

Maritime Piracy

The shipping Industry's perspective

- Best Management Practises
- Citadels
- Private armed guards



BIMCO

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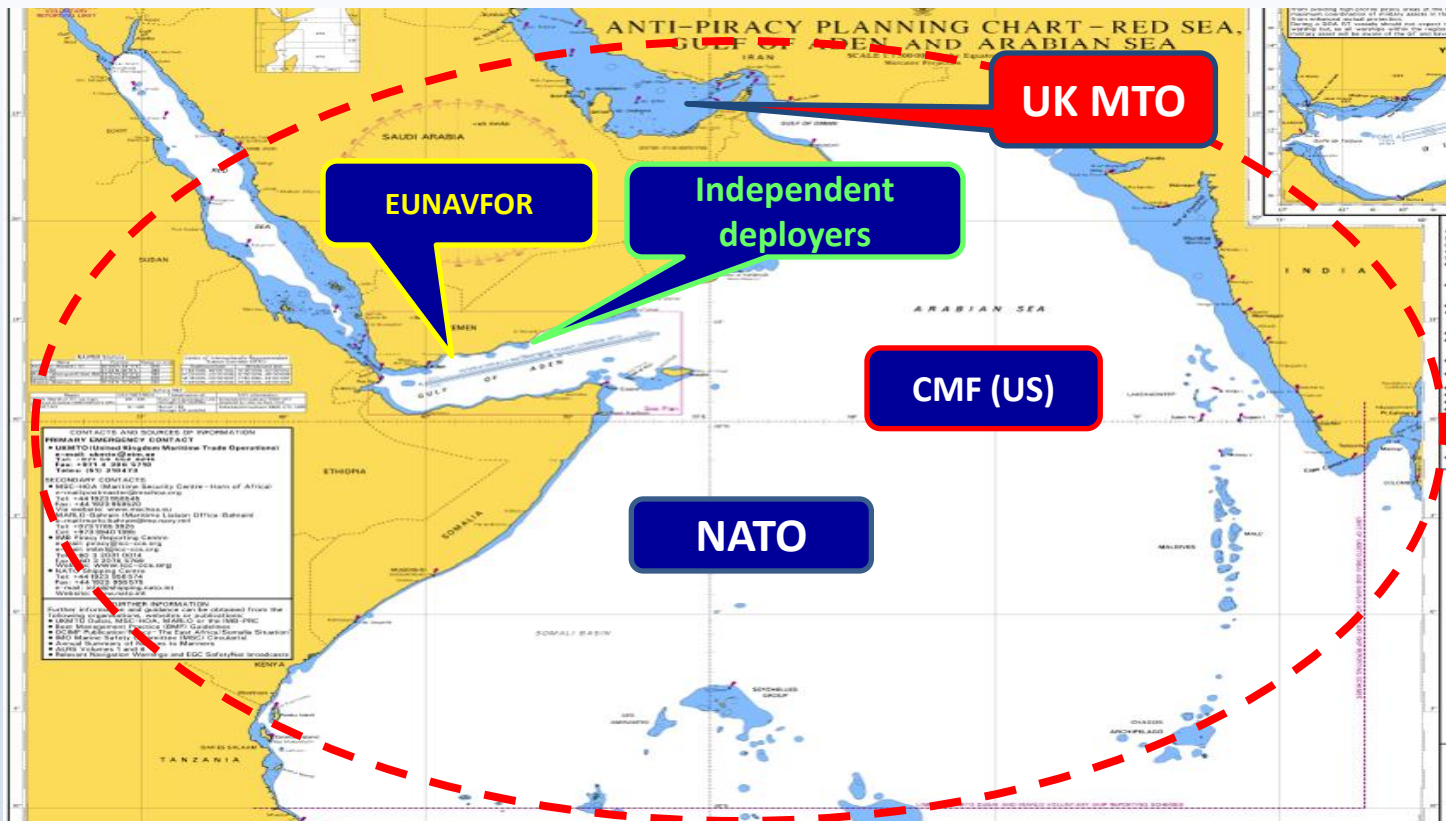
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Anti-piracy rules-of-thumb

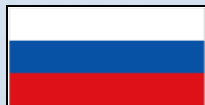


Do not be alone (1)



Do not be alone (2)

- Report to UK MTO (Initial-, Daily-, Final report)
- Report to EUNAVFOR/MSC HOA (IRTC)
- Group transits (EUNAVFOR)
- Convoys



Do not be alone (3)



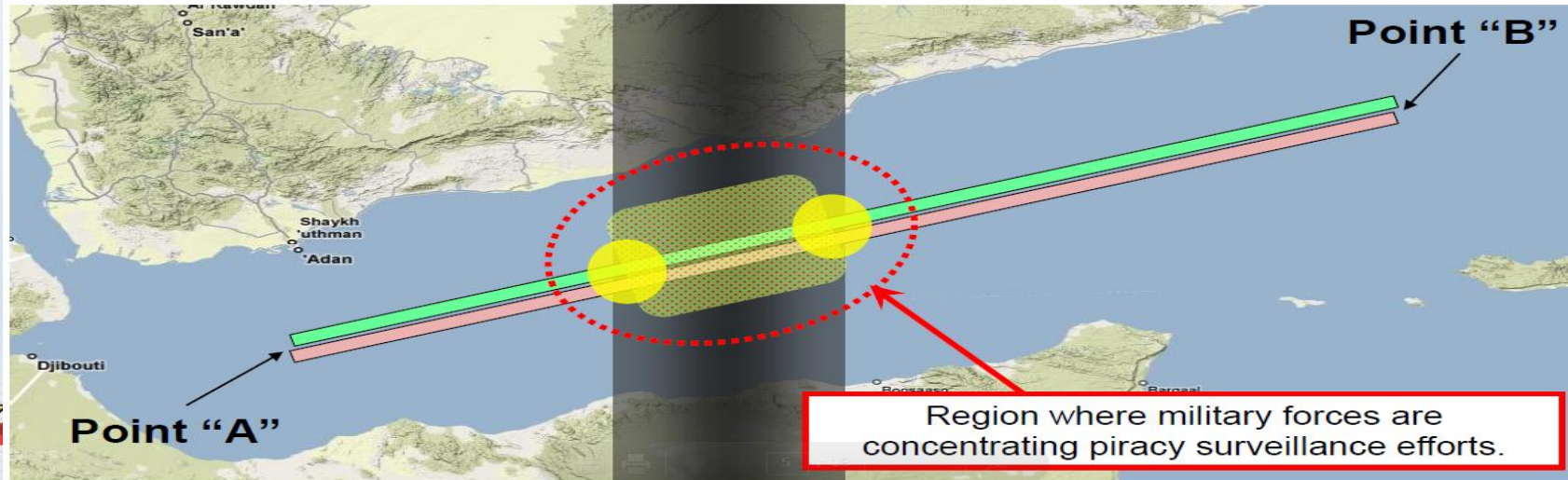
Area of greatest threat – statistically – **between 47E & 49E**
(This is area is constantly reviewed and may be changed.)



Night time / darkness transit section (approximate)



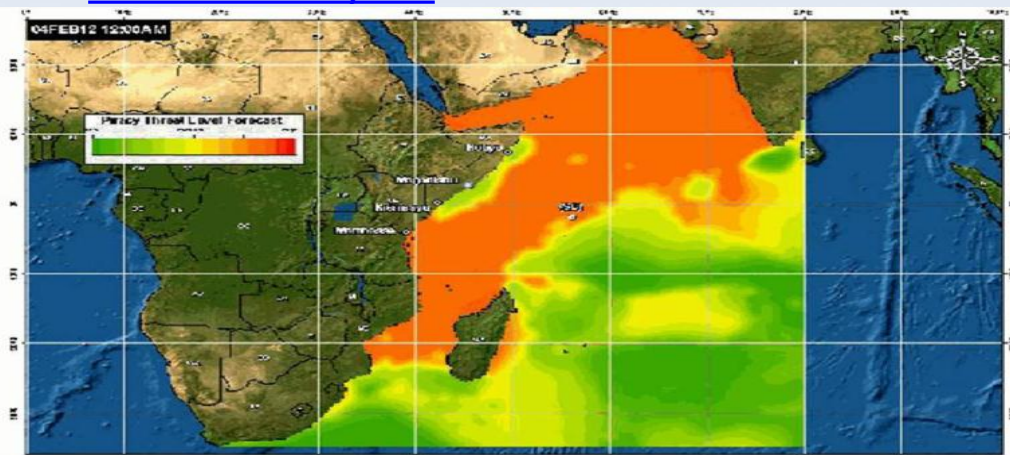
Most vulnerable time / area of GT



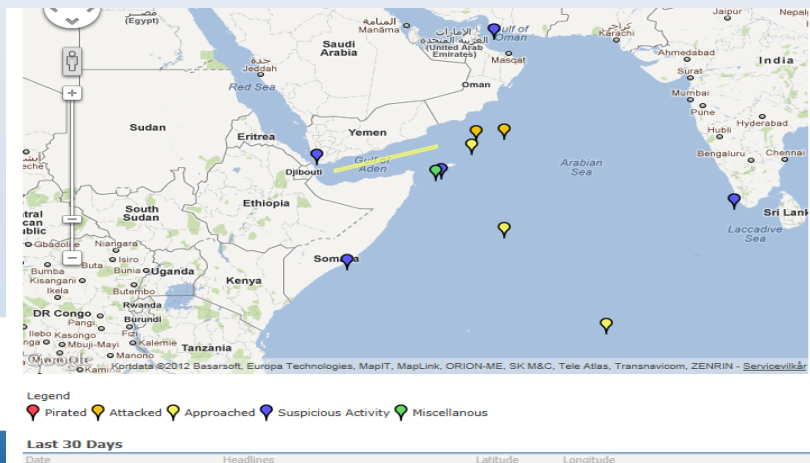
Do not be detected

- Navigation lights only
- Routing:
 - Latest intelligence (NATO Shipping Centre)
 - Weather considerations (Office of Naval Intelligence)

www.oni.navy.mil



www.shipping.nato.int



Do not be surprised

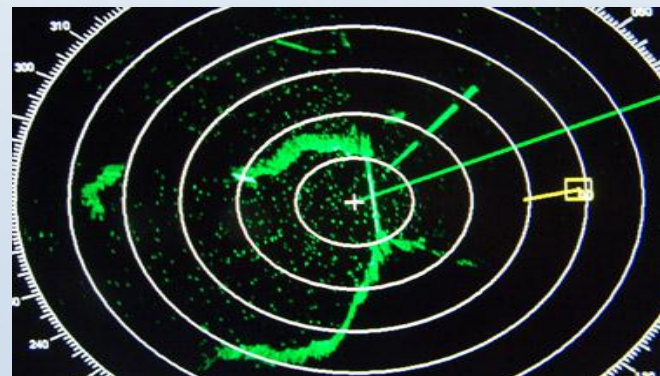
- Ekstra Lookouts



- CCTV



- Radar
(target motion and collision course?)



Do not be vulnerable

- Personal protection gear
- Barbed wire
- Water spray/hoses
- Towed obstacles
- Bridge protection



Do not be boarded

- Alert UKMTO
- Resist
- The need for Speed
- Evasive manoeuvring



Do not be controlled

- Have ship's procedures in place
- Restrict access
- Safe Muster Point
- Citadel
- Deny use of tools/equipment



Armed Guards (1)



Armed Guards (2)

- It seems to work – no vessels taken
- Is expensive (35,000 USD/six days)
- Multiple issues:
 - Standard of service
 - Legitimate use of force
 - Transport of weapons
 - Liabilities



Citadels (1)

- Some successes
- Some failures: *EMS River, Leopard, Beluga Nomination*
- Essential considerations:
 - Construction
 - Location
 - Equipment
- Important external factors:
 - Naval unit's will and ability to come to the rescue
 - Determination and resources of pirates
- **Risk of escalation**



Citadels (2)



MV Pacific Express (3)



Citadels (4)





SAMHO

BEWARE OF
PROPELLER

IMO 9249594

SA

Panel discussion

