



भारत सरकार/ GOVERNMENT OF INDIA
पोत परिवहन मंत्रालय / MINISTRY OF SHIPPING
नौवहन महानिदेशालय, मुंबई
DIRECTORATE GENERAL OF SHIPPING, MUMBAI

No. 35-NT(03)/PRY/2019

Date: 24.12.2019

NT Wing Piracy Circular No. 04 of 2019

Sub: Maritime Security Advisory for vessels calling the ports or transiting the piracy effected areas on the account of increased piracy / kidnapping activity in these region - reg.

For the attention of Ship Owners, Ship Managers, Shipping Agents, Ship Master, Charterers, Ship Builders, Ship Breakers Association, Classification Societies recognized by Director General of Shipping, Non-exclusive Survey companies, Insurance Companies, Coastal State including Administrations of Union territories / Islands and Maritime Boards.

1. Maritime piracy continues to pose serious threats to international shipping with recent incidents indicating greater threats to seafarers, as pirates have taken them as hostage for ransom.
2. The incidents of piracy have also been occurring further into the sea with vessels at distances of even nearly 200 nautical miles from the African coast in the vicinity of the Gulf of Guinea not being safe from such attacks.
3. The incidents of piracy are not restricted only to the Gulf of Guinea region, but such incidents are also occurring in other areas including the Malacca straits and Singapore straits.
4. Reports of attempted attacks by pirates and armed robbers in the Global Integrated Shipping Information System (GISIS) of IMO indicates that the number of incidents of piracy and armed robbery in West Africa region during the 11-year period from 1st January 2009 to 15th December 2019, was 1173, with the number of such incidents during the period 1 January 2019 to 15th December 2019 being 65 incidents.
5. The incidents of piracy and armed robbery have occurred despite ships having adopted the 'Best Management Practice 5' recommended for use (i.e. BMP 5 - which is recommended for use in the Red sea, Gulf of Aden, Arabian Sea and Persian Gulf region).

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6. In view of the increased threat of piracy and armed robbery, all seafarers, Ship Owners, Ship Managers, RPSL agents, Shipping Agents, Ship Master, Charterers etc. are cautioned that the adopting the recommendations of BMP 5 alone may not be enough to deter attacks of piracy on shipping. All concerned are therefore advised that in addition to the recommendations of BMP 5, the following needs to be considered:

- a) Strictly ensure that the all anti-piracy security measures are including physical barriers such as razor wires (barbed wires) used on the vessel are properly rigged and encompasses all parts of the vessel including areas in the vicinity of the life-boats, life-rafts etc., so that the pirates do not have easy access to the vessel from these areas. However, while using such measures, it may always be ensured that the safety equipment's can continue to be used effectively at all times.
- b) Be alert at all times for the presence of mother vessels and small crafts including fishing boats etc., which could be used for carrying out attacks on merchant ships at great distances into the sea from the coastline.
- c) Ensure that adequate watch is maintained at all times by sight and hearing and by all other available means to be able to detect and deter such incidents.
- d) To consider use of security guards while operating in piracy affected regions, even if the vessel is operating at considerable distances from the shoreline.
- e) Consider all other options that could be taken in view of the unique circumstance of each situation.

5. This issues with the approval of the Director General of Shipping & Additional Secretary to the Government of India.



(Capt. (Dr.) Daniel J Joseph)

Nautical Surveyor - cum - Dy. DG (Tech. & Anti-Piracy)