



Australian Government

Office of the Inspector of Transport Security

THE PRIMARY CONSIDERATION IS TO ENSURE THE SAFETY OF THE CREW.

The prime aim should be to prevent illegal boarding at sea, at anchor or in port and restrict access to the superstructure from outside whilst ensuring that safe crew egress in an emergency is not compromised.

AVOID, DELAY AND DETER

AVOID where possible known High Risk Areas for Piracy or Robbery At Sea by taking an alternate sea route or delaying entry to the area until necessary. Where possible use available Reporting Schemes for the sea passage, Transit Schemes, Escorts and Convoys to reduce risk of pirate and robbery at sea attack.

DELAY and DETER Pirates and Robbers from gaining access to the ship by adopting the preventive measures in IMO circulars and shipping industry Best Management Practices.

IMO: www.imo.org

Maritime Safety Circulars have been issued by the IMO providing guidance to ship owners and operators and ship masters on preventing and suppressing acts of piracy and armed robbery at sea on a global basis, and specific advice for ships in waters off the coast of Somalia.

Shipping industry Best Management Practices are currently available at:

INTERTANKO: www.intertanko.com News Desk/Press Releases/Issues/Piracy

INTERCARGO: www.intercargo.org Industry Issues/Piracy

International Group P&I Club: www.igpandi.org News and Information/News

UK P&I Club: www.ukpandi.com search "Piracy"

MSC(HOA): www.mschoa.eu Register to obtain access to Registered Users Area

Note that the Best Management Practices provides Somali piracy preventive measures advice. Most of the preventive measures can and will be effective in other parts of the world for piracy and robbery at sea. Caution should be used while doing so and each ship must identify the risks to the ship and then assess and implement preventive measures to counter the identified risks, using the IMO circulars and Best Management Practices as a guide.

The IMO Circulars and industry Best Management Practices are updated from time to time and ship owners, operators and masters are reminded of the need to regularly check for updated versions of all accessible and relevant advice available to them on the web and from other information sources.

COUNTER-PIRACY AND ARMED ROBBERY AT SEA PREVENTIVE GUIDANCE INFORMATION

The ever increasing threat of Piracy and Robbery At Sea requires ship Masters and Crew to maintain a constant awareness of the threat posed to them and their industry and an updated knowledge of preventive measures and industry best practice.

This brochure outlines basic guidance information on piracy and robbery at sea preventive measures for consideration by ship Masters and crew and are based on IMO and international shipping industry Best Management Practices.

The guidelines are intended to be applicable to any given ship or operator but the degree of relevance may vary according to the individual ship risk assessment and the operational profile of the ship.

The absolute discretion of a ship Master to adopt appropriate measures to avoid, deter or delay piracy and other at sea attacks, and to otherwise protect the safety of the ship and crew, is recognised and respected.

The most common type of attack is where pirates or robbers board the ship, rob the crew and escape.

The more ambitious type of attack is where pirates not only rob the crew but steal the cargo or hijack the ship and/or crew for ransom.

An attack on the High Seas is an act of Piracy and an attack in Territorial Waters is Robbery At Sea and can occur when underway, at anchor or alongside a wharf.

At sea the more vulnerable ships to piracy and robbery attack are those with low freeboard and/or low speed.

Ships which have none or inadequate self protection measures and low alert and response levels are also more vulnerable to attack and successful boarding.

THE MAJORITY OF ATTEMPTED ATTACKS HAVE BEEN REPELLED BY SHIP'S CREW WHO HAVE PLANNED AND TRAINED IN ADVANCE OF THE PASSAGE AND EMPLOYED PASSIVE COUNTER MEASURES TO GOOD EFFECT.

DEFENSIVE MEASURES

- Identify any high risk piracy or robbery at sea areas and ports prior to undertaking the intended voyage. Establish the type of risk that may be encountered and undertake a risk assessment to identify appropriate preventive measures for your ship.
- Develop operational procedures and put in place any physical preventive measures to enable the detection and deterrence of piracy and robbery at sea attack against your ship.
- Maintain a good lookout, increase lookouts in high risk areas, undertake regular security rounds and maintain vigilance whilst at anchor or in port.
- Prepare your defensive measures and procedures prior to entering a high risk area.
- Practice and test procedures and defensive measures prior to entering a high risk area.
- Develop lines of communication, code words and alarm signals to inform crew of a potential or actual attack. Ensure relevant emergency 24 hour telephone numbers are prominently displayed near communication systems, in remote locations and that these are tested prior to entering the high risk areas. Preset messages if available.
- Control access to the accommodation and other work areas. Secure doors and limit the number of access points.
- Consider the use of barriers, gates and fencing to restrict access to the main and upper decks, especially decks to the accommodation.
- Consider a designated Crew Muster Point or Citadel for the safe location of all crew not required for preventive measures or safe navigation, and to which all crew can safely withdraw if required.
- Restrict to a minimum the crew required to undertake work duties outside secure areas of the ship and ensure crew are in constant communication with the bridge.
- If under attack at sea increase speed and manoeuvre to create wash and minimise any lee position from which attackers may attempt to board.
- Water spray directed along the hull and foam monitors can be effective in deterring or delaying pirates or robbers in boarding the ship. Manual operation of hoses is not recommended as it places crew in an exposed and vulnerable position. Hoses should be rigged in a fixed position and pumps ready for immediate use if required.
- In the Gulf of Aden and off Somalia make use of the Group Transit Scheme for the international transit corridor within the Gulf of Aden and report to the UKMTO Dubai when entering the Voluntary Ship Reporting Scheme limits.

WORLD PIRACY AND ARMED ROBBERY AT SEA HIGH RISK AREAS

Based on currently available information from IMO, IMB, ReCAAP and other sources 2009



COMMUNICATIONS AND REPORTING

- Alert other shipping in the area of suspicious activity or a potential or actual attack on your ship by VHF channel 16.
- If under attack consider whether a distress message should be transmitted by all available means, especially any attack that threatens the safety of the crew.
- If under piracy attack - In the Gulf of Aden and off Somalia alert UKMTO Email: ukmto@eim.ae and MSC-HOA Email: postmaster@mschoa.org
- If under piracy attack on the High Seas alert the nearest maritime Rescue Coordination Centre.
- If under robbery attack in Territorial Waters alert the State Coastal Maritime Emergency Response Agency.
- At anchor and when in port report any robbery at sea attack or incident to the relevant Port Authority, Coast Guard or Police.
- Use the SSAS alarm to alert the shipping company of an attack on the ship.
- Report all attacks or incidents (actual, attempted or suspicious) to the IMB Piracy Reporting Centre who provide 24/7 response on a world-wide basis. E-mail: imbkl@icc-ccs.org / piracy@icc-ccs.org or the 24 Hours Anti Piracy HELPLINE Tel: + 60 3 2031 0014

[This brochure has been prepared by the Inspector of Transport Security as an outcome of the Australian Inquiry into Piracy and Armed Robbery At Sea undertaken by the Inspector for the Minister for Infrastructure, Transport, Regional Development and Local Government.](#)