

BMP 4

Best Management Practices for Protection against Somalia Based Piracy

- Intercargo paper showing the differences between BMP 3 and the recently released BMP 4

15 August 2011

IMPORTANT CAVEAT

Please ensure that the version of BMP 4 distributed is the official version which appears on the websites of the supporting and endorsing organisations e.g. Intercargo : www.intercargo.org; MSCHOA : www.mschoa.org etc etc.

NOTES NOT FORMING PART OF BMP 4

1. This paper shows both BMP 3 and BMP 4 for comparison purposes with the additions shown as underlined and deletions as ~~striketrough~~. Any comments in [square brackets] are for information and are not incorporated in the official version of BMP 4.
2. BMP 4 will be distributed in accordance with an agreed distribution plan. The websites of all supporting organisations will carry official versions of BMP 4.
 - a) Intercargo members will be automatically sent hard-copies of BMP 4 as soon as these have been received from the printers. For enquiries about the distribution, please contact zoe.sakka@intercargo.org
 - b) As part of its wider remit to publicise BMP 4, Intercargo will write to all Dry Bulk Shipowners trading internationally – irrespective of Association membership, inviting them to implement BMP 4 with immediate effect.
 - c) After publication, additional hard-copies of BMP 4 may be obtained free of charge from Witherby Publishing Group : info@emailws.com / www.witherbys.com

SUMMARY OF THE PRINCIPLE CHANGES BETWEEN BMP 3 AND BMP 4 **(Not forming part of BMP 4)**

Title

BMP is now intended to Protect against Somalia based Piracy as opposed to deter against a slightly wider definition of “off the Coast of Somalia and in the Arabian Sea Area”. There is no real effect on the intended users or the arena of operation.

Endorsers

There are seven new endorsers.

As an inconsequential change, use of the term Naval Forces has been changed throughout BMP 4 to Naval / Military Forces.

Ambit of operation

In most cases, geographical areas have been replaced by a general definition of “High Risk Area” (HRA). This will ensure that the document remains applicable even if changes are made to the boundaries of the HRA – as notified on websites such as MSCHOA. Note that the HRA boundaries have changed since the previous version of BMP 3 and that these changes were widely promulgated at the time.

Updated information

The new version of BMP frequently urges users to refer to the MSCHOA and NATO websites to gain the latest information.

Contents

- Self Protection Measures are now called Ship Protection Measures throughout
- The ordering of the chapters has changed to reflect discrete actions which the ship is requested to consider linked to either pre-planning or the necessity of reacting to specific events which have occurred to it. This changes the previous version which had some chapters linked to the chronological passage through the High Risk Area
- An MSCHOA Vessel Movement Registration Form has been added.
- Additional advice for leisure craft including yachts has been included

Summary of what a vessel needs to do (page v)

Mirroring the information contained on Intercargo’s stickers, the document now contains a one-page summary “The Three Fundamental Requirements of BMP” broadly encapsulating the register / report / implement ship protection measures message of BMP 3 and the soon-to-be updated Intercargo stickers.

Summary of how to take measures to avoid seizure (page vi)

BMP 4 contains a new one-page summary (“Aide Memoire – avoid being a victim of piracy”) which suggests how to mentally prepare and then adopt appropriate processes to prevent seizure.

Introduction

1.2 Severity of consequences of not following BMP. This is a new section stressing the implications to the crew if BMP is not followed and the ship is later seized.

Masters Authority

(Following Section 1.7) : The Master's discretion on following every aspect of BMP is retained although the wording has changed to note that the Master's authority is to protect his crew, ship and cargo. Intercargo strongly urges all Dry Bulk companies to adopt and implement BMP.

High Risk Area

Monsoon effect : Piracy Shift : Section 2.3 – BMP 4 states that if piracy is reduced in one area because of the monsoon, it may increase in a non-monsoon affected area. One example given is the Bab al-Mandeb.

HRA differs from the UKMTO Voluntary Reporting Area : Section 2.4 - reminds users that the definitions of the two areas are different with the UKMTO Voluntary Reporting Area incorporating the Arabian Gulf.

Routeing : Section 2.5 : as a general reminder to commercial and operational interests, BMP 4 again emphasises that voyage planning should take account of the latest information on pirate activity and weather considered as adverse by pirates. Section 7.8 suggests that NAVWARNINGS etc may suggest re-routeing and Section 7.10 reminds operators that adjustments to passage planning might be required following MSCHOA advice.

Risk Assessment

Ship Operators must undertake a risk-assessment : Section 3.1 – a reminder that operators must undertake a risk assessment

Citadels & Safe Muster Points : Section 3.2 – a risk assessment should include information on the location of these SPMs

Ballistic Protection : Section 3.2 – Ship operators should consider the ballistic protection of the bridge. This is a new requirement.

Freeboard : Section 3.3 – Emphasis that it is the construction of a ship, rather than a large freeboard per se, that gives the pirates easier access. Protective measures other than just the freeboard alone should therefore be contemplated.

Speed : Section 3.4 – Within the High Risk Area, ships are encouraged to proceed at Full Sea Speed or at least 18 knots.

Mothership and Skiff Attacks

Attack modus operandi 4.2 : the narrative covering the use of skiffs and how they may be found further away from the coast because of the use of Motherships has been expanded.

Company Planning, lines-of-communication and submitting forms

Ship Security Alert System (section after 6.9) : UKMTO is not able to respond as an SSAS designated recipient when the vessel is outside the UKMTO Voluntary Reporting Area.

AIS (7.3) : a reminder that the Master retains the right of discretion over the use or not of AIS. Members may wish to consider the wording used in this section, noting that any comments will be taken into account in future reviews.

Vessel Movement Registration Forms (7.4) : a reminder that the Company should normally submit the Vessel Movement Registration Form to MSCHOA although if it is unable to do this, this function can be performed by the Master. This form should be sent before entering the High Risk Area.

Vessel Position Reporting Form – Initial; and Vessel Position Reporting Form – Daily : These forms should be submitted to UKMTO. The Initial form should be submitted on entering the UKMTO Voluntary Reporting Area and the Daily form should be sent at 08:00 GMT when the ship is in the High Risk Area.

Vessel Reporting in the proximity of the IRTC “Corridor” – The suggestion to report more frequently in this area has been removed.

Drills and Planning – prior to entry into the High Risk Area

Drills and Crew Briefing (7.1) : now includes a suggestion to test Ship Protection Measures including the security of the access points, and a review of the Ship Security Plan.

Operations in the High Risk Area

Maintenance (7.6) : maintenance and engineering work should be reduced to a minimum in the High Risk Area

Ship Protection Measures (SPMs)

Minimum measures / Manpower : The SPMs described in BMP 4 are noted as being “the most basic that will likely to be effective” (8.1), suggesting that owners may wish to make further alterations; and/or provide more equipment and/or more manpower. Shorter watches are recommended.

Binoculars : The Bridge Team binoculars should preferably be anti-glare (8.2)

Bridge Protection : BMP 4 mentions that measures to protect the Bridge from Rocket Propelled Grenade attacks might include chain-link fences or anti-RPG screens (8.3). BMP 4 emphasises that SPM efforts prior to entry should concentrate on denying

pirates access to the Bridge and Accommodation areas and outlines in greater detail, how pirates can be prevented from gaining access to the vessel. Pirates boarding operations now include long hooked poles with a climbing rope attached (8.5).

Barbed wire : BMP 4 outlines procedures in greater detail. The standards of the various types of razor wire and the robustness of fitting are made more explicit (8.5).

Water spray : Ballast Pumps : It is recommended that any alterations to the ballast pump arrangements should involve the Classification Society (8.6)

Anti-climb paint : Is no longer mentioned.