAAP Information Sharing Centre (ReCAAP ISC)[2], the Maritime Security Centre, Horn of Africa, Governments and others is vital information, upon which precautionary measures should be based.

3   These recommendations have been culled from a number of sources. Where conflicting advice has been apparent, the reason for choosing the recommended course has been stated.

The pirates'/robbers' objective

4   In addition to the hijacking of ships and the holding of the crew hostage, and the theft of cargo, other targets of the attackers include cash in the ship's safe, crew possessions and any portable ship's equipment. When there has been evidence of tampering with containers, it may be an indication that the raiders may initially have gained access when the ship was berthed in port and then gone over the side, with what they could carry. The application of the ISPS Code is an important precautionary measure and a thorough checking of ships' compartments and securing them before leaving ports is therefore strongly encouraged.

Reducing the temptation for piracy and armed robbery

Cash in the ship's safe

5   The belief that large sums of cash are carried in the master's safe attracts attackers. In some cases this belief has been justified and sums have been stolen. While carrying cash may sometimes be necessary to meet operational needs and crew requirements and to overcome exchange control restrictions in some States, it acts as a magnet for attackers and they will intimidate and take hostage the master or crew members until the locations have been revealed. Shipowners should consider ways of eliminating the need to carry large sums of cash on board a ship. When this need arises because of exchange control restrictions imposed by States, the matter should be referred to the ship's maritime Administration to consider if representations should be made to encourage a more flexible approach as part of the international response to eliminate attacks by pirates and armed robbers.

Discretion by masters and members of the crew

6   Masters should bear in mind the possibility that attackers are monitoring ship-to-shore communications and using intercepted information to select their targets. Masters should however also be aware that switching off AIS in high-risk areas reduces ability of the supporting naval vessels to track and trace vessels which may require assistance. Caution should also be exercised when transmitting information on cargo or valuables on board by radio in areas where attacks occur.

7   It is up to the master's professional judgement to decide whether the AIS system should be switched off, in order for the ship not to be detected, when entering areas where piracy is an imminent threat, however the master should balance the risk of attack against the need to maintain the safety of navigation and, in particular, the requirements of COLREG Rule 7 on Risk of collision, and should act in accordance with the guidance in resolutions A.917(22) and A.956(23). The master should also be aware that other ships operating in high-risk areas may have taken a decision to

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[2]   The Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia (ReCAAP) is a Government-to-Government Agreement that addresses the incidence of piracy and armed robbery against ships in Asia. The status of ReCAAP ISC is an IGO. Further details may be found at www.recaap.org.

switch off the AIS system. In the event of an attack, masters should ensure to the extent feasible that AIS is turned on again and transmitting to enable security forces to locate the vessel.

8   Members of the crew going ashore in ports in affected areas should be advised not to discuss the voyage or cargo particulars with persons unconnected with the ship's business.

Smaller crews

9   The smaller crew numbers now found on board ships also favour the attacker. A small crew engaged in ensuring the safe navigation of their ship through congested or confined waters will have the additional onerous task of maintaining high levels of security surveillance for prolonged periods. Shipowners may wish to consider enhancing security watches if their ship is in waters or at anchor off ports, where attacks occur. Shipowners may wish to consider providing appropriate surveillance and detection equipment to aid their crews and protect their ships.

Recommended practices

10   The recommended practices outlined below are based on reports of incidents, advice published by commercial organizations and measures developed to enhance ship security. The extent to which the recommendations are followed or applied are matters solely for the owners or masters of ships operating in areas where attacks occur. The shipping industry would also benefit from consulting other existing recommendations, including those given by the ReCAAP ISC[3], the IMB Piracy Reporting Centre, BIMCO, ICS and other industry bodies.

11   Given that the masters are often required to follow multiple reporting procedures in these difficult circumstances, it is necessary to simplify these procedures as far as operationally feasible. It is therefore recommended that in the event of an occurrence masters should report all actual or attempted attacks of piracy and armed robbery or threats thereof, to:

> (i)   the nearest RCC or regional piracy focal point where applicable (e.g., ReCAAP ISC in the Asian region[4]),
> (ii)   the flag State, and
> (iii)   the IMB Piracy Reporting Centre[5].

12   The recommended actions are defined as phases related to any voyage in a piracy and armed robbery threat area. The phases define the main stages in all situations of pre-piracy or armed robbery, attempted piracy or armed robbery and confirmed piracy or armed robbery. Depending on the development of any one situation, they may or may not materialize. A list of phases is given in Appendix 3.

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[3]   The ReCAAP ISC collates and analyses information concerning piracy and armed robbery against ships, and publishes regular reports which identify patterns and trends, highlight good practices and recommend preventive measures.

[4]   See Appendices 1 and 2 to this circular regarding the information-sharing and incident-reporting processes generally and in the Asian region.

[5]   The IMB Piracy Reporting Centre is manned 24 hours a day and set up to receive and promulgate reports of attacks or attempted attacks worldwide.

The pre-piracy/armed robbery phase

13   Written procedures on how to prevent or suppress attacks of pirates and armed robbers should be found either in the ship's Safety Management System or in the ship security plan.

14   The entry into force of the ISPS Code and the ISM Code have made security assessments and risk assessments an integral part of the safety and security precautions. Measures to prevent and suppress piracy and armed robbery against ships should be part of either the emergency response procedures in the safety management system, or as a situation that requires increased alertness, should become a part of the procedures in the ship security plan.

15   All ships operating in waters or ports where attacks occur should carry out a security assessment as a preparation for development of measures to prevent attacks of pirates or armed robbers against ships and on how to react should an attack occur. This should be included as a part of the emergency response procedures in the safety management system or a part of the procedures in the ship security plan. The security assessment should take into account the basic parameters of the operation including:

> .1   the risks that may be faced including any information given on characteristics of piracy or armed robbery in the specific area;
>
> .2   the ship's actual size, freeboard, maximum speed, and the type of cargo;
>
> .3   the number of crew members available, their proficiency and training;
>
> .4   the ability to establish secure areas on board ship; and
>
> .5   the equipment on board, including any surveillance and detection equipment that has been provided.

16   The ship security plan[*] or emergency response procedures should be prepared based on the risk assessment, detailing predetermined responses to address increases and decreases in threat levels.

The measures should, *inter alia*, cover:

> .1   the need for enhanced surveillance and the use of lighting, surveillance and detection equipment;
>
> .2   controlling of access to the ship and the restricted areas on the ships by ships' personnel, passengers, visitors, etc.;
>
> .3   prevention of unauthorized intrusion by active and passive devices and measures, such as netting, wire, electric fencing, long-range acoustic devices, as well as the use, when appropriate, of security personnel on vessels transiting high-risk areas, and taking other measures to make it more difficult for pirates to board vessels. The safety of onboard personnel should always be taken into account when installing passive devices on board and awareness information should be provided;

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[*]   Guidance can be found in the ISPS Code.

.4   monitoring the security of the ship;

.5   crew responses, if a potential attack is detected or an attack is underway;

.6   the radio alarm procedures to be followed; and

.7   the reports to be made after an attack or an **attempted attack**.

Ship security plans or emergency response procedures should ensure that masters and crews are made fully aware of the risks involved during attacks by pirates or armed robbers. In particular, they should address the dangers that may arise if a crew adopts an aggressive response to an attack. Early detection of a possible attack may often be the **most effective deterrent**. Aggressive responses, once an attack is underway and, in particular, once the attackers have boarded the ship, could significantly increase the risk to the ship and those on board.

17   In accordance with the ship security plan, all doors allowing access to the bridge, engine-room, steering gear compartments, officers' cabins and crew accommodation should be secured and controlled in affected areas and should be regularly inspected. The use of surveillance equipment to monitor the areas as well as regular patrolling can be of merit. The intention should be to establish secure areas which attackers will find difficult to penetrate. Securing by locking or other means of controlling access to unattended spaces adjoining areas could also prove useful.

18   The shipowner, company, operator and master should bear in mind, the seafarer's need for shore leave and access to shore-based welfare facilities and medical care.

19   It is important that any response to an incident is well planned and executed, and those involved should be as familiar as possible with a ship environment. Therefore, those responsible within the security forces for responding to acts of piracy and armed robbery against ships, whether at sea or in port, should be trained in the general layout and features of the types of ships most likely to be encountered and shipowners in consultation with the flag State should cooperate with the security forces in providing access to their ships to allow the necessary onboard familiarization.

Routeing and delaying anchoring

20   If at all possible, ships should be routed away from areas where attacks are known to have taken place and, in particular, seek to avoid bottlenecks. When deciding on a ship's route the company should take into consideration the type of ship, the size and maximum speed as well as the freeboard and the dangerous nature of the cargo. If convoys are offered such a measure should also be considered to avoid serious attacks on ships at sea. If ships are approaching ports where attacks have taken place on ships at anchor, rather than ships underway, and it is known that the ship will have to anchor off port for some time, consideration should be given to delaying anchoring by longer routeing to remain well off shore or other methods by which the period during which the ship will be at risk is reduced. Contact with port authorities should ensure that berthing priorities are not affected. Charter party agreements should recognize that ships may need to delay arrival at ports where attacks occur either when no berth is available for the ship or offshore loading or unloading will be delayed for a protracted period.

Practise the implementation of the ship security plan

21   Prior to entering an area, where attacks have occurred, the ship's crew should have practised the procedures set down in the ship security plan. Alarm signals and procedures should have been thoroughly practised and training and drills carried out. If instructions are to be given over the ship's address systems or personal radios, they must be clearly understood by those who may not have fully mastered the language in which the instructions will be given.

22   In order to ensure higher vigilance upon entering the area where attacks occur, additional specific security briefings should be given to all ship personnel on the threats of piracy, re-emphasizing the procedures for reporting suspicious persons, objects or activities. Full or partial searches of the ship should be carried out regularly while in the area with heightened threat of attack.

23   It cannot be emphasized enough that all possible access points to the ship and any key and secure areas on it must be secured or controlled in port, at anchor and when underway in affected areas. Crews should be trained in the use of any additional surveillance or detection equipment installed on the ship. Planning and training must be on the basis that an attack will take place and not in the belief that with some luck it will not happen. Indications to attackers that the ship has an alert and trained crew implementing a ship security plan will help to deter them from attacking the ship.

Precautions at anchor or in port

24   In areas where attacks occur, the ships' masters should exercise vigilance when their ships are preparing to anchor or while at anchor. Furthermore, it is important to limit, record and control those who are allowed access to a ship when in port or at anchor. Photographing those who board the ship can be a useful deterrent or assist the identification of attackers who may have had access to the ship prior to their attack. Given that attackers may use knowledge of cargo manifests to select their targets, every effort should be made to limit the circulation of documents which give information on the cargoes on board or their location on the ship. Similar precautions should be taken in regard to the circulation of information on crew members' personal valuables and ship's equipment, as these items are also targeted by attackers.

25   Prior to leaving port, the ship should be thoroughly searched and all doors or access points secured or controlled. This is particularly important in the case of the bridge, engine-room, steering space and other vulnerable areas. Doors and access points should be regularly checked thereafter. The means of controlling doors or access points which would need to be used in the event of an emergency on board will need careful consideration. Ship or crew safety should not be compromised. Searches on board for intruders should be conducted in such a way that the safety of the crew performing these duties is not compromised.

26   Security guards employed in port or at anchorage on different ships should be in communication with each other and the port authorities during their watch. The responsibility for vetting such guards lies with the security personnel companies, which themselves should be vetted by the appropriate authorities.

Watchkeeping and vigilance

27   Maintaining vigilance is essential. All too often the first indication of an attack has been when the attackers appear on the bridge or in the master's cabin. Advance warning of a possible

attack will give the opportunity to sound alarms, alert other ships and the coastal authorities, illuminate the suspect craft, undertake evasive manoeuvring or initiate other response procedures. Signs that the ship is aware it is being approached can deter attackers.

28   When ships are in, or approaching areas of known risk of piracy or armed robbery, bridge watches and look-outs should be augmented, bearing in mind that many attacks are mounted from astern. Additional watches on the stern or covering radar "blind spots" should be considered. Companies should consider investing in low-light binoculars for bridge staff and look-outs. Radar should be constantly manned but it may be difficult to detect low profile fast moving craft on ship's radars. A yacht radar mounted on the stern may provide additional radar cover capable of detecting small craft approaching from astern when the ship is underway. Use of an appropriately positioned yacht radar when the ship is at anchor may also provide warning of the close approach of small craft.

29   It is particularly important to maintain a radar and visual watch for craft which may be trailing the ship when underway but which could close in quickly when mounting an attack. Small craft which appear to be matching the speed of the ship on a parallel or following course should always be treated with suspicion. When a suspect craft has been noticed, it is important that an effective all-round watch is maintained for fear the first craft is a decoy with the intention to board the ship from a second craft while attention is focused on the first.

30   In addition to the use of overt means of transmitting alerts, the ship security alert system could be used in the event of a piracy or armed robbery attack. It should, however, be borne in mind that certain non-disclosure issues prevail with regards to the configuration and locations of the system.

31   Companies owning or operating ships that frequently visit areas where attacks occur should consider the purchase and use of more sophisticated visual and electronic devices in order to augment both radar and visual watch capability against attackers' craft at night, thereby improving the prospects of obtaining an early warning of a possible attack. In particular, the provision of night vision devices, small radars to cover the blind stern arcs, closed circuit television and physical devices, such as barbed wire, may be considered. In certain circumstances non-lethal weapons such as acoustic devices, may also be appropriate. Infrared detection and alerting equipment may also be utilized.

Communications procedures

32   The master should ensure that an authorized person responsible for communications is on duty at all time when the ship is in, or approaching, areas where attacks occur. It should be ensured that ship-shore communication methods are tested and report intervals agreed prior to entering the high-risk area. The frequency of reporting should be maintained.

33   Shipowners should report attacks and attempted attacks to any national, regional or subregional reporting systems made available by Governments, including those run by security forces.

34   Where possible, ships raising alerts should specify that an act of "piracy/armed robbery" is in progress, in line with other distress categories such as "sinking" or "on fire". This could have a potential to improve the alerting process and speed of response.

35   Prior to entering areas where attacks have occurred and where the GMDSS installation on board does not have facility for automatically updating the "ship position" data from an associated electronic navigation aid, it is strongly recommended to enter the ship's position at regular intervals into the appropriate communications equipment manually. It is recommended that owners initiate the GMDSS INMARSAT "C" alarm programme before entering affected areas for use when appropriate.

36   When entering waters where piracy or armed robbery activities have been reported – especially if the AIS is turned off for security reasons – the ship should routinely transmit its position to the shipping company at given intervals, thereby giving the shipping company a first notice that something is amiss if the transmissions are interrupted. Masters should act in accordance with the guidance in resolution A.917(22) on Guidelines for the onboard operational use of shipborne automatic identification systems (AIS) and resolution A.956(23) on Amendments to the guidelines for the onboard operational use of shipborne automatic identification systems (AIS) (resolution A.917(22)) concerning the turning off of AIS. In the event of an attack, masters should ensure to the extent feasible that AIS is turned on and transmitting to enable security forces to locate the vessel.

Radio watchkeeping and responses

37   A constant radio watch should be maintained with the appropriate shore or naval authorities when in areas where attacks have occurred. Continuous watch should also be maintained on all distress and safety frequencies channels or frequencies which could have been determined by local authorities for certain areas. Ships should also ensure all maritime safety information broadcasts for the area monitored. As it is anticipated that INMARSAT's enhanced group calling system (EGC) will normally be used for such broadcasts using the SafetyNET service, owners should ensure a suitably configured EGC receiver is continuously available when in, or approaching areas where there is risk of attack. Owners should also consider fitting a dedicated receiver for this purpose, i.e. one that is not incorporated into a Ship Earth Station used for commercial purposes to ensure no urgent broadcasts are missed.

38   IMO recommends in MSC.1/Circ.1333 that Governments should arrange for RCCs to be able to pass reports of attacks to the appropriate security forces. As for the reports from the ship, see paragraphs 11, and 39 to 44, below.

39   If suspicious movements are identified which may result in an imminent attack, the ship is advised to contact the relevant RCC, the flag State or other relevant information centres such as the IMB Piracy Reporting Centre or the ReCAAP ISC. Where the master believes these movements could constitute a direct danger to navigation, consideration should be given to broadcasting an "All stations (CQ)" "danger message" as a warning to other ships in the vicinity as well as advising the appropriate RCC. A danger message should be transmitted in plain language using the "safety" priority. All such measures shall be preceded by the safety signal (Sécurité)[6].

40   When, in his/her opinion, there is conclusive evidence that the safety of the ship is threatened, the master should immediately contact the relevant RCC or, in certain areas, with the radio stations which could have been recommended by local authorities, and if considered appropriate, authorize broadcast of an "All Stations" "Urgent Message" any radiocommunications

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[6]   Specific guidance in respect of waters off the coast of Somalia has been issued as MSC.1/Circ.1332 and also MSC.1/Circ.1302.

service he/she considers appropriate or which could have been recommended by local authorities, e.g., INMARSAT, etc. All such messages shall be preceded by the appropriate Urgency signal (PAN PAN) and/or a DSC call using the "all ships urgency" category. If the Urgency signal has been used and an attack does not, in fact, develop, the ship should cancel the message as soon as it knows that action is no longer necessary. This message of cancellation should likewise be addressed to "all stations".

41   Should an attack occur and, in the opinion of the master, the ship or crew are in grave and imminent danger requiring immediate assistance, the master should immediately authorize the broadcasting of a distress message, preceded by the appropriate distress alerts (MAYDAY, DSC, etc.), using all available radiocommunications systems. To minimize delays, if using a ship earth station, ships should ensure the coast earth station associated with the RCC is used. For ships subject to the ISPS Code, a distress signal should also be sent to the flag State using the most expeditious means for example the ships security alert system. All ships should however report the attack to the flag State to help the investigation of incidents involving ships entitled to fly their flag.

42   The ship may be able to send a covert piracy alert to an RCC. However, as pirates may be on board the ship and within audible range of the communication equipment, when the RCC sends an acknowledgement of receipt and attempts to establish communication, they could be alerted to the fact that a piracy alert has been transmitted. This knowledge may serve to further endanger the lives of the crew on board the ship. RCCs and others should, therefore, be aware of the danger of unwillingly alerting the pirates that a distress alert or other communication has been transmitted by the ship.

43   Masters should bear in mind that the distress signal is provided for use only in case of **imminent** danger and its use for less urgent purposes might result in insufficient attention being paid to calls from ships really in need of immediate assistance. Care and discretion must be employed in its use, to prevent its devaluation in the future. Where the transmission of the Distress signal is not fully justified, use should be made of the Urgency signal. The Urgency signal has priority over all communications other than distress.

Standard ships' message formats

44   The standard ships' message formats given in Appendix 4 should be used for all piracy/armed robbery initial and follow-up alert reports.

Lighting

45   Ships should use the maximum lighting available consistent with safe navigation, having regard in particular to the provisions of Rule 20(b) of the 1972 Collision Regulations. Bow and overside lights should be left on if it can be done without endangering navigation. Ships must not keep on deck lights when underway, as it may lead other ships to assume the ship is at anchor. Wide beam floods could illuminate the area astern of the ship. Signal projector lights can be used systematically to probe for suspect craft using the radar guidance if possible. So far as is practicable crew members on duty outside the ship's secure areas when in port or at anchor should avail themselves of shadow and avoid being silhouetted by deck lights as this may make them targets for seizure by approaching attackers.

46   Based on specific information on acts of piracy and armed robbery at sea in specific regions, ships may consider travelling blacked out except for mandatory navigation lights. This may prevent attackers establishing points of reference when approaching a ship. In addition, turning on the ship's lights as attackers approach could alert them that they have been seen, dazzle them and encourage them to desist. It is difficult, however, to maintain full blackout on a merchant ship. The effectiveness of this approach will ultimately depend in part on the level of moonlight, but primarily on the vigilance of the ship's crew. While suddenly turning on the ship's light may alarm or dazzle attackers, it could also place the crew at a disadvantage at a crucial point through temporary loss of their night vision.

Secure areas

47   In accordance with the ship security plan, all doors allowing access to the bridge, engine-room, steering gear compartments, officers' cabins and crew accommodation should be secured and controlled at all times and should be regularly inspected. The intention should be to establish secure areas which attackers will find difficult to penetrate. Consideration should be given to the installation of special access control systems to the ship's secure areas. Ports, scuttles and windows which could provide access to such secure areas should be securely closed and should have laminated glass, if possible. Deadlights should be shut and clipped tightly. The internal doors within secure areas which give immediate access to key areas such as the bridge, radio room, engine-room and master's cabin should be strengthened and have special access control systems and automatic alarms.

48   Securing doors providing access to, and egress from, secure or key areas may give rise to concern over safety in the event of an accident. In any situation where there is a conflict between safety and security, the safety requirements should be paramount. Nevertheless, attempts should be made to incorporate appropriate safety provisions while allowing accesses and exits to be secured or controlled.

49   Owners may wish to consider providing closed-circuit television (CCTV) coverage and recording of the main access points to the ship's secure areas, the corridors approaching the entrances to key areas and the bridge. The allocation of additional personnel to guarding and patrolling of restricted areas can be a useful preventive measure.

50   To prevent seizure of individual crew members by attackers – seizure and threatening a crew member is one of the more common means of attackers gaining control over a ship – all crew members not engaged on essential outside duties should remain within a secure area during the hours of darkness. Those whose duties necessarily involve working outside such areas at night should remain in regular communication with the bridge, it may be the first indication of an attack if the watchkeeper does not report in, if manning permits work in pairs, make irregular rounds on the deck and should have practised using alternative routes to return to a secure area in the event of an attack. Crew members who fear they may not be able to return to a secure area during an attack should select places in advance in which they can take temporary refuge.

51   There should be designated muster areas within the ship's secure areas where the crew can muster during an attack and communicate their location and numbers to the bridge.

Alarms

52   Alarm signals, including the ship's whistle, should be sounded on the approach of attackers. Alarms and signs of response can discourage attackers. Alarm signals or announcements which provide an indication at the point at which the attacker may board, or have boarded, may help crew members in exposed locations select the most appropriate route to return to a secure area. Announcements made by the crew should be made in the working language of the ship.

53   The crew initial familiarization checklist should specifically state the various alarms used on board the vessel, the response and muster station to each of these alarms. The alarms and alarm signals should be standardized throughout the fleet and not be specific.

Use of distress flares

54   The only flares authorized for carriage on board ship are intended for use if the ship is in distress and is in need of immediate assistance. As with the unwarranted use of the distress signal on the radio (see paragraph 43 above), use of distress flares simply to alert shipping rather than to indicate that the ship is in grave and imminent danger may reduce their effect in the situations in which they are intended to be used and responded to. Radio transmissions should be used to alert shipping of the risk of attacks rather than distress flares. Distress flares should only be used when the master considers that the attackers' actions are putting his/her ship in imminent danger.

Use of defensive measures

55   Experiences show that robust actions from the ship which is approached by pirates may discourage the attackers. Outrunning attacks may be an appropriate preventive manoeuvre. If the situation permits, the speed should be increased and maintained at the maximum level. Provided that navigational safety allows, masters should also consider "riding off" attackers' craft by heavy wheel movements and turning into wind so as to remove any lee from either side of the ship. Heavy wheel movements should only be used when attackers are alongside and boarding is imminent. The effect of the bow wave and wash may deter would-be attackers and make it difficult for them to attach poles or grappling irons to the ship. Manoeuvres of this kind should not be used in confined or congested waters or close inshore or by ships constrained by their draught in the confined deep water routes found, for example, in the Straits of Malacca and Singapore.

Use of passive and non-lethal devices

56   The use of passive and non-lethal measures such as netting, wire, electric fencing, and long-range acoustic devices may be appropriate preventive measures to deter attackers and delay boarding.

57   The use of water hoses should also be considered though they may be difficult to train if evasive manoeuvring is also taking place. Water pressures of 80 lb per square inch and above have deterred and repulsed attackers. Not only does the attacker have to fight against the jet of water but the flow may swamp his/her boat and damage engines and electrical systems. Special fittings for training hoses could be considered which would also provide protection for the hose operator. A number of spare fire hoses could be rigged and tied down to be pressurized at short notice if a potential attack is detected.

58   Employing evasive manoeuvres and hoses must rest on a determination to successfully deter attackers or to delay their boarding to allow all crew members to gain the sanctuary of secure areas. Continued heavy wheel movements with attackers on board may lessen their confidence that they will be able to return safely to their craft and may persuade them to disembark quickly. However, responses of this kind could lead to reprisals by the attackers if they seize crew members and should not be engaged in unless the master is convinced he can use them to advantage and without risk to those on board. They should not be used if the attackers have already seized crew members.

Firearms

59   With respect to the carriage of firearms on board, masters, shipowners and companies should be aware that ships entering the territorial sea and/or ports of a State are subject to that State's legislation. It should be borne in mind that importation of firearms is subject to port and coastal State regulations. It should also be borne in mind that carrying firearms may pose an even greater danger if the ship is carrying flammable cargo or similar types of dangerous goods.

Non-arming of seafarers

60   The carrying and use of firearms by seafarers for personal protection or for the protection of a ship is strongly discouraged. Seafarers are civilians and the use of firearms requires special training and aptitudes and the risk of accidents with firearms carried on board ship is great. Carriage of arms on board ship may encourage attackers to carry firearms or even more dangerous weapons, thereby escalating an already dangerous situation. Any firearm on board may itself become an attractive target for an attacker.

61   It should also be borne in mind that shooting at suspected pirates may impose a legal risk for the master, shipowner or company, such as collateral damages. In some jurisdictions, killing a national may have unforeseen consequences even for a person who believes he or she has acted in self defence. Also the differing customs or security requirements for the carriage and importation of firearms should be considered, as taking a small handgun into the territory of some countries may be considered an offence.

Use of unarmed security personnel

62   The use of unarmed security personnel is a matter for individual shipowners, companies, and ship operators to decide. The use of unarmed security personnel to provide security advice and an enhanced lookout capability could be considered.

Use of privately contracted armed security personnel

63   If armed security personnel are allowed on board, the master, shipowner, operator and company should take into account the possible escalation of violence and other risks. However, the use of privately contracted armed security personnel on board merchant ships and fishing vessels is a matter for flag State to determine in consultation with shipowners, operators and companies. Masters, shipowners, operators and companies should contact the flag State and seek clarity of the national policy with respect to the carriage of armed security personnel. All legal requirements of flag, port and coastal States should be met.

Military teams or law enforcement officers duly authorized by Government

64   The use of military teams or law enforcement officers duly authorized by the Government of the flag State to carry firearms for the security of merchant ships or fishing vessels is a matter for the flag State to authorize in consultation with shipowners, operators and companies. The carriage of such teams may be required or recommended when the ship is transiting or operating in areas if high risk. Due to rules of engagement defined by their Government, or in coalition with other Governments, boarding conditions should be defined by the States involved, including the flag State. The shipowner, operator and company should always consult the flag State prior to embarking such teams.

The phases of suspected or attempted piracy/armed robbery attack

Suspected piracy/armed robbery vessel detected

65   Early detection of suspected attacks must be the first line of defence. If the vigilance and surveillance has been successful, a pirate/armed robbery vessel will be detected early. This is the stage at which the security forces of the nearest littoral or coastal State must be informed through the RCC, using the ships' message format contained in Appendix 4. The ship's crew should be warned and, if not already in their defensive positions, they should move to them. Appropriate passive and active measures, such as evasive manoeuvres and hoses should be vigorously employed as detailed in the preparation phase or in the ship's security plan.

66   Shipowners, company, ship operator and master should be aware of any UN Security Council, IMO or any other UN resolutions on piracy and armed robbery against ships and any recommendations therein relevant to the shipowner, operator, master and crew when operating in areas where piracy or armed robbery against ships occur.

Being certain that piracy/armed robbery will be attempted

67   If not already in touch with the security forces of the littoral coastal State, efforts should be made to establish contact. Crew preparations should be completed and, where a local rule of the road allows ships under attack to do so, a combination of sound and light signals should be made to warn other ships in the vicinity that an attack is about to take place. Vigorous manoeuvring should be continued and maximum speed should be sustained if navigation conditions permit. Nothing in these guidelines should be read as limiting the master's authority to take action deemed necessary by the master to protect the lives of passengers and crew.

Pirate/armed robbery vessel in proximity to, or in contact with, own ship

68   Vigorous use of hoses in the boarding area should be continued. It may be possible to cast off grappling hooks and poles, provided the ship's crews are not put to unnecessary danger.

69   While giving due consideration to safety of crew, vessel and environment it is recommended that masters should not slow down and stop, as far as practicable, when pursued by or fired upon by pirates/armed robbers intending to board and hijack the vessel. Where the pirates/armed robbers operate from a mother ship, masters should consider steering away from the mother ship thus increasing the distance between the attacking craft and the mother ship.

Pirates/armed robbers start to board ship

70   Timing during this phase will be critical and as soon as it is appreciated that a boarding is inevitable all crew should be ordered to seek their secure positions and activate any systems for raising the alarm including the ship security alert system.

Pirates/armed robbers have succeeded in entering ship

71   Early detection of potential attacks must be the first line of defence, action to prevent the attackers actually boarding the second, but there will be incidents when attackers succeed in boarding a ship. The majority of pirates and armed robbers are opportunists seeking an easy target and time may not be on their side, particularly if the crews are aware they are on board and are raising the alarm. However, the attackers may seek to compensate for the pressure of time they face by escalating their threats or the violence they employ. When attackers are on board the actions of the master and crew should be aimed at:

        .1   securing the greatest level of safety for those on board the ship;

        .2   seeking to ensure that the crew remain in control of the navigation of the ship; and

        .3   securing the earliest possible departure of the attackers from the ship.

72   The options available to the master and crew will depend on the extent to which the attackers have secured control of the ship, e.g., by having gained access to the bridge or engine-room, or by seizing crew members who they can threaten, to force the master or crew to comply with their wishes. However, even if the crew are all safely within secure areas, the master will always have to consider the risk to the ship the attackers could cause outside those areas, e.g., by using firebombs to start fires on a tanker or chemical carrier.

73   If the master is certain that all his/her crew are within secure areas and that the attackers cannot gain access or by their actions outside the secure areas they do not place the entire ship at imminent risk, then he/she may consider undertaking evasive manoeuvres of the type referred to above to encourage the attackers to return to their craft.

74   The possibility of a sortie by a well-organized crew has, in the past, successfully persuaded attackers to leave a ship but the use of this tactic is only appropriate if it can be undertaken at no risk to the crew. For an action like this to be attempted the master must have clear knowledge of where the attackers are on the ship, that they are not carrying firearms or other potentially lethal weapons and that the number of crew involved significantly outnumbers the attackers they will face. If a sortie party can use water hoses, they stand an increased chance of success. The intention should be to encourage the attackers back to their craft. Crew members should not seek to come between the attackers and their craft nor should they seek to capture attackers as to do so may increase the resistance the attackers offer which will, in turn, increase the risk faced by members of the sortie party. Once outside the secure area, the sortie party should always stay together. Pursuit of an individual attacker by a lone crew member may be attractive but if it results in the crew member being isolated and seized by the attackers, the advantage turns to the attackers. Crew members should operate together and remain in constant communication with the bridge and should be recalled if their line of withdrawal to a secure area is threatened.

75   If the crew do apprehend an attacker, he/she should be placed in secure confinement and well cared for. Arrangements should be made to transfer him/her to the custody of officers of the security forces of a coastal State at the earliest possible opportunity. Any evidence relating to these activities should also be handed over to the authorities who take him/her into custody.

The pirates/armed robbers begin to gain control and take one or more of the ship's crew into their custody

76   If the attackers have gained control of the engine-room or bridge, have seized crew members or can pose an imminent threat to the safety of a ship, the master or officer in charge should remain calm and, if possible, seek to negotiate with the attackers with the intention of maintaining the crew's control over the navigation of the ship, the safe return of any hostages they may hold and the early departure of the attackers from the ship. There will be many circumstances when compliance with the attackers' demands will be the only safe alternative and resistance or obstruction of any kind could be both futile and dangerous. An extract from United Nations Guidance on surviving as a hostage is given in Appendix 4.

77   In the event of attackers gaining temporary control of the ship, crew members should, if it is safe and practicable, leave Close Circuit Television (CCTV) records running.

78   As there have been occasions when entire crews have been locked up, consideration should be given to secreting equipment within areas in which the crew could be detained to facilitate their early escape.

79   In the event of hijacking a ship, the shipping company should seek expert advice and assistance from professionals to the effect of the safe return of the crew, as handling these situations have shown to be time-consuming and stressful for all parties involved.

The pirates/armed robbers have stolen property/money, etc.

80   At this stage it is essential that the pirates/armed robbers are assured that they have been given everything they demand and a strong reassurance that nothing has been secreted may persuade the pirates/armed robbers to leave.

The pirates/armed robbers start to disembark from the ship

81   If the crew are in their secure positions, it would be unwise of them to leave this security until it is confirmed that the pirates/armed robbers have left the ship.

The pirates/armed robbers have disembarked from the ship

82   A pre-arranged signal on the ship's siren will alert the crew to the "all clear". The company Security Officer should be informed accordingly.

Action after an attack and reporting incidents

83   Immediately after securing the safety of the ship and crew a post attack report (Follow-up report, as shown in Ships' message formats in Appendix 5) should be made to the relevant RCC and, through them, to the security forces of the coastal State concerned. As well as information on the identity and location of the ship, any injuries to crew members or damage to the ship should be

reported, as should the direction in which the attackers departed together with brief details of their numbers and, if possible, a description of their craft. If the crew have apprehended an attacker, that should also be reported in this report.

84   If an attack has resulted in the death of, or serious injury to, any person on board the ship or serious damage to the ship itself, an immediate report should also be sent to the ship's maritime Administration. In any event a report of an attack is vital if follow-up action is to be taken by the ship's maritime Administration. The shipowner, companies, ship operators, shipmasters and crew should cooperate with the investigators and provide the requested information.

85   Any CCTV or other recording of the incident should be secured. If practicable, areas that have been damaged or rifled should be secured and remain untouched by crew members pending possible forensic examination by the security forces of a coastal State. Crew members who came into contact with the attackers should be asked to prepare an individual report on their experience noting, in particular, any distinguishing features which could help subsequent identification of the attackers. A full inventory, including a description of any personal possessions or equipment taken, with serial numbers when known, should also be prepared.

86   As soon as possible after the incident, a fuller report should be transmitted to the authorities of the coastal State in whose waters the attack occurred or, if on the high seas, to the authorities of the nearest coastal State. Due and serious consideration should be given to complying with any request made by the competent authorities of the coastal State to allow officers of the security forces to board the ship, take statements from crew members and undertake forensic and other investigations. Copies of any CCTV recordings, photographs, etc., should be provided if they are available.

87   Ships should take the necessary precautions, and implement the necessary procedures to ensure rapid reporting of any case of attack or attempted attack to the authorities in the relevant coastal States to enhance the possibility of security forces apprehending the attackers.

88   Any report transmitted to a coastal State should also be transmitted to the ship's maritime Administration at the earliest opportunity. A complete report of the incident, including details of any follow-up action that was taken or difficulties that may have been experienced, should eventually be submitted to the ship's maritime Administration. The report received by maritime Administrations may be used in any diplomatic approaches made by the flag State to the Government of the coastal State in which the incident occurred. This will also provide the basis for the report to IMO.

89   The format required for reports to IMO through maritime Administrations or international organizations is attached at Appendix 6. Indeed, at present the lack of adequate and accurate reporting of attacks is directly affecting the ability to secure governmental and international action. Reports may also contribute to future refining and updating any advice that might be issued to ships.

90   Reports to the RCC, coastal State and the ship's maritime Administration should also be made if an attack has been unsuccessful.

91   Using RCCs, as recommended by IMO in MSC/Circ.1073, will eliminate communication difficulties.

On leaving piracy/armed robbery high-risk/high-probability areas

92   On leaving piracy/armed robbery threat areas, shipmasters should make certain that those spaces that need to be unlocked for safety reasons are unlocked, unrig hoses and revert to normal watchkeeping/lighting. However, though ships may be operating outside high-risk/high-probability areas, ship masters may, at their discretion, have ready their anti-piracy/robbery measures in view that the pirates/robbers may attack outside these areas.

Post-incident follow-up

93   A debriefing should be conducted by the owner/master, SSO and CSO to learn from the attack and identify areas of improvement. The debriefing should be conducted immediately after the incident so that the events are fresh and should involve the entire crew.

94   The shipowner should be aware that the seafarer may suffer from trauma or similar condition after being victimized under an attack from pirates or armed robbers. The shipowner should offer advice from professionals if the seafarer wishes such assistance. An important first step in reducing the risk from trauma is for masters to debrief crew immediately after the attack or release of a vessel in order to get crew to confront their experiences. An important second step is for counselling professionals to debrief crew as soon as possible after the attack or release of the vessel in order to assist the crew to manage their experiences.

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APPENDIX 1

STATISTICS, FLOW DIAGRAMS AND OTHER RELEVANT INFORMATION

Flow diagram for attacks in coastal waters

APPENDIX 2

Flow Diagram for Reporting Incidents in Asia

Legend: Radio/GMDSS   :
         Fastest means   :
         Follow-up comms   :

Notes:

1. *In the Asian region, the RCCs of some ReCAAP Contracting Parties are also their ReCAAP Focal Points (FPs). These Focal Points also disseminate incident information internally to their respective RCCs, maritime authorities and law enforcement agencies as appropriate.*
2. *Coastal States (in the context of this addendum) refer only to those who are Contracting Parties to the ReCAAP.*
3. *The incident reporting process in Asia does not change other reporting processes for incidents already in practice.*

APPENDIX 3

**"PHASES" RELATED TO VOYAGES
IN PIRACY AND ARMED ROBBERY THREAT AREAS**

Phase Symbol	Phase Description
A	Approaching a piracy/armed robbery threat area (1 hour prior to entering)
B	Entering a piracy/armed robbery threat area
C	Inside a piracy/armed robbery threat area, but no suspect piracy/armed robbery vessel detected
D	Inside a piracy/armed robbery threat area: suspect piracy/armed robbery vessel detected
E	Certainty that piracy/armed robbery will be attempted
F	Pirate/armed robbery vessel in proximity to, or in contact with, own ship
G	Pirates/armed robbers start attempts to enter ship
H	Pirates/armed robbers have succeeded in entering ship
I	Pirates/armed robbers have one or more of the ship's personnel in their control/custody
J	The pirates/armed robbers have gained access to the bridge or the master's office
K	The pirates/armed robbers have stolen property/money, etc.
L	The pirates/armed robbers start to disembark
M	The pirates/armed robbers have disembarked
N	The pirate/armed robbery vessel is no longer in contact with the ship
O	Own ship leaves the piracy/armed robbery threat area

APPENDIX 4

EXTRACT FROM UN GUIDANCE ON SURVIVING AS A HOSTAGE

Introduction

Over the past few years the number of seafarers who have been kidnapped or taken hostage has increased substantially. Every hostage or kidnap situation is different. There are no strict rules of behaviour; however, there are a number of steps which you can take to minimize the effects of detention and enhance your ability to cope and to see the incident through to a successful release.

Survival considerations

These techniques have been successfully employed by others who have been taken hostage:

- No one can tell an individual whether he or she should resist or not if taken hostage/kidnapped. This decision must be made by each person's own assessment of the circumstances. Resisting the attempt may be extremely risky. You may be injured if you attempt to resist armed individuals. It is possible that you will immediately be blindfolded and drugged.

- Being taken hostage is probably one of the most devastating experiences a seafarer can undergo. The first 15 to 45 minutes of a hostage situation are the most dangerous. Follow the instructions of your captors. They are in a highly emotional state, regardless of whether they are psychologically unstable or caught in an untenable situation. They are in a fight or flight reactive state and could strike out. Your job is to survive. After the initial shock wears off, your captors are able to better recognize their position. Be certain you can explain everything on your person.

- Immediately after you have been taken, pause, take a deep breath and try to relax. Fear of death or injury is a normal reaction to this situation. Recognizing your reactions may help you adapt more effectively. A hostage usually experiences greatest anxiety in the hours following the incident. This anxiety will begin to decline when the person realized he/she is still alive – at least for now – and a certain routine sets in. Feelings of depression and helplessness will continue throughout captivity and most hostages will feel deeply humiliated by what they undergo during captivity. Most hostages, however, will quickly adapt to the situation. Remember your responsibility is to survive.

- Do not be a hero; do not talk back or act "tough". Accept your situation. Any action on your part could bring a violent reaction from your captors. Past experiences show that those who react aggressively place themselves at greater risk than those who behave passively.

- Keep a low profile. Avoid appearing to study your abductors, although, to the extent possible, you should make mental notes about their mannerisms, clothes and apparent rank structure. This may help the authorities after your release.

- Be cooperative and obey hostage-takers' demands without appearing either servile or antagonistic. Be conscious of your body language as well as your speech. Respond simply if you are asked questions by the hijackers. Do not say or do anything to arouse the hostility or suspicious of your captors. Do not be argumentative. Act neutral and be a good listener to your captors. Do not speak unless spoken to and then only when necessary. Be cautious about making suggestions to your captors, as you may be held responsible if something you suggest goes wrong.

- Anticipate isolation and possible efforts by the hostage-takers to disorient you. Your watch may be taken away so you are unable to determine whether it is night or day. Nevertheless, try to maintain a routine.

- Try to appear uninterested as to what is going on around you. Sleep, read a book, etc. When so occupied, you will be less influenced by what is going on around you, and hijackers do not bother people who are not a threat to them.

- Try to keep cool by focusing your mind on pleasant scenes or memories or prayers. Try to recall the plots of movies or books. This will keep you mentally active. You must try to think positively. Try to maintain a sense of humour. It will lessen anxiety.

- Ask for anything you need or want (medicines, books, paper). All they can say is no.

- Build rapport with your captors. Find areas of mutual interest which emphasize personal rather than political interests. An excellent topic of discussion is family and children. If you speak their language, use it – it will enhance communications and rapport.

- Bear in mind that hostages often develop a positive attitude towards their captors. This is known as "Stockholm Syndrome", after an incident involving hostages at a Swedish bank. In addition, as the hostage identifies with his/her captors, a negative attitude towards those on the outside may develop.

- You may be asked to sign notes verifying that you are alive or you may be asked to write a "confession" that you or the organization have been involved in nefarious activities. The decision to sign these is an individual one based on the situation. Some hostages refuse to sign unless the language of the note is changed. This may help bolster your morale and make your feel less helpless. It can also serve to command a certain degree of respect from the captors.

- Exercise daily. Develop a daily physical fitness programme and stick to it. Exercises will keep your mind off the incident and will keep your body stimulated. If possible, stay well-groomed and clean.

- As a result of the hostage situation, you may have difficulty retaining fluids and may experience a loss of appetite and weight. Try to drink water and eat even if you are not hungry. It is important to maintain your strength.

- Do not make threats against hostage-takers or give any indication that you would testify against them. If hostage-takers are attempting to conceal their identity, give no indication that you recognize them.

- Try to think of persuasive reasons why hostage-takers should not harm you. Encourage them to let authorities know your whereabouts and condition. Suggest ways in which you may benefit your captors in negotiations that would free you. It is important that your abductors view you as a person worthy of compassion and mercy. Never beg, plead or cry. You must gain your captors' respect as well as sympathy.

- If you end up serving as a negotiator between hostage-takers and authorities, make sure the messages are conveyed accurately. Be prepared to speak on the radio or telephone.

- Escape only if you are sure you will be successful. If you are caught, your captors may use violence to teach you and others a lesson.

- At every opportunity, emphasize that, as a seafarer you are neutral and not involved in politics.

- If there is a rescue attempt by force, drop quickly to the floor and seek cover. Keep your hands over your head. When appropriate, identify yourself. In many cases, former hostages feel bitter about the treatment they receive after their release. Most hostages feel a strong need to tell their story in detail. If assistance in this regard is not provided, request a post-traumatic stress debriefing. Bear in mind that the emotional problems of a former hostage do not appear immediately. Sometimes they appear months later. Whatever happens, readjustment after the incident is a slow process requiring patience and understanding. As soon as the hostage realizes that he or she is a normal person having a normal reaction to an abnormal situation, the healing process can begin.

- Be patient.

APPENDIX 5

SHIPS' MESSAGE FORMATS

Report 1 - Initial message - Piracy/armed robbery attack alert

1   Ship's name and, callsign, IMO number, INMARSAT IDs (plus ocean region code) and MMSI

         MAYDAY/DISTRESS ALERT (see note)

         URGENCY SIGNAL

         PIRACY/ARMED ROBBERY ATTACK

2   Ship's position (and time of position UTC)

                  Latitude   Longitude
                  Course Speed   KTS

3   Nature of event

Note: It is expected that this message will be a Distress Message because the ship or persons will be in grave or imminent danger when under attack. Where this is not the case, the word MAYDAY/DISTRESS ALERT is to be omitted.

                  Use of distress priority (3) in the INMARSAT system will not require MAYDAY/ DISTRESS ALERT to be included.

Report 2 - Follow-up report - Piracy/armed robbery attack alert

1   Ship's name and, callsign, IMO number

2   Reference initial PIRACY/ARMED ROBBERY ALERT

3   Position of incident
         Latitude   Longitude
         Name of the area

4   Details of incident, e.g.:
         While sailing, at anchor or at berth?
         Method of attack
         Description/number of suspect craft
         Number and brief description of pirates/robbers
         What kind of weapons did the pirates/robbers carry ?
         Any other information (e.g., language spoken)
         Injuries to crew and passengers
         Damage to ship (Which part of the ship was attacked?)
         Brief details of stolen property/cargo
         Action taken by the master and crew

Was incident reported to the coastal authority and to whom?
Action taken by the Coastal State

5   Last observed movements of pirate/suspect craft, e.g.:
Date/time/course/position/speed

6   Assistance required

7   Preferred communications with reporting ship, e.g.:
Appropriate Coast Radio Station
HF/MF/VHF
INMARSAT IDs (plus ocean region code)
MMSI

8   Date/time of report (UTC)

APPENDIX 6

**FORMAT FOR REPORTING TO IMO THROUGH MARITIME
ADMINISTRATIONS OR INTERNATIONAL ORGANIZATIONS**

2* Ship's name and IMO number
    Type of ship
    Flag
    Gross tonnage
3   Date and time
4   Latitude   Longitude
    Name of the area**
    While sailing, at anchor or at berth?
5   Method of attack
    Description/number of suspect craft
    Number and brief description of pirates/robbers
    What kind of weapons did the pirates/robbers carry ?
    Any other information (e.g., language spoken)
6   Injuries to crew and passengers
    Damage to ship (Which part of the ship was attacked?)
    Brief details of stolen property/cargo
7   Action taken by the master and crew
8   Was incident reported to the coastal authority and to whom?
9   Reporting State or international organization
10 Action taken by the coastal State

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*   Corresponding to the column numbers in the annex to the IMO monthly circulars

**   The following definition of piracy is contained in article 101 of the 1982 United Nations Convention on the Law
        of the Sea (UNCLOS):

        "Piracy consists of any of the following acts:
        (a) any illegal acts of violence or detention, or any act of depredation, committed for private ends by the
             crew or the passengers of a private ship or a private aircraft, and directed:
             (i)   on the high seas, against another ship or aircraft, or against persons or property on board such ship
                   or aircraft;
             (ii) against a ship, aircraft, persons or property in a place outside the jurisdiction of any State;
        (b) any act of voluntary participation in the operation of a ship or of an aircraft with knowledge of facts
             making it a pirate ship or aircraft;
        (c) any act inciting or of intentionally facilitating an act described in subparagraph (a) or (b)."

APPENDIX 7

DECALOGUE OF SAFETY

1   Watch over the ship and the cargo

It is the duty of every Master to take care of the cargo and take precautionary measures for the complete safety of the ship, as well as that of the activities carried out on board by the crew or other persons employed on board. All crew members should co-operate in the vigilance, in their own interests, communicating any suspicious activity to the Officer of the Watch.

2   Illuminate the ship and its side

Keep the ship illuminated, particularly, the outer side and the whole length of the deck, using high powered floodlights. Bad visibility impedes the action of the watchmen, constituting a favourable factor for unlawful activities. Do not forget what is recommended in rules 2 and 30 of the COLREG.

3   Establish communication for outside support

Whenever possible, install a telephone line with easy access for the watchman or crew member on duty. Ask for assistance by the telephone.

Remember also the list of stations which will be on permanent watch on VHF - channel 16. These stations can forward the request for assistance to the competent authorities.

4   Control of accesses to the cargo and to living quarters

The Master's cabin is one of the main objectives of the assailants who are looking for money and the master keys to other living quarters, to steal the crew's personal effects of value and nautical equipment from the bridge. The cabins and other living quarters should be kept locked whenever their occupants are absent.

Normally cargo will only be the object of robbery or theft if the criminals have advance knowledge of the contents, through information collected by unscrupulous persons who have access to the bill of lading. Attempt to stow the containers with valuable cargo in a manner to obstruct their doors. Isolate the means of access to the ship and also the accesses to the internal areas, creating a sole way of entry and exit by the gangway, guaranteeing its control by the watchman posted there.

5   Keep the portholes closed

Open portholes can be an easy access to clever criminals: close them with the clips in place always when you leave. Try also to keep the accesses to internal areas locked, guaranteeing the entry and exit by the gangway watchman.

6   Do not leave valuables exposed

Try to reduce the opportunities of robbery by putting all portable equipment which is not in use to its place of storage. Valuables left exposed tempt opportunistic thieves, keep them in safe place under lock and key.

7   Keep the gangways raised

At anchorages and in port, make the access difficult by keeping the gangways and rope ladders raised. In port, only leave the gangway to the dockside down.

8   In case of an assault

  I -   do not hesitate to sound the ship's general alarm in case of a threat of assault;

  II -   try to keep adequate lighting to permanently dazzle the opponents, in case of an attempt by strangers to climb the ship's side;

  III -   raise the alarm, by VHF - channel 16, to the ships in the area and to the permanent watch system of the authorities ashore (cite the existing structure in the port). The efficiency of assistance by the security forces depends on an early alarm;

  IV -   sound the alarm with intermittent blasts on the siren and use visual alarms with floodlights and signalling rockets;

  V -   if appropriate, to protect the lives of those onboard, use measures to repel the boarding by employing powerful floodlights for dazzling the aggressors or using jets of water or signalling rockets against the areas of boarding; and

  VI -   do not attempt any heroic acts.

9   Keep the contracted watchmen under the control of the officer of the watch

Demand a good watchman service. Make them identify all persons that enter and leave the ship. Recommend that the crew co-operate with the control. Do not allow the watchman to leave the gangway, unless he is relieved by another watchman or a crew member.

10   Communicate to the police any occurrence relating to robbery, theft or assault

Occurrences involving assault or robbery should be communicated to the Security forces, for the pertinent legal steps to be taken.

This information will make possible the study of measures to be adopted for the prevention and combat of these crimes, contributing to guaranteeing the safety of the crew and the ship.

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**INTERNATIONAL
MARITIME
ORGANIZATION**

ASSEMBLY
27th session
Agenda item 9

A 27/Res.1044
20 December 2011
Original: ENGLISH

Resolution A.1044(27)

**Adopted on 30 November 2011
(Agenda item 9)**

**PIRACY[1] AND ARMED ROBBERY AGAINST SHIPS[2]
IN WATERS OFF THE COAST OF SOMALIA**

THE ASSEMBLY,

RECALLING Article 15(j) of the Convention on the International Maritime Organization concerning the functions of the Assembly in relation to regulations and guidelines concerning maritime safety and the prevention and control of marine pollution from ships,

RECALLING ALSO Article 1 of the Charter of the United Nations, which includes, among the purposes of the United Nations, the maintenance of international peace and security,

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[1]   "Piracy" is defined in article 101 of the United Nations Convention on the Law of the Sea as follows:

"Piracy consists of any of the following acts:

(a)   any illegal acts of violence or detention, or any act of depredation, committed for private ends by the crew or the passengers of a private ship or a private aircraft, and directed:

(i)   on the high seas, against another ship or aircraft, or against persons or property on board such ship or aircraft;

(ii)   against a ship, aircraft, persons or property in a place outside the jurisdiction of any State;

(b)   any act of voluntary participation in the operation of a ship or of an aircraft with knowledge of facts making it a pirate ship or aircraft;

(c)   any act of inciting or of intentionally facilitating an act described in subparagraph (a) or (b)."

[2]   "Armed robbery against ships" is defined in the Code of Practice for the Investigation of Crimes of Piracy and Armed Robbery Against Ships (resolution A.1025(26), Annex, paragraph 2.2), as follows:

"Armed robbery against ships means any of the following acts:

.1   any illegal act of violence or detention or any act of depredation, or threat thereof, other than an act of "piracy", committed for private ends and directed against a ship or against persons or property on board such ship, within a State's internal waters, archipelagic waters and territorial sea;

.2   any act of inciting or of intentionally facilitating an act described above."

PIRACY IMO ORCHESTRATING THE RESPONSE

ALSO RECALLING article 100 of the United Nations Convention on the Law of the Sea ("UNCLOS"), which requires all States to cooperate to the fullest possible extent in the repression of piracy on the high seas or in any other place outside the jurisdiction of any State,

RECALLING FURTHER article 105 of UNCLOS, which, inter alia, provides that, on the high seas or in any other place outside the jurisdiction of any State, every State may seize a pirate ship or aircraft, or a ship or aircraft taken by piracy and under the control of pirates, and arrest the persons and seize the property on board,

BEARING IN MIND article 110 of UNCLOS which, inter alia, allows warships, military aircraft, or other duly authorized ships or aircraft clearly marked and identifiable as being on government service to board any ship, other than a ship entitled to complete immunity in accordance with article 95 and article 96 of UNCLOS, when there are reasonable grounds for suspecting that the ship is, inter alia, engaged in piracy,

EXPRESSING appreciation to the Council for its decision to adopt "Piracy – Orchestrating the response" as the theme for World Maritime Day 2011, on the basis of which an action plan has been devised, in cooperation with industry and seafarer representative organizations, aiming at the Organization not only playing its part and intensifying its efforts to meet the challenges of eradicating the scourge of piracy but, more importantly, to orchestrate an effective international response, by:

    (a)   increasing pressure at the political level to secure the release of all hostages being held by pirates,

    (b)   reviewing and improving the IMO guidelines to Administrations and seafarers and promoting compliance with industry best management practices and the recommended preventive, evasive and defensive measures that ships should follow,

    (c)   promoting greater levels of support from, and coordination with, navies,

    (d)   promoting anti-piracy coordination and cooperation procedures between and among States, regions, organizations and industry,

    (e)   assisting States to build capacity in piracy-infested regions of the world to deter, interdict and bring to justice those who commit acts of piracy and armed robbery against ships,

    (f)   providing care, during the post-traumatic period, for those attacked or hijacked by pirates and for their families,

REAFFIRMING:

    (a)   resolution A.545(13) on *Measures to prevent acts of piracy and armed robbery against ships*, adopted on 17 November 1983,

    (b)   resolution A.683(17) on *Prevention and suppression of acts of piracy and armed robbery against ships*, adopted on 6 November 1991,

(c)   resolution A.738(18) on *Measures to prevent and suppress piracy and armed robbery against ships*, adopted on 4 November 1993,

(d)   resolution A.923(22) on *Measures to prevent the registration of "phantom" ships*, adopted on 29 November 2001,

BEARING IN MIND resolution A.1026(26) on *Piracy and armed robbery against ships in waters off the coast of Somalia*, through which the Assembly has recommended a number of actions to be taken by Governments, the Transitional Federal Government of Somalia, the Council, the Maritime Safety Committee and the Secretary-General, with a view to bringing the situation under control,

NOTING WITH APPRECIATION the actions taken to that effect by the Security Council of the United Nations ("the Security Council") and, in particular, the adoption, under the provisions of chapter VII of the Charter of the United Nations, of Security Council resolutions 1918 (2010), 1950 (2010), 1976 (2011), 2015 (2011) and 2020 (2011) in relation to piracy and armed robbery in waters off the coast of Somalia,

NOTING that the General Assembly of the United Nations, by resolution A/RES/65/37A on *Oceans and the law of the sea*, has recommended a number of actions to be taken by each State and also through cooperation, coordination and collaboration at a bilateral, regional or global level with a view to repressing piracy and armed robbery against ships, in particular in waters off the coast of Somalia, and that, *inter alia,* it has urged States to implement the related provisions of UNCLOS and resolution A.1026(26) and the Assembly to "consider adopting a resolution on commitments to best management practices to avoid, deter or delay acts of piracy",

RECALLING that, pursuant to resolution A.1002(25) on *Piracy and armed robbery against ships in waters off the coast of Somalia*[3], Governments in the region have concluded, in cooperation with the Organization, the Code of Conduct Concerning the Repression of Piracy and Armed Robbery against Ships in the Western Indian Ocean and the Gulf of Aden (the "Djibouti Code of Conduct"), which has so far been signed by 18 States,

FURTHER BEARING IN MIND resolution A.1025(26), through which the Assembly adopted the Code of Practice for the Investigation of the Crimes of Piracy and Armed Robbery against Ships ("the Code"), which, inter alia, urges Governments to take action, as set out in the Code, to investigate all acts of piracy and armed robbery against ships occurring in areas or on board ships under their jurisdiction; and to report to the Organization pertinent information on all investigations and prosecutions concerning these acts,

RECALLING WITH APPRECIATION the action taken by the Maritime Safety Committee, at its eighty-sixth session, in approving revised recommendations to Governments[4] and guidance to shipowners and ship operators, shipmasters and crews[5] on preventing and suppressing acts of piracy and armed robbery against ships,

NOTING ALSO WITH APPRECIATION that the Maritime Safety Committee, at its eighty-seventh, eighty-eighth and eighty-ninth sessions, in response to resolution A.1026(26) and relevant discussions at the Security Council and in the light of developments, has:

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[3]   Revoked and replaced by resolution A.1025(26).

[4]   Refer to MSC.1/Circ.1333 on Recommendations to Governments for preventing and suppressing piracy and armed robbery against ships, as it may be revised.

[5]   Refer to MSC.1/Circ.1334 on Guidance to shipowners and ship operators, shipmasters and crews on preventing and suppressing acts of piracy and armed robbery against ships, as it may be revised.

(a)   approved the establishment[6] of a distribution facility for the provision of LRIT information to security forces operating in the waters of the Gulf of Aden and the western Indian Ocean to aid their work in the repression of piracy and armed robbery against ships; interim recommendations for flag States[7], shipowners, ship operators and shipmasters[8] regarding the use of privately contracted armed security personnel (PCASP) on board ships in the High Risk Area; the *Guidelines to assist in the investigation of the crimes of piracy and armed robbery against ships*[9]; interim recommendations[10] for port and coastal States regarding the use of PCASP,

(b)   disseminated guidance to Company Security Officers[11] on preparations for the contingency of hijack by pirates and the specific advice[12] developed by the industry in the form of best management practices,

(c)   adopted resolution MSC.305(87) on *Guidelines on operational procedures for the promulgation of maritime safety information concerning acts of piracy and piracy countermeasure operations*,

(d)   adopted resolution MSC.324(89) on *Implementation of best management practice guidance*,

NOTING WITH SATISFACTION the actions taken, since its last session, by the Facilitation Committee, the Technical Co-operation Committee, the Council and the Secretary-General aiming at preventing and suppressing acts of piracy and armed robbery in the waters off the coast of Somalia, including in the Gulf of Aden and the western Indian Ocean area,

NOTING ALSO the Legal Committee's agreement on the need for all States to have in place a comprehensive legal regime to prosecute pirates, consistent with international law; its identification of key elements of international instruments which may be used to assist States in developing or reviewing national legislation; and its review of the options presented by the Special Advisor on Piracy to the United Nations Secretary-General for prosecuting persons responsible for acts of piracy and armed robbery at sea,

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[6]   Refer to resolution MSC.298(87) on Establishment of a distribution facility for the provision of LRIT information to security forces operating in the waters of the Gulf of Aden and the western Indian Ocean to aid their work in the repression of piracy and armed robbery against ships.

[7]   MSC.1/Circ.1405/Rev.1 on Revised interim guidance to shipowners, ship operators and shipmasters on the use of privately contracted armed security personnel on board ships in the High Risk Area, as it may be revised.

[8]   Refer to MSC.1/Circ.1406/Rev.1 on Revised interim recommendations for flag States regarding the use of privately contracted armed security personnel (PCASP) on board ships in the High Risk Area, as it may be revised.

[9]   Refer to MSC.1/Circ.1404 on Guidelines to assist in the investigation of crimes of piracy and armed robbery against ships, as it may be revised.

[10]   Refer to MSC.1/Circ.1408 on Interim recommendations for port and coastal States regarding the use of privately contracted armed security personnel on board ships in the High Risk Area, as it may be revised.

[11]   Refer to MSC.1/Circ.1390 on Guidance for Company Security Officers – Preparation of a company and crew for the contingency of hijack by pirates in the Western Indian Ocean and the Gulf of Aden, as it may be revised.

[12]   Refer to MSC.1/Circ.1339 on Piracy and armed robbery against ships in waters off the coast of Somalia – Best Management Practices for Protection against Somalia Based Piracy or BMP4 developed by the industry, as it may be revised.

FURTHER NOTING developments that have taken place since its last session and the contribution made by various entities to repress piracy off the coast of Somalia, including in the Gulf of Aden and the western Indian Ocean area,

NOTING that the Security Council, in resolution 2002(2011), inter alia, reaffirms the arms embargo on Somalia imposed by resolution 733(1992) ; demands that all parties ensure full, safe and unhindered access for the timely delivery of humanitarian aid to persons in need of assistance across Somalia; calls upon the Transitional Federal Government of Somalia to consider banning all trade by large merchant vessels with Al-Shabaab controlled ports; and re-establishes the Monitoring Group[13] for a period of 12 months from the date of the resolution,

NOTING WITH GREAT CONCERN that incidents of piracy and armed robbery against ships continue to occur in waters off the coast of Somalia, some of which have reportedly taken place more than 1,700 nautical miles from the pirates' home bases,

FURTHER NOTING that the increased geographical spread of pirate attacks in the Indian Ocean necessitates Governments providing additional naval vessels, maritime patrol and reconnaissance aircraft and other surveillance assets, operating bases and logistic support,

MINDFUL OF the grave danger to life and the serious risks to navigational safety and the environment that attacks by pirates may cause,

BEING CONCERNED at the serious impact on safety and security, in particular on the seafaring community and the shipping industry, that attacks against ships sailing in waters off the coast of Somalia may have,

BEING EQUALLY CONCERNED at the negative impact that such attacks may have on the prompt and effective delivery of food aid and other humanitarian assistance to Somalia and the serious threat that this poses to the health and well-being of the people of Somalia,

RECOGNIZING that the particular character of the present situation in Somalia requires a well coordinated response in order to safeguard human life and protect the shipping making use of the waters off the coast of Somalia,

RECOGNIZING ALSO the strategic importance of the shipping routes along the coast of both sides of the Horn of Africa for regional and international seaborne trade and the need to ensure that they remain safe at all times,

ENDORSING the position of the Maritime Safety Committee that seafarers should not carry firearms and that the carriage of armed personnel on board ships for enhancing their protection should be left to flag States to decide, once a thorough risk assessment exercise has been carried out and following consultations with the shipowners concerned,

REITERATING its full respect for the sovereignty, sovereign rights, jurisdiction and territorial integrity of Somalia and the relevant provisions of international law, in particular UNCLOS,

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[13] The Monitoring Group on Somalia established by the Security Council through resolution 1519 (2003) and its mandate was renewed, expanded and extended through resolutions 1558 (2004), 1587 (2005), 1630 (2005), 1676 (2006), 1724 (2006), 1766 (2007), 1772 (2007), 1801 (2008), 1811 (2008), 1844 (2008), 1853 (2008), 1862 (2009), 1907 (2009), 1916 (2010) and 1972 (2011).

HAVING CONSIDERED, in the light of the situation prevailing in the waters off the coast of Somalia, the recommendations of the Council at its twenty-sixth extraordinary session,

1.   CONDEMNS AND DEPLORES all acts of piracy and armed robbery against ships, irrespective of where such acts have occurred or may occur;

2.   EXPRESSES deep sympathy for the loss of seafarers while in captivity; for their plight while held hostage in appalling conditions, often for long periods of time; and to their families;

3.   APPEALS to all parties that may be able to assist to take action, within the provisions of international law, to ensure that:

(a)   all acts or attempted acts of piracy and armed robbery against ships are terminated forthwith and any plans for committing such acts are also forthwith abandoned;

(b)   any hijacked ships, seafarers serving on them and any other persons on board such ships are immediately and unconditionally released and that no harm is caused to them;

4.   EXPRESSES deep appreciation to Governments, acting individually or collectively, for dispatching naval vessels and military aircraft to the Gulf of Aden and waters off the coast of Somalia to assist in the prevention and suppression of attacks by pirates on merchant ships and for bearing the considerable cost of such deployment;

5.   RECOGNIZES with appreciation the efforts of the Transitional Federal Government of Somalia, as supported by regional bodies and States including the Intergovernmental Authority on Development, the African Union Mission in Somalia (AMISOM) (Burundi and Uganda) and Kenya, among others, to eliminate piracy on a sustainable basis;

6.   EXPRESSES ALSO deep appreciation for:

(a)   the work of naval vessels and other military assets made available by Governments to repress piracy and armed robbery against ships in the Gulf of Aden, the Arabian Sea and the western Indian Ocean; and to escort ships carrying humanitarian aid to Somalia;

(b)   the efforts of all those who have responded to calls from, or have rendered assistance to, ships under attack in waters off the coast of Somalia;

(c)   the work done by operational centres established in the region and beyond in warning shipping and other concerned parties about incidents occurring in waters off the coast of Somalia;

(d)   the efforts made by the shipping industry to develop guidance to assist ships to avoid, deter, delay and respond to piracy attacks off the coast of Somalia, including the Gulf of Aden, Arabian Sea and Indian Ocean area, in particular best management practices; and for the reports submitted to the Organization in relation to this issue;

(e)   the efforts of those who have contributed towards resolving cases involving ships that had been hijacked and seafarers who had been held hostage;

(f)   the financial contributions made to the IMO Djibouti Code of Conduct Trust Fund, the in-kind contributions made to further the implementation of the Djibouti Code of Conduct and the work done by the Secretary-General and the Secretariat towards the implementation of the provisions of the Code;

(g)   the arrangements made by States in the western Indian Ocean area for receiving and prosecuting alleged pirates captured by naval ships operating therein or for providing support facilities to naval vessels and other military assets – in particular the efforts made by Djibouti, Kenya, Mauritius, Seychelles and Yemen;

(h)   the work of the Contact Group on Piracy off the Coast of Somalia and its Working Groups assuring a mechanism to provide a common point of contact between and among States and regional and international organizations on aspects of combating piracy, in conformity with the provisions of Security Council resolutions 1851 (2008), 1897 (2009), 1918 (2010), 1950 (2010), 1976 (2011) and 2020 (2011);

(i)   the work of the Secretary-General and the Secretariat to implement the Action Plan to promote the 2011 World Maritime Day theme: "Piracy – Orchestrating the response";

7.   STRONGLY URGES Governments to intensify their efforts to prevent and suppress, within the provisions of international law, acts of piracy including acts to incite or facilitate an act of piracy or armed robbery against ships irrespective of where such acts occur and, in particular, to cooperate with other Governments and international organizations in the interests of the rule of law, safety of life at sea and environmental protection, in relation to acts of piracy occurring or likely to occur in the waters off the coast of Somalia, including the Gulf of Aden and the western Indian Ocean area, as well as investigate and prosecute those who illicitly finance, plan, organize, or unlawfully profit from pirate attacks off the coast of Somalia, including the Gulf of Aden and the western Indian Ocean area;

8.   ALSO STRONGLY URGES Governments which have not already done so to promptly:

(a)   do everything in their power to ensure that ships entitled to fly their flag comply with the preventive, evasive and defensive measures detailed in the best management practice guidance and to ensure, as a minimum, that:

(i)   shipmasters receive updated piracy-related information before and during sailing through the waters off the coast of Somalia, including the Gulf of Aden and the western Indian Ocean area;

(ii)   ships register with the Maritime Security Centre Horn of Africa (MSCHOA) and report to United Kingdom Maritime Trade Operations (UKMTO) in Dubai;

(iii)   ships navigating through the Gulf of Aden follow the Internationally Recommended Transit Corridor[14], as well as any relevant advice and guidance provided by competent entities;

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[14]   Refer to SN.1/Circ.281 on Piracy and Armed Robbery against Ships in Waters Off the Coast of Somalia – Information on Internationally Recommended Transit Corridor (IRTC) for Ships transiting the Gulf of Aden, as it may be revised.

(iv) ships carrying PCASP promptly advise MSCHOA when registering their intention to transit the waters off the coast of Somalia, including the Gulf of Aden and the western Indian Ocean area;

(b) issue, taking into account the recommendations and guidance[15] developed by the Organization and the industry[16], to ships entitled to fly their flag, as necessary, specific advice and guidance on any appropriate additional precautionary measures that ships may need to put in place when sailing in waters off the coast of Somalia to protect themselves from attack, such as not sailing through waters off the coast of Somalia, including the Gulf of Aden and the western Indian Ocean area;

(c) decide, taking into account the interim recommendations and guidance[17] developed by the Organization, as a matter of national policy, whether ships entitled to fly their flag should be authorized to carry privately contracted armed security personnel and, if so, under what conditions;

(d) in their capacity as port or coastal States, if applicable and taking into account the recommendations and guidance[18] developed by the Organization, promulgate their national policy on the embarkation, disembarkation and carriage of privately contracted armed security personnel and of the firearms, ammunition and security-related equipment to be used by such security personnel on board ships; to make known such policies and procedures to the shipping industry, the providers of privately contracted armed security personnel and all Member Governments in order to enable flag States to act accordingly; and to provide relevant information to the Organization[19];

(e) issue, taking into account the recommendations and guidance developed by the Organization[20] and the industry[21], to ships entitled to fly their flag, as necessary, advice and guidance on any measures or actions they may need to take when under attack, or threat of attack, while sailing in waters off the coast of Somalia, including the Gulf of Aden and the western Indian Ocean area;

(f) encourage ships entitled to fly their flag to ensure that information[22] on attempted attacks or on acts of piracy or armed robbery committed while sailing in waters off the coast of Somalia is promptly conveyed to UKMTO in Dubai and to the flag State, the nearby coastal States, the nearest most

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[15] Refer to MSC.1/Circ.1333 and MSC.1/Circ.1334, and SN.1/Circ.281, as they may be revised.

[16] Refer to MSC.1/Circ.1339, as it may be revised.

[17] Refer to MSC.1/Circ.1405/Rev.1 on Revised interim guidance to shipowners, ship operators, and shipmasters on the use of privately contracted armed security personnel on board ships in the High Risk Area and MSC.1/Circ.1406/Rev.1 on Revised interim recommendations for flag States regarding the use of privately contracted armed security personnel on board ships in the High Risk Area, as they may be revised.

[18] Refer to MSC.1/Circ.1408 on Interim recommendations for port and coastal States regarding the use of privately contracted armed security personnel on board ships in the High Risk Area, as it may be revised.

[19] Refer to MSC/FAL.1/Circ.2 on Questionnaire on information on port and coastal State requirements related to privately contracted armed security personnel on board ships.

[20] Refer to MSC.1/Circ.1333 and MSC.1/Circ.1334 and SN.1/Circ.281, as they may be revised.

[21] Refer to MSC.1/Circ.1339, as it may be revised.

[22] Refer to appendix 5 of the annex to MSC.1/Circ.1334 and to annex D to the annex to MSC.1/Circ.1339, as they may be revised.

appropriate rescue coordination centre and/or information-sharing centre, and the security forces which operate naval and other military assets in the area;

(g)   provide the Organization with information[23] on any attempted attacks or acts of piracy or armed robbery committed against ships entitled to fly their flag while sailing in waters off the coast of Somalia, including the Gulf of Aden and the western Indian Ocean area, to enable the Secretariat to take appropriate action in the circumstances;

(h)   encourage ships entitled to fly their flag to implement expeditiously, for the ship's protection and for the protection of other ships in the vicinity, any measure or advice the nearby coastal States or any other State or competent authority may have provided, including advice or guidance provided by warships or other naval or military assets which may be operating in the area;

(i)   establish, as necessary, plans and procedures to assist owners, managers and operators of ships entitled to fly their flag in the speedy resolution of hijacking cases occurring in the waters off the coast of Somalia, including the Gulf of Aden and the western Indian Ocean area;

(j)   establish, as necessary, plans and procedures for putting in place measures or taking appropriate actions with a view to ensuring that any attacked or hijacked ship entitled to fly their flag, and its shipboard personnel, continue to be fit for purpose and work on board, respectively, or issue, to ships entitled to fly their flag, as necessary, advice and guidance on any measures or actions they may need to take to this end;

(k)   encourage owners and operators of ships entitled to fly their flag to consider fully the provision of post-traumatic care both for seafarers attacked or held hostage by pirates and for their families, and in so doing take into account recommendations and good practice guidance produced by the Organization and industry and welfare organizations;

(l)   establish, as necessary and when requested, plans and procedures to keep substantially interested States informed, as appropriate, about welfare measures for seafarers in captivity on ships entitled to fly their flag, measures being taken for the early release of such seafarers and the status of payment of their wages;

(m)   investigate[24] all acts or attempted acts of piracy and armed robbery occurring in the waters off the coast of Somalia, including the Gulf of Aden and the western Indian Ocean area, against ships entitled to fly their flag or, if applicable, with the consent of other States having jurisdiction; collect related evidence when the shipboard personnel involved in such cases are nationals, citizens or residents; and report to the Organization any pertinent information and make available any related evidence to those investigating such cases;

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[23]   Refer to appendix 5 of the annex to MSC.1/Circ.1333 and appendix 6 of the annex to MSC.1/Circ.1334, as they may be revised.

[24]   Refer to resolution A.1025(26) on the Code of Practice for the Investigation of Crimes of Piracy and Armed Robbery Against Ships and MSC.1/Circ.1404 on Guidelines to assist in the investigation of the crimes of piracy and armed robbery against ships, as they may be revised.

(n)   take all necessary legislative, judicial and law-enforcement action so as to be able, subject to national law, to receive, prosecute or extradite any pirates or suspected pirates including those who illicitly finance, plan, organize, or unlawfully profit from pirate attacks off the coast of Somalia, including the Gulf of Aden and the western Indian Ocean area, as well as armed robbers captured by naval vessels or military aircraft, or other ships or aircraft clearly marked and identifiable as being on government service;

(o)   assist, individually or in cooperation with, among others, UNODC and INTERPOL, Somalia and other States of the region in strengthening their counter-piracy law enforcement capacities, including implementation of anti-money-laundering laws, the establishment of financial investigation units and the strengthening of forensic capacities, as tools against international criminal networks involved in piracy;

(p)   support the investigation and prosecution of those who illicitly finance, plan, organize or unlawfully profit from pirate attacks off the coast of Somalia;

(q)   conclude, with respect to ships entitled to fly their flag employed by the World Food Programme for the delivery of humanitarian aid to Somalia, where such ships are to be escorted by naval vessels or military aircraft, or with respect to other ships or aircraft clearly marked and identifiable as being on government service, taking into account operative paragraph 9(f), any necessary agreements with the State(s) concerned;

9.   REQUESTS Governments to instruct national rescue coordination centres, information-sharing centres or other agencies involved, on receipt of a report of an attack, to promptly initiate the transmission[25] of relevant advice and warnings (through the World-Wide Navigation Warning Service; the International SafetyNet Service; or any other appropriate means) to ships sailing in the waters off the coast of Somalia, including the Gulf of Aden and the western Indian Ocean area, so as to warn shipping in the immediate area of the attack;

10.   REITERATES its request to the Transitional Federal Government of Somalia to:

(a)   take any action it deems necessary in the circumstances to prevent and suppress acts of piracy and armed robbery against ships originating from its country's territory and thus deprive them of the possibility of using its coastline as a safe haven from which to launch their operations;

(b)   take appropriate action to ensure that all ships seized by pirates and armed robbers and brought into waters within its territory are released promptly and that ships sailing off its country's coasts do not henceforth become victims of acts of piracy or armed robbery;

(c)   take appropriate action to disrupt any financing, planning or organizing of, or unlawfully profiting from, pirate operations off its country's coasts;

(d)   take appropriate action to ensure the unconditional delivery of food and water supplies to ships seized by pirates and armed robbers and brought into waters within its territory, as well as the unconditional delivery of humanitarian and medical aid to the shipboard personnel;

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[25]   Resolution MSC.305(87) on Guidelines on Operational Procedures for the promulgation of Maritime Safety Information concerning acts of Piracy and Piracy countermeasure operations.

(e)   advise the Security Council that it continues to consent to naval vessels or military aircraft, or other ships or aircraft clearly marked and identifiable as being on government service, entering its territorial sea to engage in operations against pirates or suspected pirates and armed robbers;

(f)   advise the Security Council of its readiness to continue to conclude, taking into account operative paragraph 7(q), any necessary agreements so as to enable naval vessels or military aircraft, or other ships or aircraft clearly marked and identifiable as being on government service, to escort ships employed by the World Food Programme to deliver humanitarian aid to Somalia or leaving Somali ports having discharged their cargo;

(g)   promote, for those Somalis seeking to make their living from working at sea, legitimate maritime careers and make use of the available assistance in this respect;

11.   CALLS UPON Governments of the region that are signatories to the Djibouti Code of Conduct to progress and complete the implementation of the provisions of the Code as soon as possible and STRONGLY URGES those which have not yet signed the Code to do so as soon as possible;

12.   CALLS UPON all other Governments, in cooperation with the Organization and as may be requested by Governments of the region, to assist these efforts and to consider making financial contributions to the IMO Djibouti Code of Conduct Trust Fund;

13.   INVITES Governments capable of doing so to strengthen cooperation at the Security Council and, wherever feasible and appropriate, to expedite the peaceful resolution of the conflict in Somalia;

14.   REQUESTS the Secretary-General to:

(a)   transmit a copy of the present resolution to the Secretary-General of the United Nations for consideration and any further action he may deem appropriate; and to express to him, and through him to the Security Council, the gratitude and appreciation of the Organization for the actions he and the Security Council have taken on this issue to date;

(b)   continue monitoring the situation in relation to threats to ships sailing in waters off the coast of Somalia, including the Gulf of Aden and the western Indian Ocean area, and report to the Council, the Maritime Safety Committee, the Legal Committee, the Technical Co-operation Committee and the Facilitation Committee, as and when appropriate, on developments and any further actions which may be required;

(c)   continue cooperating with the Monitoring Group on Somalia;

(d)   continue to consult with interested Governments and organizations in establishing a process and means by which technical assistance can be provided for Somalia and nearby coastal States to enhance their capacity to give effect to the present resolution, as appropriate;

(e)   continue the efforts of the Organization to orchestrate an effective response to acts and attempted acts of piracy, in particular in waters off the coast of Somalia, including by promoting cooperation, coordination and avoidance of duplication of efforts among the States and organizations that provide or seek to provide assistance to the States in the region, so as to enable them individually and collectively to engage actively in the repression of piracy and armed robbery against ships;

(f)   continue the efforts of the Organization to assist States which have signed or contemplate signing the Djibouti Code of Conduct in ensuring, as soon as possible, the complete and effective implementation of the provisions of the Code;

(g)   undertake, as and when necessary, any other actions which would promote the implementation of the provisions of this resolution or would be conducive to the efforts of those seeking to implement its provisions;

15.   REQUESTS the Maritime Safety Committee to review the provisions of this resolution as well as any salient provisions of related resolutions which have been or may be adopted by the Security Council in this respect and to develop, where and when necessary, guidance and recommendations so as to enable Member Governments and the shipping industry to implement its provisions, taking into account current and emerging trends and practices;

16.   REQUESTS FURTHER the Legal Committee, the Technical Co-operation Committee and the Facilitation Committee to assist, as appropriate, the Maritime Safety Committee in pursuing the objectives of this resolution;

17.   REQUESTS ALSO the Council to continue to monitor the situation in relation to threats to ships sailing in waters off the coast of Somalia, including the Gulf of Aden and the western Indian Ocean area; and to initiate any actions which it may deem necessary, including coordinating the work of the competent Committees of the Organization in order to ensure the protection of seafarers and ships sailing in waters off the coast of Somalia, including the Gulf of Aden and the western Indian Ocean area, and in order to ensure appropriate cooperation with other organizations and entities tasked with relevant activities;

18.   REQUESTS FINALLY the Council, while paying particular attention to the situation in waters off the coast of Somalia, including the Gulf of Aden and the western Indian Ocean area, to continue monitoring developments in relation to acts and attempted acts of piracy and armed robbery against ships elsewhere in the world and to initiate any actions which it may deem necessary;

19.   REVOKES resolution A.1026(26).

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