

CITADEL GUIDANCE
 This text has been agreed by CMA, EUNAVFOR, NATO, UKMTD and the industry organisation signatories of BMP3. If CITADELs are to be employed, it is strongly recommended that they must be seen as complementary to, rather than a replacement for, all other self-protection measures set out in BMP 3. It is the responsibility of owners, operators and Masters to decide and implement their policy in relation to the use of citadels. The most effective counter-piracy tactic is to ensure thorough passive defensive measures that the pirates do not board the ship in the first place.

CITADELs have become a focus of discussion as a result of their successful use on recent occasions. However, there has been a mis-perception on the part of some in the shipping industry that the occupation of CITADELs will result in a military response to release the sea lanes. As a consequence of this mis-perception, EUNAVFOR MSCHOA, in discussion and with support from industry organisations, has decided to issue some further guidance and advice relating to these operations.

The use of a CITADEL DOES NOT guarantee a military response. Before owners, operators and Masters commit to a policy that recommends the use of a citadel, it is important to understand the criteria that military forces will apply before a boarding to free the ship can be considered:

- 100% of the crew must be secured in the CITADEL.
- The crew of the ship must have self-contained, independent, 2-way external communications. Sole reliance on VHF communications is insufficient.
- The pirates must be denied access to propulsion.
- All emergency equipment in the CITADEL should be fully and regularly tested for functionality.
- The communications system should have a power supply for a minimum of 3 days, based on a continuous open line.
- A full list of emergency contact numbers including UKMTD should be held inside the CITADEL.
- At least 3 days of food and water provisions for all the crew should be available in the CITADEL.
- Medical supplies, including medication for the treatment of physical trauma, and sanitation should be made available.

SafetyNet broadcasts on Inmarsat C:
NAVAREA VIII – Co-ordinator: INDIA. Transmitted via Pune LES on IOR satellite.
NAVAREA IX – Co-ordinator: PAKISTAN. Transmitted via Burum LES on IOR satellite.
 See Admiralty List of Radio Signals (ALRS) Volume 5 for full details, scheduled transmission times etc.

Ships in the UKMTD voluntary reporting area (Suez Canal/105/78E) should ensure that their Inmarsat C terminals are logged in to the IOR satellite and are set to receive navigational warnings from both NAVAREA VIII and IX to be sure that they receive all alerts.

In addition ships should programme their Navtex receivers to receive navigation warnings from all appropriate Navtex stations.

EMERGENCY CONTACT
 • UKMTD Dubai
 United Kingdom Maritime Trade Operations
 Email: ukmtodubai@eim.ae
 Tel: +971 50 552 3215

SECONDARY CONTACTS
 • MSC-HOA
 Maritime Security Centre – Horn of Africa
 Email: postmaster@mschoa.org
 Tel: +44 1923 958 545
 Fax: +44 1923 958 520
 Website: www.mschoa.org

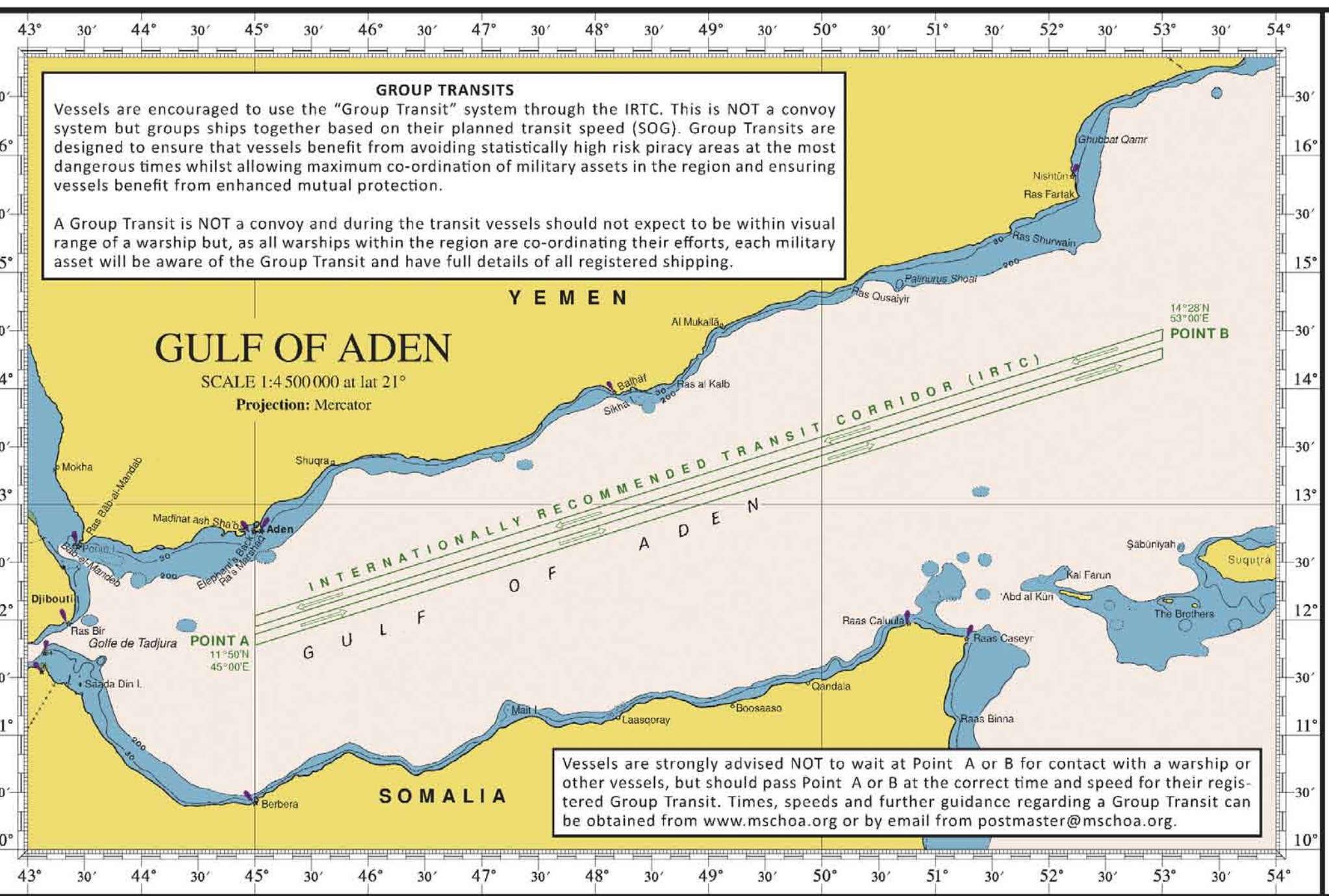
• NATO Shipping Centre
 Email: info@shipping.nato.int
 Tel: +44 1923 956 574
 Fax: +44 1923 956 575
 Website: www.shipping.nato.int

• MARLO Maritime Liaison Office – Bahrain
 Email: marlo.bahrain@me.navy.mil
 Tel: +973 1785 3925
 Cell: +973 3940 1395
 Website: www.cusc.navy.mil/marlo/

• IMB Piracy Reporting Centre
 Email: piracy@icc-ccs.org
 imbkl@icc-ccs.org
 Tel: +603 2031 0014 (24 hr Helpline)
 Fax: +603 2078 5769
 Telex: +84 34199 (IMBPC1 MA34199)
 Website: www.icc-ccs.org

FURTHER INFORMATION
 Further information and guidance can be obtained from the following organisations, websites or publications:

- UKMTD Dubai, MSC-HOA, MARLO and the IMB-PRC.
- Best Management Practice Guidelines – “BMP3” (available from Admiralty Distributors, OCIMF and INTERTANKO).
- Oil Companies International Marine Forum (OCIMF) Publication “Piracy – The East Africa / Somalia Situation”.
- IMO Marine Safety Committee (MSC) Circular(s).
- Admiralty Annual Summary of Notices to Mariners.
- Admiralty List of Radio Signals (ALRS) Volumes 1 and 6.
- Relevant Navigation Warnings and EGC SafetyNet broadcasts on Inmarsat C.



VOLUNTARY REPORTING REQUIREMENTS

Merchant vessel voluntary reporting schemes are established to increase security, provide anti-piracy support and to maintain the freedom of navigation to all vessels in the Indian Ocean, Arabian Sea, Gulf of Aden and the Red Sea.

Merchant vessels operating in these areas are strongly encouraged to liaise, as detailed below, with the authorities. Any vessel, owner, operator or manager choosing not to report may delay any military assistance in the event of an incident as military assets will not be expecting the ship and valuable information may not be available.

The schemes are free to participate in and vessels of any flag or ownership are invited to participate. All information is treated in strict commercial confidence and only used within military circles.

REPORTING

Upon entering the UKMTD voluntary reporting area (bounded by Suez in the north, to 10°S and 78°E), or when leaving a port within the area:

- (a) Send an Initial Report to UKMTD (by email to ukmtodubai@eim.ae). See “UKMTD STANDARD MESSAGE FORMAT” on this chart and BMP3 Annex B for report details;
- (b) Register Vessel Movement with MSC-HOA (on-line at www.mschoa.org, by email to postmaster@mschoa.org or by fax +44 1923 958520). See www.mschoa.org for report details;
- (c) After transmitting the initial reports above, vessels are asked to report daily to UKMTD (with a copy to MSC-HOA) giving their position, course, speed and ETA. In addition, when calling at ports within the reporting area, the date/time of arrival and the ETD should be reported;
- (d) If planning to transit the Gulf of Aden, vessels are requested to add the ETA to the IRTC entry point (“Point A” or “Point B”) to the daily reports to UKMTD and MSC-HOA;
- (e) Vessels are also encouraged to increase the frequency of such reports to 6 hourly intervals within the Internationally Recommended Transit Corridor (IRTC);
- (f) When making reports all times should be in “UTC”;
- (g) Reports may be made by either the vessel or by the owner/operator.

NAVIGATION IN, OR NEAR, PIRACY HIGH RISK AREAS

Any decision to navigate in areas where vessel security may be threatened requires careful consideration and detailed planning to best ensure the safety of the vessel and crew. The following outlines some of the key aspects involved in such planning:

- (a) Gather up-to-date information regarding the current security situation in the region (navigation warnings, piracy alerts, MSCHOA website etc.);
- (b) Identify current piracy high risk areas and assess whether it is possible or practicable to avoid these areas;
- (c) Consider expected weather conditions, bearing in mind that the small craft usually used by the pirates may be difficult to operate in sea conditions above Beaufort Force 4 (wave heights >2m);
- (d) Consider main and auxiliary machinery capability, availability and reliability;
- (e) Plan on transiting the high risk area at full sea speed or in accordance with Group Transit or National Convoy speed requirements;
- (f) Plan on transiting areas of highest risk in the hours of darkness or as dictated by Group Transit or National Convoy requirements;
- (g) Conduct a risk assessment;
- (h) Based on the risk assessment and Ship Security Plan (SSP), prepare self-protection measures in accordance with BMP3;
- (i) In accordance with the risk assessment and SSP draw up a contingency plan for the passage through the high risk area and ensure this is briefed and exercised by all concerned, on board and ashore;
- (j) Define Automatic Identification System (AIS) policy;
- (k) Establish a “Safe Muster Point” to protect crew in the case of a pirate attack;
- (l) If a “Citadel” is provided and properly equipped check that all equipment is in place and ensure that ship to shore communications systems are working correctly;

(REFER TO BMP3 SECT.9.13 FOR DEFINITIONS OF “SAFE MUSTER POINT” AND “CITADEL”. TAKE NOTE OF “CITADEL GUIDANCE” ON THIS CHART AND www.mschoa.org)

- (m) On entry into the high risk area adopt ISPS Security Level 2 as a minimum including securing and control of access to all internal spaces and restricted areas;
- (n) Increase all-round lookouts and ensure enhanced radar watches;
- (o) Minimise outgoing external communications to essential safety and security related messages;
- (p) Set AIS in accordance with defined policy;
- (q) Have contact numbers displayed at all communications stations and prepared emergency messages ready for sending;
- (r) Have all self protection measures ready for immediate use.

UKMTD STANDARD MESSAGE FORMAT

1	Ship Name
2	Flag
3	IMO Number
4	INMARSAT Telephone Number
5	Time & Position
6	Course
7	Passage Speed
8	Freeboard
9	Cargo
10	Destination and Estimated Time of Arrival
11	Name and contact details of Company Security Officer
12	Nationality of Master and Crew

NOTES:

RECOMMENDED ACTIONS IN EVENT OF SUSPECTED, OR ACTUAL, PIRACY ATTACK

- a) **IDENTIFIED SUSPECT VESSEL IN VICINITY**
 - Alert UKMTD Dubai (by telephone) to the fact that an attack might be about to take place;
 - Consider whether a “PANPAN” message should be broadcast (VHF and Inmarsat C).
- b) **ATTACK IMMINENT OR IN PROGRESS**
 - Activate SSAS;
 - Transmit “MAYDAY” call by all available means (VHF Ch.16, VHF & MF/HF DSC, Inmarsat C);
 - Alert UKMTD Dubai by telephone;
 - Switch on AIS (if switched off as part of anti-piracy precautions);
 - Sound crew piracy alert alarm and muster all persons at a planned “Safe Muster Point” if they are not required for manoeuvring and immediate anti-piracy duties;
 - Maintain, or increase to, maximum sustainable speed and take appropriate evasive manoeuvres (short cycle zig-zag and/or course alterations to remove lee from either side of vessel, etc.);
 - Activate pumps to supply water to fire hoses / monitors directed at points vulnerable to boarding and to flood deck areas to create “waterfall” effect overseas;
 - Activate all other planned “non-lethal” defensive measures.
- c) **PIRATES ON BOARD**
 - Try to remain calm;
 - Inform UKMTD Dubai by telephone before pirates gain access to the bridge;
 - Stay together as far as it is practicable to do so;
 - If possible leave any CCTV recording equipment running;
 - If possible activate “save” function on VDR and leave VDR equipment running;
 - Co-operate with the pirates;
 - DO NOT offer resistance;
 - DO NOT use firearms even if available;
 - DO NOT make any sudden movements around the pirates;
 - DO NOT use flash photography;
 - DO NOT use flares or other pyrotechnics;
 - If the SSP involves the evacuation of all persons to a “Citadel” then ensure that the main engine is stopped, the vessel has sufficient sea room to drift, all persons are inside the Citadel and that the Citadel is secured. See “CITADEL GUIDANCE” on this chart and also the MSC-HOA website.
- d) **VESSEL HIJACKED**
 - Continue to remain calm and co-operate with the pirates;
 - If possible ensure all persons keep together in one location;
 - Avoid any physical contact with the pirates;
 - If possible maintain a log of events.
- e) **IF MILITARY FORCES INTERVENE**
 - Continue to remain calm;
 - DO NOT use flash photography;
 - If possible keep all crew away from the pirates;
 - If possible all crew should stay together, keep low to the deck, cover heads with hands and ensure hands are clearly visible.