



**Anti-piracy
Operations:**

**An Indian
Approach**

SUA Convention

1988 SUA Convention signed
and ratified by India

2005 Convention & Protocol
NOT signed by India



Achille Lauro

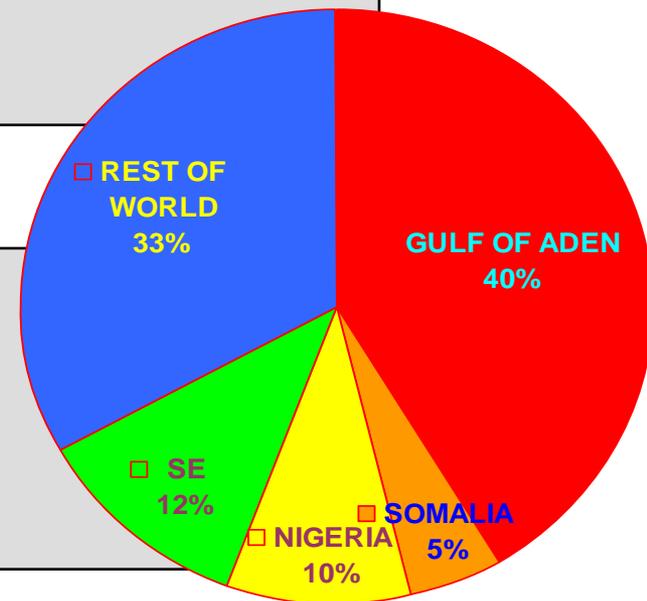


Africa – 140
Incidents

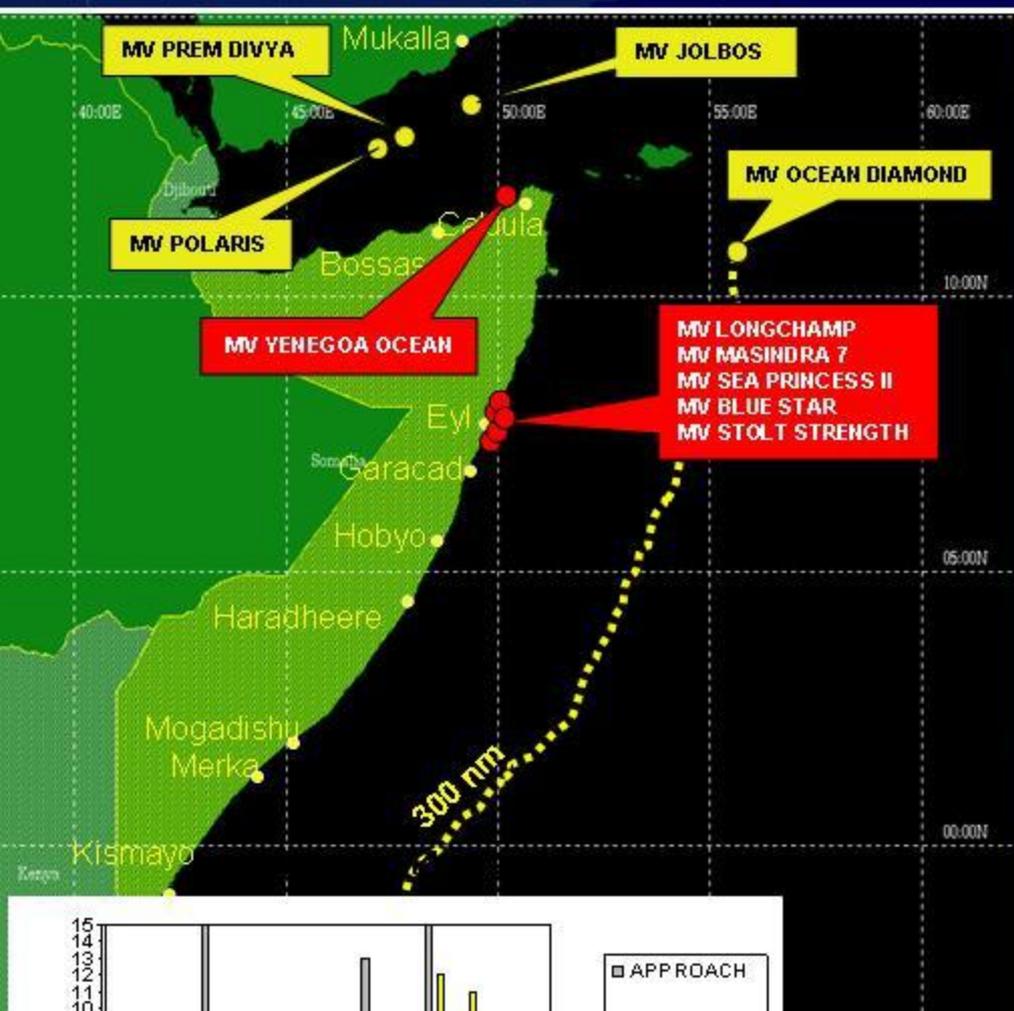
- Gulf of Aden (104)
- Somalia (12)
- Nigeria (24)

SE Asia – 29
Incidents

- Indonesia (23)
- Remainder (06)

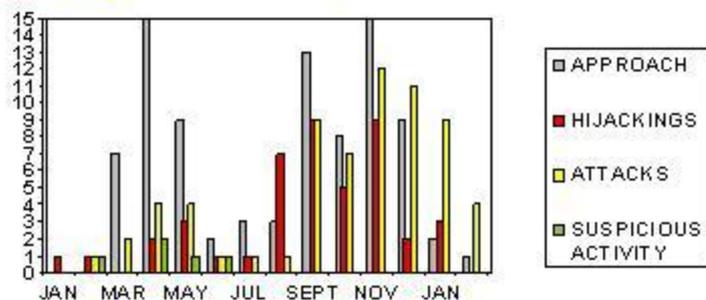


SOMALIA PIRACY UPDATE



LATEST PIRACY INCIDENTS

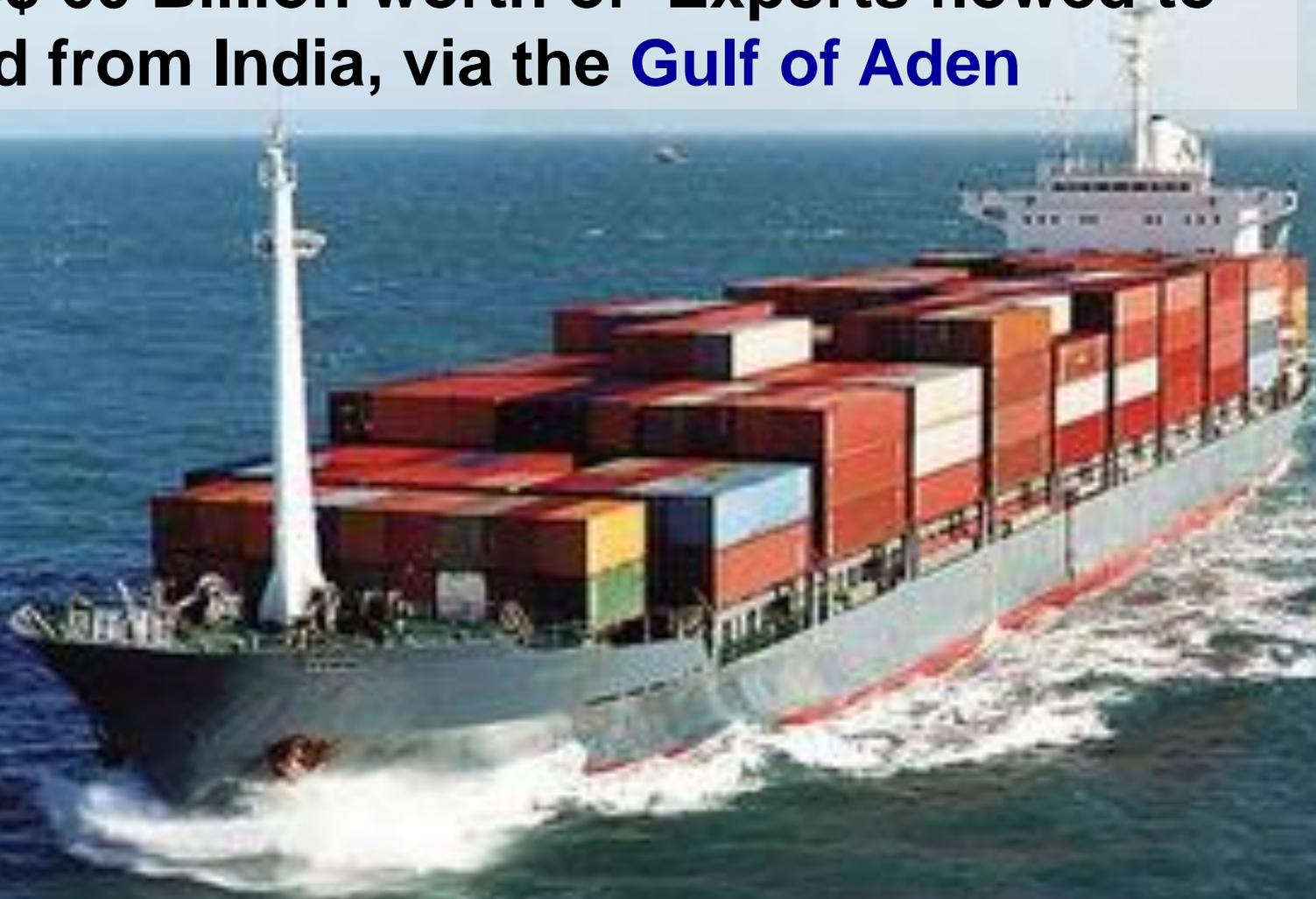
- **12 Feb: MV JOLBOS – attack GOA**
Type: Bulk Carrier
Flag: Cyprus
Owner: Trofim Shipping
Gross Tonnage: 18,813
- **12 Feb: MV PREM DIVYA – attack GOA**
Type: Crude Oil/Products Tanker
Flag: India
Owner: Mercator Lines Ltd
Gross Tonnage: 57,950
- **11 Feb: MV POLARIS – attack GOA**
Type: Chemical/Products Tanker
Flag: Marshall Islands
Owner: Seasatin Navigation
Gross Tonnage: 8,542
- **11 Feb: MV OCEAN DIAMOND – attack GOA**
Type: Bulk Carrier
Flag: Panama
Owner: Oak Island Maritime
Gross Tonnage: 29,964
- **MV CHEMSTAR VENUS released 12 Feb**
- **FV TIANYU 8 released 09 Feb**
- **MV BOSPHORUS PRODIGY released 02 Feb**





23 Feb 09

2008 : US\$ 50 Billion worth of Imports & US\$ 60 Billion worth of Exports flowed to and from India, via the **Gulf of Aden**



INDIAN-FLAG TRADE

2008 :

839 SHIPS

9.07 Mn GRT

ACCOUNTED FOR

13%

**OF INDIAN IMPORTS
& EXPORTS**







Indian Flag + Foreign Crew + Indian Cargo

Indian Flag + Foreign Crew + Foreign Cargo

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Foreign Flag + Indian Crew + Foreign Cargo

Transhipped Cargo : Indian Origin?







www.theodora.com/flags



CTF 151





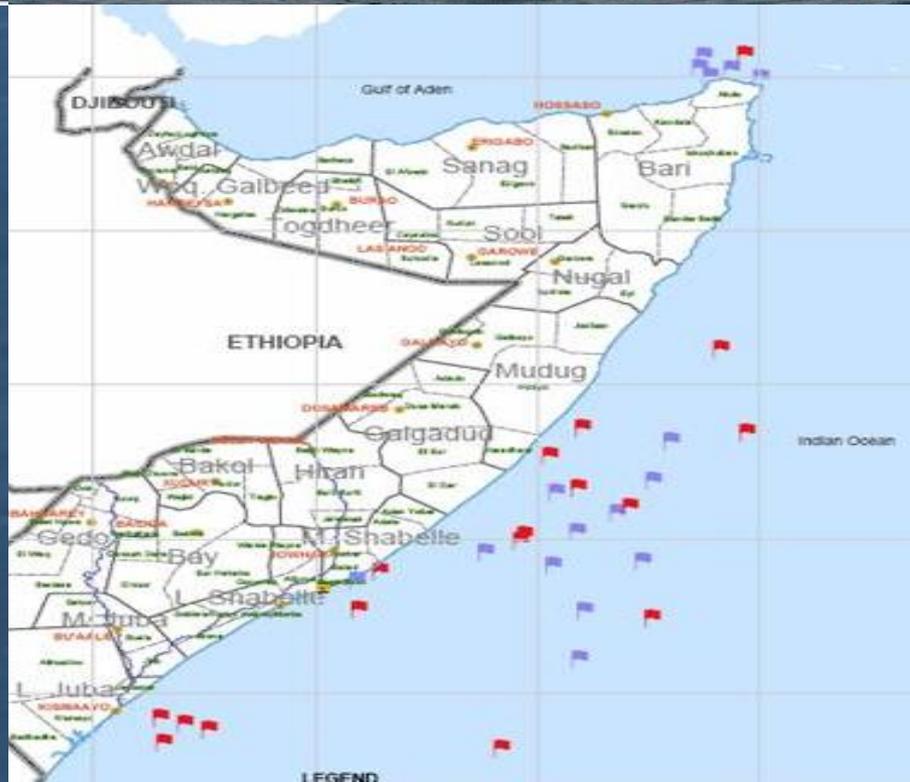


- A CONSTITUENT SHIP IS/CAN BE ORDERED BY THE COMMANDER CTF 150 (OR CTF 151) TO PROCEED TO A GIVEN PATROL-STATION FOR AN ANTI-PIRACY PREVENTIVE / CURATIVE MISSION

- **BUT** : ONCE IN THE PATROL-AREA, THE ACTUAL MISSION IS CARRIED-OUT STRICTLY IN ACCORDANCE WITH THE FLAG-STATE's ROE (RULES-OF-ENGAGEMENT)

- END-RESULT IN TERMS OF ANTI-PIRACY ACTIONS IS SIMILAR TO THAT IN A 'COORDINATED' MISSION IN THAT IT IS INVARIABLY IN ACCORDANCE WITH COUNTRY-SPECIFIC ROE



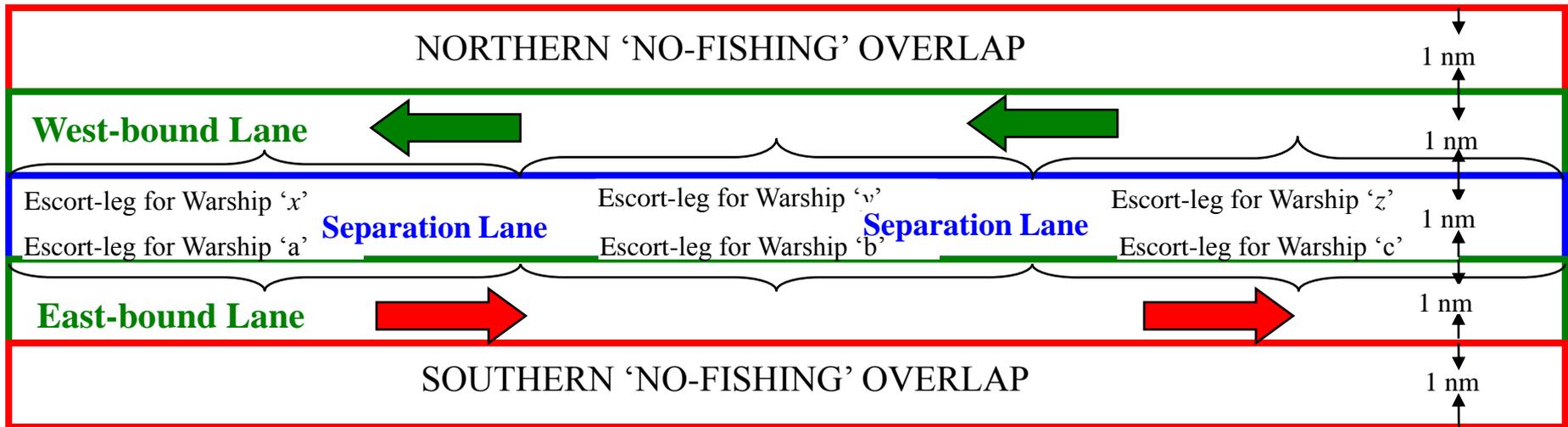


ADVANTAGES OF MULTI-NATIONAL CONSTRUCTS

- Enhanced 'Maritime Domain Awareness'
- Intelligence-consolidation
- Multiple-levels of Monitoring and Analysis
- Enhanced Credibility amongst Merchant Marine, through a Well-recognised, Widely-promulgated and Centralised Command-and-control Mechanism



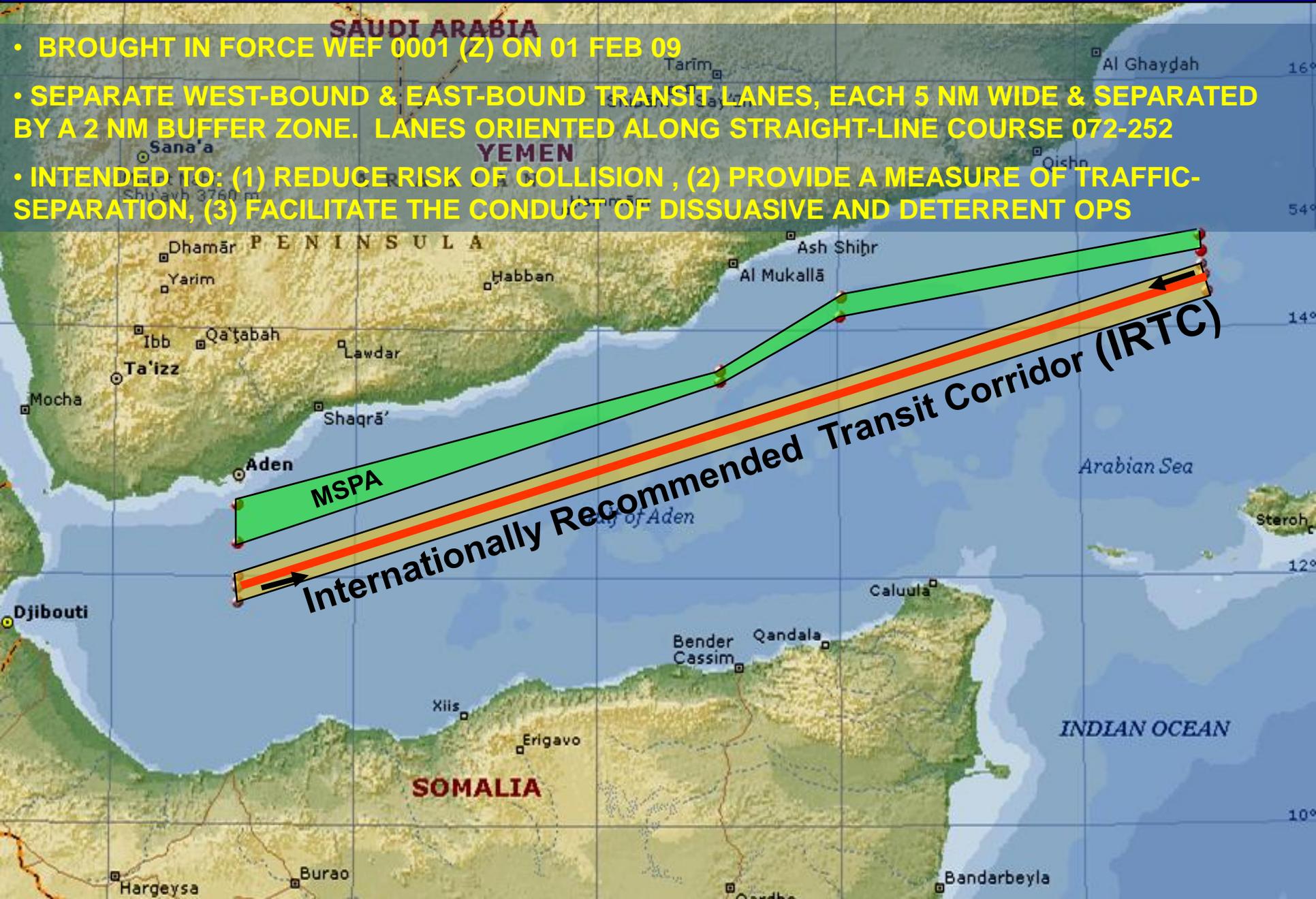
INDIAN RECOMMENDATIONS



- **Shift the MSPA Southwards to remain clear of fishing areas**
- **Straighten it onto an linear alignment**
- **Narrow it down to the degree possible**
- **Incorporate a Traffic Separation Scheme**
- **Incorporate 'No Fishing' Zones**

INTERNATIONALLY RECOMMENDED TRANSIT CORRIDOR (IRTC)

- BROUGHT IN FORCE WEF 0001 (Z) ON 01 FEB 09
- SEPARATE WEST-BOUND & EAST-BOUND TRANSIT LANES, EACH 5 NM WIDE & SEPARATED BY A 2 NM BUFFER ZONE. LANES ORIENTED ALONG STRAIGHT-LINE COURSE 072-252
- INTENDED TO: (1) REDUCE RISK OF COLLISION, (2) PROVIDE A MEASURE OF TRAFFIC-SEPARATION, (3) FACILITATE THE CONDUCT OF DISSUASIVE AND DETERRENT OPS

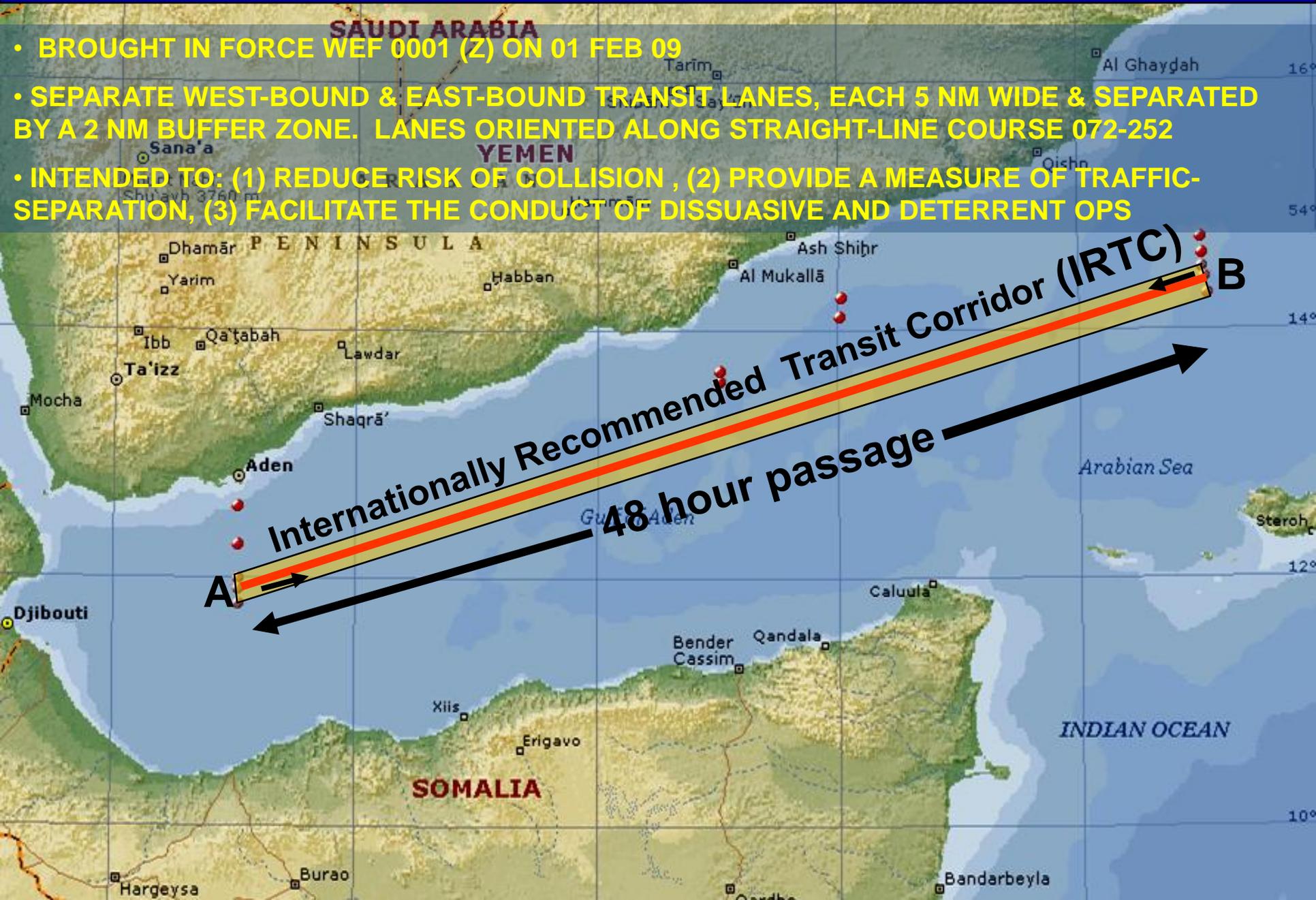




‘Accompaniment / Escort’ : A voluntary arrangement in which merchant ships may be organised for passage through a specific area of increased risk, in company with military assets

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- **Passing Merchantman is visually acquired**
- **3-boat formation : 2 x Attack-skiffs & 1 x Larger Support-boat**
- **Skiffs manoeuvre port and starboard of intended victim**
- **Any manoeuvring by the intended target brings the merchantman closer to one or the other skiff**
- **Pirates board, subdue the crew, force the target to take the skiff(s) under tow**



**NO SUCCESSFUL
ATTACK HAS
OCCURRED ON SHIPS
DOING SPEEDS OF 15
KNOTS OR MORE**

COMMONLY EXPLOITED VULNERABILITIES

- **LOW SPEED**
- **LOW FREEBOARD**
- **INADEQUATE PANNING AND PROCEDURES**
- **APPARENT LOW STATE OF ALERT**
- **VISIBLE ABSENCE OF SELF-PROTECTION MEASURES
(e.g. WATER-CANNON)**



- Has neither a 'Navy' nor a 'Coast Guard'
- Unable to protect its 3,025 km of coastline
- GDP : a paltry \$2.5 Bn
- 3 million people threatened by starvation
- Insurgency continues unabated
- Regional warlords exploiting piracy as a source of easy money through ransoms

UNITED NATIONS INVOLVEMENT

- New York, 13-14 Jan 09 : Inaugural meeting of **Contact Group on Piracy off the Coast of Somalia (CGPCS)**
- 04 x 'Working Groups' established for enhancing the effectiveness of Anti-Piracy Operations.
 - **Working Group 1 :**
 - Convened by UK, with active support of the IMO
 - Addresses
 - Military and Operational Coordination
 - Information-sharing
 - Setting-up of a 'Regional Coordination Centre'
 - Inaugural meeting already held (in London) on 24-25 Feb 09.

UNITED NATIONS INVOLVEMENT

- **Working Group 2 :**

- Convened by Denmark, with active support of the UNODC (United Nations Office on Drugs and Crime)
- Addresses Judicial Aspects of Piracy

- **Working Group 3 :**

- Convened by the USA, with active support of the IMO
- Addresses measures to strengthen shipping self-awareness and other capabilities

- **Working Group 4 :**

- Convened by the Egypt, with active support of the IMO
- Addresses measures to improve diplomatic and public information efforts on all aspects of piracy

Conclusion

- **A UN-led multinational anti-piracy construct remains India's option-of-choice**
- **However, we are not 'closed' to a careful examination of other options**
- **In the interim, we seek to enhance the effectiveness of our coordination-efforts with other like-minded navies**
- **The long-term solution lies outside the military domain and is a function of restoration of internal stability and economic prosperity in Somalia**

