

**ReCAAP ISC Piracy and Sea Robbery  
Conference 2013**

**International Efforts and  
Initiatives**

**Brenda Pimental**

**International Maritime Organization**



# Overview

- **Piracy in the Gulf of Guinea**
- **Guidelines for PMSC and PCASP**
- **ISO Standard**

IMO | Global Integrated Shipping Information System (GISIS) - Microsoft Internet Explorer provided by International Maritime

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## Global Integrated Shipping Information System

Secretariat Home

### Welcome to the IMO Secretariat Area

### ISPS Code database

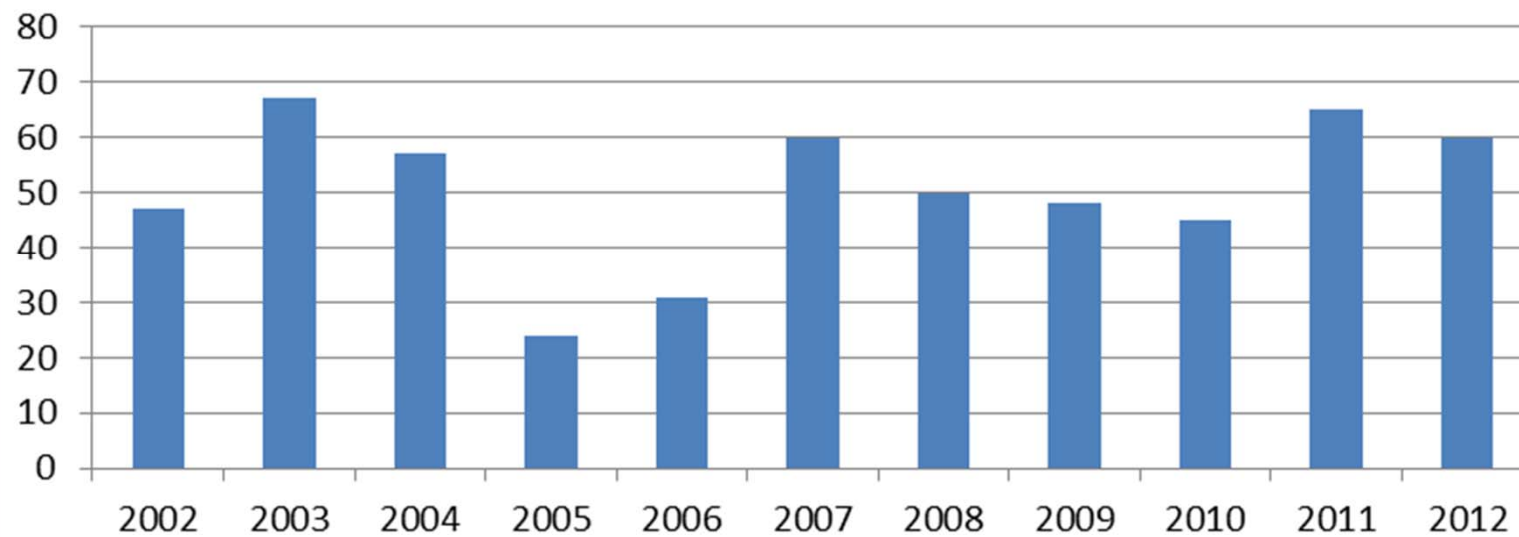
- **Maritime Security**  
Information communicated under the provisions of SOLAS regulation XI-2/13 (SOLAS chapter X1-2 and the ISPS Code).
- **Maritime Casualties and Incidents**  Public  
Data on Maritime Casualties and Incidents as defined by circulars MSC-MEPC.3/Circ.1.
- **Condition Assessment Scheme**  Public  
Electronic database for the implementation of the Condition Assessment Scheme - Resolution MEPC.94 (46), as amended.
- **Status of Treaties**  
Status of ratification of IMO conventions, including global tonnage figures.
- **Piracy and Armed Robbery**  
Reported incidents of piracy and armed robbery.
- **Contact Points**  Public  
Electronic database for Contact Points.
- **Recognized Organizations**  Public  
Information submitted by Member States under MSC/Circ.1010-MEPC/Circ.382.
- **Port Reception Facilities**  Public  
Data on the available port reception facilities for the reception of ship-generated waste.
- **Pollution Prevention Equipment**  Public  
Pollution prevention equipment required by MARPOL 73/78.
- **Port State Control**  
Information communicated under the provisions of SOLAS regulation I/19, article 11 of MARPOL, article 21 of Load Lines, article X(3) of STCW and the Procedures for port State control.
- **Simulators**  
: training.
- **Greenhouse Gas Emissions**  
Based on the *Interim Guidelines for Voluntary Ship CO<sub>2</sub> Emission Indexing for Use in Trials* (MEPC/Circ.471).

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# West Africa - Trends

Figure 1. Piracy and Armed Robbery Against Ships in West Africa



# West Africa - Totals

## Piracy and armed robbery incidents reported to IMO (2002-2012)

Piracy	Armed robbery	Number of ships hijacked	Number of seafarers held hostage	Number of seafarers killed
110	444	24	444	44

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***In international waters***                      **110**

***In territorial waters***                      **174**

***In port area***                      **270**

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***At anchor***                      **345**

***Steaming***                      **149**

***Not stated***                      **53**

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# Incidents in 2012

## Piracy and armed robbery incidents in West Africa

01 January – 31 December 2012

<i>Chemical tankers</i>	<b>16</b>
<i>Product tankers</i>	<b>11</b>
<i>Bulk carriers</i>	<b>6</b>
<i>Oil tankers</i>	<b>5</b>
<i>Tankers</i>	<b>5</b>
<i>Container ships</i>	<b>4</b>
<i>General cargo ships</i>	<b>4</b>
<i>Refrigerated cargo carriers</i>	<b>4</b>
<i>Others (vehicle carriers, etc.)</i>	<b>5</b>

# **Piracy and Armed Robbery off West Africa**

- **Very different from Somalia-based piracy**
- **Theft not kidnap and ransom**
- **Trading vessels not passing traffic**
- **Vessels at anchor or stationary**
- **Mostly in territorial waters**
- **Sovereignty issues**

# Initiatives for the Region

- UN Security Council resolutions 2018(2011) and 2039(2012)
- AU, ECCAS, ECOWAS, GoGC, MOWCA, EU
- US / AFRICOM, France, UK, Japan, etc
- Recognition of success of Djibouti Code (developed taking into account lessons of ReCAAP and ReCAAP-ISC)



# **Piracy and Armed Robbery in West Africa / Gulf of Guinea**

- Land based issue
- Symptom of wider problems ashore
- Largely hydrocarbon theft related
- Where does it go?
- Who doesn't notice?
- Is it a governance issue?
- How do we address that?

# **Maritime Trade Information Sharing Centre (MTISC)**

- **Regional asset**
- **Multi national, multi agency**
- **Two way flow - ships provide and receive information**
- **Focus on piracy and armed robbery**
- **Potential for wider development**

# **But - wider maritime security issues than just piracy and armed robbery**

- **IUU fishing**
- **Illegal trafficking**
- **Threats to maritime trade**
- **ISPS Code**
- **Protecting the environment**
- **Safety of navigation**
- **Search and rescue**

# **Code of Conduct concerning the repression of piracy, armed robbery against ships, and illicit maritime activity in West and Central Africa**

- **Adopted: Cotonou, Benin, 19 March 2013**
- **Open for signature: Head of State meeting Yaoundé, Cameroon, 17 May 2013**

# **Based on Djibouti Code - Key Objectives**

- **Review of national legislation**
- **Capability for maritime law enforcement**
- **Capacity building cooperation**
- **Coordinated, smooth, and effective communications through information exchange centres**

## **But - 'Djibouti Code plus'**

- **Wider scope - includes: transnational organized crime in the maritime domain, maritime terrorism, IUU fishing and other illegal activities at sea**
- **Article 3 - Measures at the National Level**
- **Article 7 - Measures to repress IUU fishing**
- **Article 9 - Embarked Officers**
- **Article 14 – Training and education**
- **African Union is the repository**

# Current IMO Guidance

- Global guidance to Governments, ship owners, ship operators and crews on suppression of piracy
- Investigation of offences
- Somalia-specific guidance including BMP
- Guidance to flag States, coastal and port States, ship-owners, ship operators and ship masters on privately contracted armed security personnel (MSC.1/Circs. 1405/Rev.2, 1406/Rev.2 and 1408/Rev.1)
- Guidance to private maritime security companies (MSC.1/Circ. 1443)
- ISO PAS 28007

# **MSC.1/Circ.1405/Rev.2**

- 1. Introduction: Definitions, Risk Assessment**
- 2. PMSC Selection Criteria**
  - 2.1 General**
  - 2.2 PMSC Background Information**
  - 2.3 Selection and Vetting of PMSC**
  - 2.4 Training of PCASP**



# **MSC.1/Circ.1405/Rev.2**

- 3. Service Provision Considerations**
  - 3.1 Insurance: Shipowners, PMSC**
  - 3.2 PCASP Team Size, Composition and Equipment**
  - 3.3 Command and Control of Onboard Security Team – including relationship with the Master**
  - 3.4 Management of Firearms and Ammunition from Embarkation to Disembarkation**
  - 3.5 Rules for the Use of Force**
  - 3.6 Reporting and Record Keeping**
  - 3.7 Categorization of PCASP**
  - 3.8 Reporting within the High Risk Area**
  - 3.9 Familiarization for Master and the crew**

# **MSC.1/Circ.1406/Rev.2**

- **Flag State to decide**
- **Escalation of violence**
- **Relevant requirements of flag, port and coastal States**
- **National legislation**
- **Appropriate?**
- **Minimum criteria**
- **Process for authorization: PCASP, use of PCASP**
- **Terms and conditions**
- **National legislation**

# **MSC.1/Circ.1408/Rev.1**

**Interim recommendations for port and coastal states regarding the use of privately contracted armed security personnel on board ships in the High Risk Area**

- Embarkation**
- Disembarkation**
- Vessel calling**

# **MSC-FAL.1/Circ.2**

- **Questionnaire on information on port and coastal State requirements related to privately contracted armed security personnel on board ships**
- **To raise awareness of relevant national legislation, policies and procedures relating to the carriage, embarkation and disembarkation of firearms and security-related equipment through their territory and the movement of PCASP**

IMO | Responses received on Private Armed Security - Microsoft Internet Explorer provided by International Maritime

http://www.imo.org/OurWork/Security/PiracyArmedRobbery/Pages/Responses-received-on-Private%20Armed%20Security.aspx

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FAQ

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Djibouti Code of Conduct

Marine Environment

Legal Affairs

Human Element

Facilitation

Technical Co-operation

Conferences

Circulars

Reduction of administrative burdens

## Responses received from port and coastal State requirements related to privately contracted armed security personnel (PCASP)

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

November 17, 2011

19/08/2012

Australia

Brazil

Denmark

France

France\_(E)

Hong Kong, China

India

Israel

Jordan

Madagascar\_En

Madagascar\_Fr

Mauritius

Panama

Somalia

Spain

Spain\_(E)

United States of America

See also

Responses to the World Customs Organization (WCO) questionnaire on PCASP

# Responses: 14 / 160

(Only Denmark, India and Hong Kong, China from ReCAAP)

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12/03/2013

# **MSC.1/Circ.1443**

**Interim Guidance to private maritime security companies providing privately contracted armed security personnel on board ships in the High Risk Area**

- 1. Purpose**
- 2. PMSC professional certification**
- 3. PMSC company requirements**
- 4. Management**
- 5. Deployment considerations**

# **MSC.1/Circ.1443**

## **Section 5. Deployment considerations**

- **BMP**
- **PCASP Team size, composition and equipment**
- **Command and Control**
- **Category assigned to PCASP**
- **Management of firearms and ammunition from embarkation to disembarkation**
- **Shipboard familiarization**
- **Use of force**
- **Reporting and Record Keeping**

# **MSC.1/Circ.1444**

**Interim Guidance for flag States on measures to prevent and mitigate Somalia-based piracy**

- 1. Introduction**
- 2. Counter-piracy policy**
- 3. Best Management Practices and pre-transit preparation**
- 4. Capture and humanitarian response**
- 5. Suppression of piracy in the High Risk Area**
- 6. Reporting**



# **ISO/PAS 24007**

**(adopted 21/11/2012)**

- **ISO/PAS 24007:2012 - Ships and marine technology — Guidelines for Private Maritime Security Companies (PMSC) providing privately contracted armed security personnel (PCASP) on board ships**
- **ISO 28000:2007 is the certifiable security management systems standard**
- **ISO 28003:2007 provides requirements for providing audits and certification to ISO 28000:2007.**

# **ISO/PAS 24007**

**(adopted 21/11/2012)**

- 1 Scope**
- 2 Normative references**
- 3 Terms and definitions**
- 4 Security management system elements for PMSCs**
- 5 Operation**
- 6 Performance evaluation**
- Annex: BIMCO Guardcon**



# SAVE OUR SEAFARERS

2,000 Somali  
pirates are  
hijacking the  
world's economy



Thank you for visiting our website

Over 800 seafarers are being held hostage by armed gangs of Somali pirates, in appalling conditions, subject to physical and psychological abuse, for up to 8 months.

## SUPPORT OUR CAMPAIGN

Click here and take action

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It was fantastic to read the latest update on the SaveOurSeafarers Facebook fan page. Members of... [read more](#)

08.03.11 Why high-seas piracy is...

In 2005, the average ransom paid for the release of a ship hijacked by Somali pirates was around... [read more](#)

ICC Commercial Crime Services

# www.saveourseafarers.com

Manufactured goods is delivered by sea. Nearly half of the world's seaborne oil supply passes through the pirate-infested parts of the western and northern Indian Ocean.

But the world's politicians don't seem to realise the severity of the crisis. World trade is under threat. Piracy costs the global economy \$12bn a year. Ransom money paid to pirates is \$100m a year. 10% of pirates are released after attacking.

You can help stop this hostage-taking and help restore the freedom of the seas. Please add your voice to our worldwide call for government action. More robust laws, stronger enforcement of international conventions and firmer political resolve are needed to stop these pirates.

Just two clicks sends our SOS letter, in your name, directly to your chosen Head of Government.

Thank you for your support

# www.imo.org

# marsec@imo.org

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Walkout over fate of #Indian #sailors  
<http://tinyurl.com/47glrlc> #SOS [about a minute ago](#)

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