

	MARITIME AUTHORITY OF JAMAICA MARITIME SECURITY- PIRACY AND ARMED ROBBERY AGAINST SHIPS	Circular No.	15-03-02	P
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TO:

- (I) ALL OWNER AND MASTERS OF JAMAICAN REGISTERED VESSELS
- (II) ALL MANAGERS AND OPERATORS OF JAMAICAN REGISTERED VESSELS

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SUBJECT: MARITIME SECURITY- PIRACY AND ARMED ROBBERY AGAINST SHIPS

Note: This Circular replaces the previous Circular No.10-03-02 - ACTS OF PIRACY.

References:

IMB 2014 Annual report on Piracy & armed robbery against ships, BIMCO GUARDCON & Guidance on the Rules for the Use of Force (RUF) by Privately Contracted Armed Security Personnel(PCASP) in defense of a ship(MV).

An International Model set of Maritime Rules for the Use of Force (RUF) - 100 Series

IMO circulars:

SN.1/Circ.281- Piracy and Armed Robbery against Ships in waters off the coast of Somalia Information on Internationally Recommended Transit Corridor (IRTC) for Ships transiting the Gulf of Aden MSC.1/Circ.1334- Guidance to Ship Owners and Ship Operators, Ship Masters and Crews on preventing and suppressing acts of piracy and armed robbery against ships, MSC.1/Circ.1339- Best Management practice-version 4, MSC.1/Circ.1390- Guidance for Company Security Officers- Preparation of a company and crew for the contingency of hijack by pirates in the Western Indian Ocean and the Gulf of Aden.MSC.1/Circ.1405/Rev.2- Revised interim guidance to Ship Owners, Ship Operator, Ship masters on the use of Privately Contracted Armed Security Personnel in the High Risk Area.

Introduction:

This circular is intended to remind all Owners, Operators and Masters of Jamaican registered vessels that piracy and armed robbery against ships are real threats though reduced and insist that all security precautions should be taken to protect their vessels and report any attacks on their vessels to the local authorities, this administration and to the IMB Piracy reporting centre using the Piracy and Armed Robbery attack report which can be accessed from the

[IMB website](#)

Piracy and armed robbery against ships is still a very real threat to shipping despite the drop in number of attempted

and actual attacks to a total of 245 attacks for the year 2014 as compared to 264 for the year 2013. Seventy five percent of the total attacks have taken place in the following six regions: Indonesia (100), Malaysia (24), Bangladesh (21), Nigeria (18), India (13), Singapore Straits (8). The total number of attempted attacks in the year 2014 attributed to Somali piracy is only 11 attacks, and no actual attacks have taken place.

Regional Co-operating Agreement on Combating Piracy and Armed Robbery against ships-Information Sharing Centre in Asia (ReCAAP -ISC), the Singapore anti-piracy watchdog has reported 10 incidents of robbery on board ships in January 2015 a slight increase as compared with 8 in January 2014.

Baltic and International Maritime Council (BIMCO) has issued a security alert in February 2015 for the Gulf of Guinea (GoG) region in view of recent attacks and have issued a revised guidelines for Owners, Operators and Masters for protection against piracy in the Gulf of Guinea region.

Recommendation:

When considering the degree of precaution to be taken, it is best advised to make a risk assessment based on the trade area and the type of attacks experienced in the region and to address the necessary security measures in the vessels voyage plan.

All vessels are strongly recommended to have a copy of the Best Management Practice (BMP 4)- Version 4 dated August 2011 on board and the crew should be familiar with the contents and exercise security measures as outlined in the document which is especially aimed for protecting vessels against piracy in the Gulf of Aden region.

Vessels trading in the West African region including the Gulf of Guinea are strongly recommended to have a copy of the Guidelines for Owners, operators and Masters for protection against piracy in the Gulf of Guinea region.

In all other regions vessels are strongly recommended to adhere to the Ship Security Plan protection measures and ensure good vigilance and anti piracy measures.

As a general guidelines the following actions have aided in better protection against piracy threat in the Gulf of Aden and can generally be followed in other piracy areas including the West coast of Africa:

- Register with Maritime Security Centre-Horn of Africa (MSCHOA) prior to entering and upon entering high risk area submit vessel reporting form to UKMTO or MTISC-GoG as appropriate.
- Increased speed over 18 kts where possible
- Increased Freeboard over 8 mtrs where possible
- Barbed wire protection around low freeboard deck
- Water curtain using fire hoses on main deck and lower deck areas.

- Continuous Anti Piracy look out while in the region
- Radio silence
- leaving the Automatic Identification System (AIS) switched on or off can be left to the discretion of the Master, though it is recommended to leave it on to aid military vessels in tracking the victim vessel.
- Limiting the use of lighting at night.
- Use of Citadel is an owners/masters choice but the principle of construction and use should be as outlined in the BMP4
- Vessels are strongly recommended to use the Internationally Recognized Transit Corridor (IRTC) and use the escort services of any Naval vessels in High Risk Area where the vessel speed is below 18 kts and freeboard is below 8mtrs.
- Use of Privately Contracted Armed Security Personnel (PCASP) is the Owners choice but a complex decision considering the legal requirements governing the legitimate transport, carriage and use of fire arms gives cause for concern. Owners, Operators and Masters are therefore strongly recommended to follow the revised interim guidance on the use of privately contracted armed security personnel on board ships in high risk areas- IMO circular MSC.1/Circ.1405/Rev.2 which can be accessed from the [IMO website](#).
- In view of the complex legal requirements concerning the employment of Privately Contracted Armed Security Personnel (PCASP) , the administration wishes to remind the Ship Owners who wishes to employ PCASP on board their ships that they are required to consult with this administration and obtain the administration approval prior to employing PCASP.
- Ship Owners, Operators and Masters willing to consider employment of privately contracted armed security personnel on board their ships are required to address the following prior seeking administration approval:
 1. Procedures for the PCASP shall be addressed within the Ship Security Plan which shall address the following minimum features:
 - Command and control structure linking the ship's master, officers and security team leader must be clearly defined and documented.
 - Documented procedures for complying with flag State, port State and coastal State legislations governing the transport, carriage, storage provisions and use of firearms and ammunitions and security equipment to and from port of embarkation to port of disembarkation or ports/places at which ship may call as part of its intended voyage with the security team on board.
 - documented standards and procedures for a complete inventory for all firearms, ammunitions and security equipment available upon the security team arrival aboard the ship (inventory should detail make, model, caliber, serial number and details of ammunitions nature and amount.

- communication procedures with the PCASP
 - Authority of Master (PCASP embarked on the vessel are at all times subject to the overriding authority of the vessel's Master)
 - Activation of PCASP and the risk of escalation
2. Appropriate measures must be taken to verify the credibility, experience and history of the company providing armed security services, the experience and capabilities of their personnel and their preparedness for the mission at hand.
 3. Accommodation and safety equipment must be provided to the security team and a safe and secure location should be provided to store the ammunitions and weapons. The size of the PCASP team plus the crew should not exceed that specified in the ship's safety certificate.
 4. It is the ship owners responsibility to verify the PCASP's ability to work and cooperate with the crew on board and assure the safety of the vessel.
 5. It must be verified that there is a "Rules for the use of force" document in place as part of the contract between the Owner/Operator/Master and the contracted security company.
 6. The Master and crew must receive training and must be fully familiar with the Best Management Practice to deter and prevent piracy.
- Complete a risk assessment and carry out training exercise in anti piracy measures, reporting procedures and testing of communication systems including the Ship Security Alert System (SSAS) prior entering the High Risk Area.

The referenced circulars can be accessed from the administration [JSR website](#) and any further queries can be addressed to the administration at the numbers and email listed below.

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