



ISPS
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SUBJECT:
**VESSEL SECURITY:
NEW BMP AND OTHER SECURITY UPDATES**

VESSEL SECURITY: NEW BMP AND OTHER SECURITY UPDATES

BMP5 is the fifth edition of the Best Management Practices (BMP), which are jointly produced by shipping organisations, with the support of military organisations, to help ship operators, Masters and mariners prepare for external threats to safety. This edition helps mariners detect, deter and delay threats in the Red Sea, Gulf of Aden, Indian Ocean and Arabian Sea. The guidance is written primarily for oil tankers and gas carriers, but much of the advice will be appropriate to other types of ship. It complements guidance on piracy in the latest IMO MSC circulars, but also addresses other threats specific to the region.

This BMP5 publication updates and supersedes the guidance contained in the fourth edition published in 2011 (BMP4), which has now been withdrawn.

New in BMP5:

- Reordered to reflect the risk/threat assessment, planning, reporting and mitigation process.
- Updated transit corridors.
- Clear advice on the use of Private Maritime Security Contractors.
- Refreshed self-protective measures.
- Updated reporting procedures and forms, with an emphasis on the role of the mariner in reporting suspicious activity to UKMTO.
- New maritime security threats that present a real danger to mariners in the region.

Below is a brief summary of some of the changes:

- The structure of BMP 5 has changed significantly and some of the guidance previously contained in BMP 4 can now be found in separate documents such as the Global Counter Piracy Guidance for Companies, Master and Seafarers, which is a document that can be used in relation to piracy globally.
- In addition to piracy, BMP 5 considers other threats including the use of anti-ship missiles, sea mines and Water-Borne Improvised Explosive Devices (WBIED).

- The risk assessment under section 3 of BMP 5 includes several issues that must be considered by companies. These include the requirements of the Flag State, company, charterer and insurers; an assessment of the threat; co-operation with military resources; the use of armed guards; the characteristics of the ship and the applicable procedures of both the ship and company.
- Under section 5, where a citadel is used it must be well constructed with reliable communications and be supplied with food, water and sanitation. The use of the citadel must be drilled and the Ship Security Plan must define the conditions and supporting logistics for its use.
- In relation to the use of Private Maritime Security Companies, BMP 5 provides a list of the issues which should be considered. BMP 5 also recommends that any security companies engaged are accredited to ISO28007-1:2015 and highlights the importance of the Master's overriding authority.
- The company should have a policy in place to cover situations where there is a kidnap and ransom of the crew.
- Under section 7, following a hijacking, BMP 5 recommends INTERPOL be contacted to give advice on the preservation of evidence that could be useful to law enforcement agents.
- Annex G provides specific guidance to vessels engaged in fishing.

OCIMF issues guidelines to prevent unauthorized boarding

The Oil Companies International Marine Forum (OCIMF) has released guidelines on vessel hardening to help prevent unauthorized boarding. OCIMF said that the new guidance complemented the recent industry publication Global Counter Piracy Guidance for Companies, Masters and Seafarers and regional best practices such as BMP5.

OCIMF recommended a layered defense approach to hardening vessels:

- **First layer:** preventing unauthorized access to the vessel.
- **Second layer:** preventing or delaying access to the accommodation block, stores and machinery spaces.
- **Third layer:** preventing or delaying access to the citadel, the safe location for crew to retreat to if all other defenses are breached.

The paper also recommended using a Vessel Hardening Plan and provided an example plan to help in preparing for calls in areas of increased security risk. Although the focus was on vessels when underway, measures were also examined for vessels at anchor and alongside.

Shipping industry launches new security resources for world fleet

International shipping industry organisations, with military support, have launched a new website dedicated to providing comprehensive maritime security guidance to companies and mariners. The new website www.maritimeglobalsecurity.org provides security-related

guidance produced by the industry as well as links to other useful maritime and military security resources.

The new website is a freely available facility where companies and mariners can access essential guidance and information to help them comprehensively prepare for voyages through areas of security risk.

The aim is to ease access for companies and seafarers to maritime security related information and guidance. Central to the website are new best practice guides to help companies and mariners risk assess voyages and mitigate against external threats to their safety. These are covered in three publications:

- [Global Counter Piracy Guidance for Companies, Masters and Seafarers](#) is a new publication containing guidance on piracy and armed robbery that can be used by mariners around the world.
- [BMP5: Best Management Practices to Deter Piracy and Enhance Maritime Safety in the Red Sea, Gulf of Aden, Indian Ocean and the Arabian Sea](#) replaces BMP4 and contains guidance for region-specific threats.
- [The third edition of the Guidelines for Owners, Operators and Masters for protection against piracy and armed robbery in the Gulf of Guinea region](#) is also provided.

OTHER USEFUL DOCUMENTS

- [IMB Piracy Reporting Centre](#)
- [Maritime Security Centre for the Horn of Africa \(MSCHOA\)](#)
- [The Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia \(ReCAAP\)](#)

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