

# ISPS Technical Notice No. **19/2021** Dated: 16.02.2021

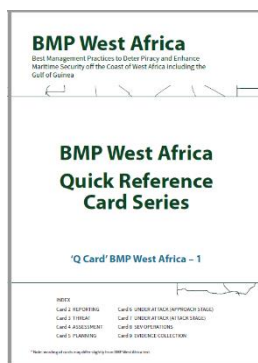
Subject:  
**Gulf of Guinea  
Bridge cards**

**OCIMF (Oil Companies International Marine Forum) initiative to issue Quick reference bridge cards for managing piracy / armed attacks against ships in the West African / Gulf of Guinea Sea**

OCIMF, in the framework of related Guidelines and Recommendations (Best Management Practices - BMP West Africa), issued cards (**Quick reference bridge cards**), which describe piracy management actions and measures proposed to be taken by ships, when these passing through the sea region of West Africa and the Gulf of Guinea..

Said cards are attached herewith and shall be followed strictly when there is plan your vessel to approach these areas.

Click the images below to view/ download the Bridge cards



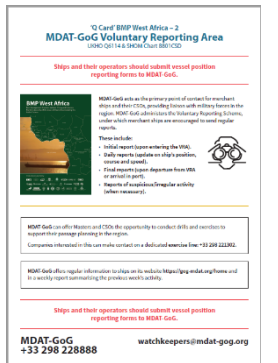
**BMP West Africa**  
Best Management Practices to Deter Piracy and Enhance Maritime Security of the Coast of West Africa including the Gulf of Guinea

**BMP West Africa Quick Reference Card Series**

Q Card BMP West Africa - 1

INDEX  
CARD 1 REPORTING  
CARD 2 THREAT  
CARD 3 ASSESSMENT  
CARD 4 PLANNING

CARD 5 CHECKLIST FOR APPROACHING STRAITS  
CARD 6 CHECKLIST FOR IN PORT STRAITS  
CARD 7 APPROACHING STRAITS  
CARD 8 REPORTING  
CARD 9 CHECKLIST FOR DEPARTURE



**Q Card BMP West Africa - 2**  
**MDAT-GoG Voluntary Reporting Area**  
LINK: <https://www.mdat-go.com>

Ships and their operators should submit vessel position reporting forms to MDAT-GoG.

MDAT-GoG will use the information provided to track and monitor piracy activity in the region. MDAT-GoG will also disseminate this information to the relevant authorities, including the Nigerian Maritime Administration and Safety Agency (NMAASA).

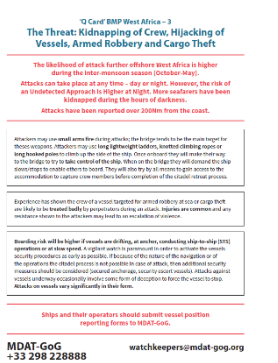
These include:  
• Individual reports from vessels in the MDAT-GoG area  
• Vessel position reporting forms  
• Vessel movement data from AIS  
• Vessel identification data from AIS  
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**MDAT-GoG**  
+33 298 228888

[watchkeepers@mdat-go.com](mailto:watchkeepers@mdat-go.com)



**Q Card BMP West Africa - 3**  
**The Threat: Kidnapping of Crew, Hijacking of Vessels, Armed Robbery and Cargo Theft**

The likelihood of attack further offshore West Africa is higher during the inter-monsoon season (October-May).

Attacks can take place at any time - day or night. However, the risk of an Unintended Approach is higher at night. Most seizures have been kidnaped during the hours of darkness.

Attacks have been reported over 3000km from the coast.

Attacks may use small arms fire to deter the bridge crew to be the main target for the pirates. Pirates may also use small arms fire to deter the bridge crew from reporting the attack to the relevant authorities.

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**Q Card BMP West Africa - 4**  
**Threat and Risk Assessment**

A threat is formed of capability, intent and opportunity.

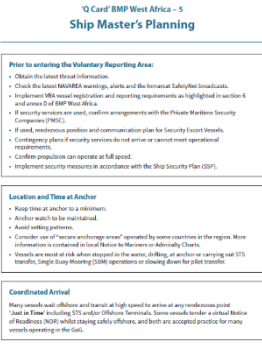
Capability  
Threat  
Opportunity

Threats in this region might develop through gathering intelligence on available information. The use of this information is dynamic, and it is therefore essential that a detailed threat and risk assessment is completed for each voyage and activity within the region.

The risk assessment MUST consider but may not be limited to:  
• The threat assessment and geographic area of concern  
• Requirements of the flag state, company, charterers and insurers  
• System exchange (AIS, Security Force Report (SFR) and/or Coast Protection (Coastguard) (CP))  
• The ship's characteristics, vulnerabilities and inherent capabilities, including crew and cargo  
• The ship's operational procedures (AIS, watch routines, state of readiness, detection, reporting, etc.)  
• The ship's location, including the situation, e.g. traffic patterns, state of readiness, detection, reporting, etc.  
• Cooperation with PIRATES.

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**Q Card BMP West Africa - 5**  
**Ship Master's Planning**

Prior to entering the Voluntary Reporting Area:

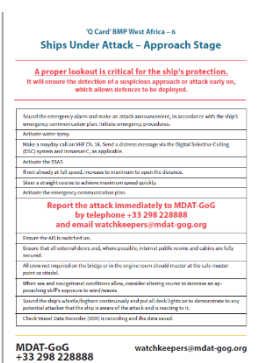
- Obtain the latest threat information.
- Check the latest NMAASA warnings, alerts and the Bureau of Safety and Security (BSS) and Annex 2 of BMP West Africa.
- Implement ISM related regulations and reporting requirements as highlighted in section 6 and Annex 2 of BMP West Africa.
- If possible, obtain a security assessment from the relevant authorities (e.g. PIRATES).
- Implement a security plan in accordance with the Ship Security Plan (SSP).
- Coordinate with the relevant authorities (e.g. PIRATES).
- Coordinate with the relevant authorities (e.g. PIRATES).

Location and Time at Anchor

- Keep time at anchor to a minimum.
- Anchor watch to be maintained.
- Avoid setting patterns.
- Consider the use of "anchor watch" provided by some countries in the region. More information is contained in local Notice to Mariners or Admiralty Charts.
- Use the latest AIS data to monitor the position of the vessel, at anchor or underway, and AIS transfer. Single Ship Monitoring (SSM) operations or slowing down for pilot transfer.

Coordinated Arrival

Heavy weather conditions and high speed for arrival at any anchorage point. "Fast in Time" including STS and/or Offshore Terminals. Some vessels under a Mutual Notice of Readiness (MOR) will be staying safely offshore, and both are accepted practice for many vessels operating in the GAG.



**Q Card BMP West Africa - 6**  
**Ships Under Attack - Approach Stage**

A proper lookout is critical for the ship's protection. It will ensure the detection of a suspicious approach or attack early on, which allows defenses to be deployed.

Sound the emergency alarm and order an attack assessment, in accordance with the ship's emergency communication plan, relative emergency procedures.

Activate the STS.

Place requests of AIS, request to maintain to speed the distance.

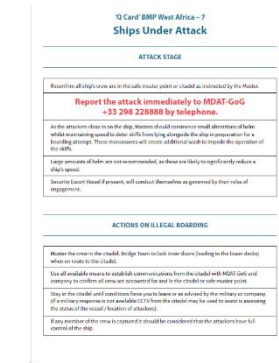
Show a single message to address communication needs.

Activate the emergency communication plan.

Report the attack immediately to MDAT-GoG by telephone +33 298 228888 and email [watchkeepers@mdat-go.com](mailto:watchkeepers@mdat-go.com)

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[watchkeepers@mdat-go.com](mailto:watchkeepers@mdat-go.com)



**Q Card BMP West Africa - 7**  
**Ships Under Attack**

ATTACK STAGE

Report the attack immediately to MDAT-GoG +33 298 228888 by telephone.

As the attack stage is in the ship, Masters should ensure small arms fire is not used to deter the bridge crew from reporting the attack to the relevant authorities.

Large amounts of data are not recommended, as there are likely to be significant delays in a ship's report.

Secure Event Record if present, and conduct debriefing as governed by their rules of engagement.

ACTIONS ON ILLICIT BOARDING

Report the attack immediately to MDAT-GoG +33 298 228888 by telephone.

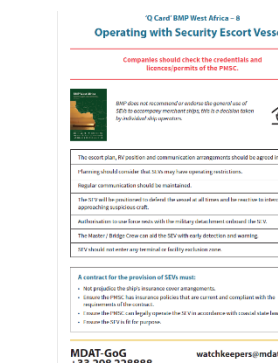
Use of available means to establish communications from the vessel with MDAT-GoG and ensure the incident is recorded in the vessel's logbook.

Use of available means to establish communications from the vessel to the relevant authorities, if available, to ensure the incident is recorded in the vessel's logbook.

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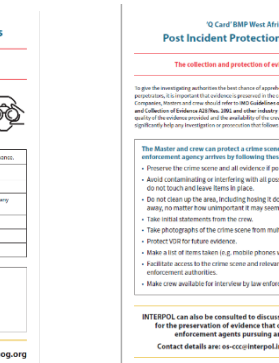
**Q Card BMP West Africa - 8**  
**Operating with Security Escort Vessels**

Companies should check the credentials and licenses permits of the PASC.

The court plan, its position and communication arrangements should be agreed in advance.

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**Q Card BMP West Africa - 9**  
**Post Incident Protection of Evidence**

The collection and protection of evidence is critical.

The Master and crew can protect a crime scene until the nominated law enforcement agencies arrive by following these basic principles:

- Preserve the crime scene and all evidence if possible.
- Avoid contamination or interfering with all possible evidence - If in doubt, do not touch and leave items in place.
- Do not clean up the area, including holding it down. Do not throw anything away, no matter how unimportant it may seem.
- Take initial statements from the crew.
- Take photographs of the crime scene from multiple viewpoints.
- Protect VDR for future evidence.
- Make a list of witnesses (e.g. mobile phones with numbers).
- Facilitate access to the crime scene and relevant documentation for law enforcement authorities.
- Make crew available for interview by law enforcement authorities.

INTERPOL can also be contacted if discuss recommended practices for the preservation of evidence that could be useful to law enforcement agencies pursuing an investigation.

Contact details are [es-cc@interpol.int](mailto:es-cc@interpol.int) +33 472 64 7474.

 All INSB Class offices to communicate this Circular to their Auditors/Clients