

BIMCO Security Department
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ICC –IMB PIRACY AND ARMED ROBBERY MEETING

The future of self protection measures – a proposal for a new global BMP

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Who is BIMCO



- BIMCO is the world's largest international shipping association, with 2,300 members in around 130 countries. We provide a wide range of services to our global membership – which includes shipowners, operators, managers, brokers and agents.
- BIMCO's core objective is to facilitate the commercial operations of our members by developing standard contracts and clauses, and providing quality information, advice and education.
- BIMCO promotes fair business practices, free trade and open access to markets and we are a strong advocate for the harmonisation and standardisation of all shipping related activity.
- BIMCO actively promotes the application of globally agreed regulatory instruments – we are accredited as a Non-Governmental Organisation (NGO) with all relevant United Nations agencies and other regulatory entities.



Common Needs and Wants of Industry



- Safe passage for ships, goods and services
- Proactive risk mitigation
- A well understood reporting mechanism
- A credible response capability

A Safe and Secure Environment



Someone to call



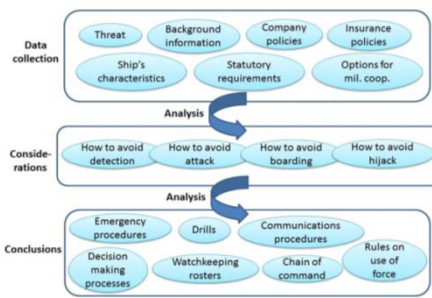

Fundamentals



- Risk assessment
- Vigilance
- Reporting
- Passive defence measures



Single Voyage Risk Assessments (SVRA)



Fundamentals



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- Vigilance
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Vigilance



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- Be Vigilant at all times. The mark one eyeball works outstandingly well. Additional look outs need to be placed in areas of high risk
- Optimise all radars and radio equipment
- Consider CCTV and other image capturing equipment
- When possible consider leaving deck lighting on
- Monitor VTS channels



Reporting and Information Sharing



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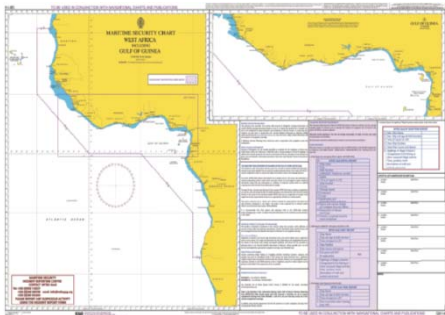
- **The Bottom Line**
 - Significant disruption of commerce is clearly easily possible. The more globalised the problem the more exposed we are to vulnerabilities
 - Live in an ever more unstable world.
- The coordination and dissemination of information and the necessary reaction to it is a vital part of the solution.
- About how to mobilise decreasing but expensive law enforcement assets:
 - The reporting and information sharing paradigm change



Reporting - VRAs West Africa



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Reporting VRA S E Asia



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Reporting VRA Indian Ocean



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Reporting Common Indicators/Standards



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- Precedent in BMP – Annex C
- Piracy and Armed Robbery Incidents Debate
 - UNCLOS
 - Regional
 - Factors e.g. Malaca Strait
- Need to harmonise and reflect reality
- Three Simple Categories – no differentiation:
 - 1. A hijacking – however long for whatever purpose
 - 2. An attack – armed robbery, even fired upon
 - 3. Theft and/or Pilferage – no violence, no weapons
- Essential to paint true picture to Coastal States and their Governments

Fundamentals

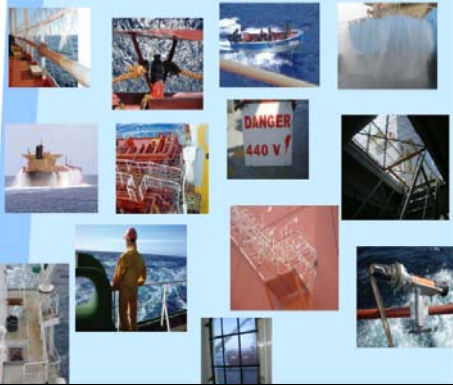


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CSIA



Passive Defence Measures



Global Trends Require Global Solutions



2015 BIMCO Predictions and Actuality:

- Growth in illegal maritime activities in /off coastal failed/weak states
- Growth in violence – everywhere
- Growth in fuel hijacking from product tankers West Africa and SE Asia
- Growth in "vessel" and "people " hijacking.
- Growth in Stowaways and Drug smuggling.
- Growth in use of PMSCs
 - NB ISO 28007 NOW FULL STANDARD
- Growth in illegal mixed mass migration



Q & A ?



Shipping Industry Wants



- Clarity of direction on security, timely information and the right level of support
- Is it getting it? Even if it is – what more can it do ?
- Illegal maritime activities pervasive - Piracy and Armed Robbery, Stowaways, Drug Smuggling, Mixed Mass Migration
- Are these a failure of the international community, regional law enforcement efforts, ship owner efforts, reporting, the ISPS Code, or insufficient funding or all!



Regional Threats to Shipping



- AQAP → Main Threat ?
- ISL → Increasing ?
- Al-Shabab → Growing ?

The Global Maritime Security Situation



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GOG The Safety and Security of Seafarers has Top Priority



Industry is actively involved, individually and through associations

- Reporting into MTISC-GoG and providing MNLOs
- Vessel hardening as recommended in MTISC-GoG Maritime Security Advice (MSG-GoG) available at www.mtisc-gog.org
- The RT joint document "Guidelines for Owners, Operators and Masters for protection against piracy in the Gulf of Guinea region".
- Oil industry, via the IOGP, issued guidance to Oil Fields on how to manage the piracy risk



Convergence



- Intelligence and Information Sharing
- Communication
- Reporting
-are of little use unless there is a local or regional capability to:
 - React and Deter
 - Implement ISPS code effectively
 - Arrest and Prosecute
-and strategically unless local Governments provide:
 - Conditions ashore that provide alternatives
 - Conditions ashore that deter criminality