

AEPC/OPRF workshop to strengthen collaboration with APEC member economies to counter piracy and armed robbery

## Best Management Practices to Counter Piracy



COL (Ret) Michael Chen  
CEO, ST Education & Training



**Bad to the Bones**



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### PIRACY IN SOMALIA - DEVELOPING SITUATION



Since Jan 2008,  
63 ships attacked  
26 ships hijacked  
13 ships with 300  
crews holding

Ransom  
\$500K - \$2M per  
ship  
\$18M - \$30M

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## SCOPE

- *Common Vulnerability*
- *Attack Profile*
- *Best Management Practices*
  - *Planning*
  - *Implementation*
- *Conclusion*



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## Common Vulnerability

- Low Speed
- Low Freeboard
- Inadequate Planning and procedures
- Low state of alert
- Slow response by ship.



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**Analysis of Attack Profile**

- Firearms are used
- Small and high speed boats (25 kts)
- Come alongside intended target usually approaching from the stern / port quarter but also the sides if the ship has a low freeboard
- Access to ship often by climbing up poles or grappling irons hooked on to the ship's rail.
- Petty theft to Hijack/Ransom



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**Analysis of Attack Profile**

- Shown considerable skill and daring
- Boarded ships traveling > 17 knots and with high freeboards
- Demonstrated knowledge of ship's procedures (Often board when bridge / engine room crew are fully engaged in navigating through congested or restricted waters)
- Knowledge of the general layout of the ships they have attacked



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## Analysis of Attack Profile

- Tactics:
  - Launched from "mother" ships
  - Masked within fishing concentration / transiting with groups of small vessels
  - Secured to buoys
  - Concealment (adjacent coastlines, Islands, large vessels) and "ambush ops"
  - Day Ops (Somalia), Night ops (Malacca Straits)



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## Best Management Practices

- **Planning**
  - General Planning
  - Voyage Planning
  - Security Measures
- **Implementation**
  - In transit
  - If attacked
  - If boarded



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## Planning

- Keeping the Authorities informed of the movement of ships.
- Conduct risk assessment
  - Vulnerabilities
  - Consequence
  - Mitigation strategies
- Review passage plan
- Review SSA and the implementation of SSP and contingency plans
- Conduct drill and exercise iaw ISPS requirements. Ensure the crew are well briefed



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## Planning

- Consider the engagement of private security guards to reinforce existing manning
- Prepare emergency communication plan.
- Consider transit high risk area as a group (under escort of warship)
- Adjust ship routine to ensure crew is well rested and there are sufficient watch keepers
  - Bridge/lookouts manning
  - Engine room
- Secure and control access to restricted areas. Establish secured area for crew



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## Planning

- Check all ladders and outboard equipment are well stowed
- Enhance machinery readiness and redundancy
  - Generator
  - Steering motor
  - Fire pump/pressurised hoses
  - CCTV
  - Additional radar to cover blind arc
  - Night vision optics
- Dummies?
- Consider non-lethal defensive measures. Sound boom? Electrified guardrails? Nets?



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## Implementation - deterrence

- AIS Policy in the high risk area
- Minimize Communications. Standby emergency communications
- Minimize deck lightings
- Good lookouts especially stern and port quarter
- Protect the crew from exposure to undue risk



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## Implementation - deterrence

- Use light, alarm, evasive manoeuvres and crew activities to deter attack
- Majority of attacks will be deterred if robbers are aware that:
  - They have been observed
  - The crew has been alerted and is prepared to resist attempts to board
- Ensure that crew members are seen to be:
  - Constantly moving around the ship
  - Making random rather than predictable patrols.



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## Implementation – if attacked

- Activate emergency communications and pre-planned contingency plans
- Active SSAS
- Turn on AIS (if master has switched off)
- Sound general broadcast
- Mayday call.
- Manoeuvres and maximize ship speed to deter boarding
- Activate fire pump defensive measures
- Muster crew in defined safe area



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## Implementation – if boarded

- Update events with the authorities and naval forces in vicinity
- Offer no resistance to minimize violent and harm to crew
- Ensure all crew stay together in one location (safe zone if possible)
- If the bridge/engine room is to be evacuated, main engine should be stopped, all way taken off if possible and the ship navigated clear of other ships and hazards.
- Remain calm and co-operate with the pirates



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## Conclusion

- Eradication of piracy requires political will and international broad front efforts.
- Best Management Practices would enhance appropriate measures to be taken by ships to counter piracy.



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Thank You



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