

The Republic of Palau
Palau International Ship Registry
“The Reliable Flag to Prosperity”

**MARINE NOTICE 12-025 – PIRACY, ARMED ATTACKS, HIJACKING OR
TERRORISM: REPORTING INCIDENTS, SHIP SECURITY PLANS AND BEST
MANAGEMENT PRACTICES**

To: ALL SHIPOWNERS, MANAGERS, MASTERS, REGISTRATION OFFICERS AND
RECOGNIZED ORGANIZATION

Subject: PIRACY, ARMED ATTACKS, HIJACKING OR TERRORISM: REPORTING
INCIDENTS, SHIP SECURITY PLANS AND BEST MANAGEMENT PRACTICES.

1. Purpose

- 1.1 This Notice requires Ship Security Plans (SSPs) pursuant to the International Ship and Port Facility Security (ISPS) Code to include security measures to protect against incidents of piracy, armed attacks (including armed robbery), hijacking or terrorism that at a minimum meet internationally accepted Best Management Practices (BMP). It also requires the reporting of all such incidents to the Palau Flag Administration.
- 1.2 It is important to note that the Administrator considers the ISPS Code to be an extension of the International Safety Management (ISM) Code under “Emergency Preparedness.” The ISM Code was amended to require companies to assess all identified risks to their vessels, personnel and the environment and to establish appropriate safeguards. These risks include the threat of piracy, armed attacks, hijacking and terrorism, particularly for vessels operating in High Risk Areas as defined in Annex A.
- 1.3 The Administrator strongly endorses and recommends that ships subscribe to Ship Security Reporting System (SSRS). This system provides a real-time link between ship operations and naval operations by enhancing the counter-piracy effectiveness of the existing Ship Security Alert System (SSAS).

2. Applicability

- 2.1 In addition to adhering to the reporting requirements, the following Republic of Palau flagged vessels that are subject to the ISPS Code and operate in High Risk Areas shall comply with the SSP and BMP provisions of this Notice:

- 2.1.1 Passenger ships, including high-speed passenger craft;
- 2.1.2 Cargo ships, including high-speed craft, of 500 gross tonnage (ITC 69) and upwards;
- 2.1.3 Special Purpose Ships of 500 gross tonnage; and
- 2.1.4 Self-propelled mobile offshore drilling units capable of making international voyages unassisted and unescorted when underway and not on location.

2.2 Yachts shall comply with the BMP provided in Section XX of this Notice.

3. Reporting Requirements

- 3.1 All ships, including yachts, under the RMI flag must comply with all reporting requirements.

4. Requirements:

- 4.1 Republic of Palau shipowners and operators with vessels identified in section 2.1, above, must, along with the Master, carry out a risk assessment of their vessel(s) to determine the likelihood and consequences of a piracy attack, an armed attack, hijacking or terrorism and identify and incorporate prevention, mitigation and recovery measures in their SSPs, taking into consideration the guidance contained in MSC.1/Circ.1337, along with the BMP Guidelines also provided.
- 4.2 Incorporation of relevant provisions on piracy, armed robbery, terrorism and armed attack into SSPs is required immediately, but need not be verified and approved until the next scheduled ISM/ ISPS Code Audit.

5. Reporting

- 5.1 The Administrator recognizes that an essential part of preventing, deterring and suppressing attacks is prompt reporting to the proper authorities and organizations both during and post-incident. As a result, not only must reporting be addressed by Companies and ships as part of their BMP in accordance with IMO Resolution A.683(17), Prevention and Suppression of Piracy and Armed Robbery Against Ships, the Administrator is required to report in detail all incidents of piracy and armed robbery of its vessels to the International Maritime Organization (IMO).
- 5.2 Initial Notification and Reporting for the area of Suez, Gulf of Aden (GoA), the Somali Basin Arabian Sea and Indian Ocean
 - 5.2.1 Ships must participate in the pre-transit registration and notification requirements outlined in section 5.1.4 and 5.1.5 of the BMP for each transit made. All ships transiting the Red Sea, GoA, the Somali Basin, Gulf of Oman, Arabian Sea and Western Indian Ocean are being tracked and monitored through Long-Range Identification and Tracking (LRIT). The Administration strongly recommends to shipowners and operators to register Palau Registered Vessels with MSCHOA or the UK Maritime Trade Operations (UKMTO).
 - 5.2.2 Ship Security Alert System (SSAS) : The following ships are required to comply with SOLAS Regulation XI-2/6 for a SSAS:

- passenger ships, including high-speed passenger craft;
- cargo ships, including high-speed craft, of 500 gross tons and above; and
- mechanically propelled mobile offshore drilling units as defined in SOLAS regulation IX/1, not on location and on location in piracy High Risk Areas.

5.2.3 If attacked by pirates, or there is a clear and imminent threat of danger, a ship should immediately activate its SSAS. This will alert the Company Security Officer (CSO) and the Administrator. Additionally, if the ship is subscribed to SSRS (see .c, below), it will also directly alert naval/military forces. If a ship has not subscribed to SSRS, UKMTO should be notified after SSAS activation.

5.2.4 The SSA message must be capable of reaching the Administrator and CSO from any point along the vessel's intended route and must include:

- the vessel name;
- the IMO Ship Identification Number;
- the Call Sign;
- the Maritime Mobile Service Identity;
- date and time;
- position;
- course and speed;
- name of CSO and 24/7 phone number;
- name of alternate CSO and 24/7 phone number; and
- a message stating that the SSAS has been activated and indicating the ship is under threat or it has been compromised.

5.2.5 Ship Security Reporting System (SSRS): Shipowners are authorized and strongly recommended to subscribe to the SSRS because it provides a real-time link between ship operations and naval/military operations by enhancing the counter-piracy effectiveness of the existing SSAS.

5.2.6 The SSRS is provided through a commercial service that continuously monitors SSAS alerts and ship position reports, filters out alerts emanating from outside the High Risk Area and depending upon the location of the report, routes the information in real time to participating Naval Operations Centres. Shipowners receive a notification email confirming that security alert/position report information is being routed to a Naval Operations Centre.

5.2.7 Once SSRS has been activated, immediately verify SSRS activation with the UKMTO. The SSRS service can be accessed from the commercial website: www.ssrs.org.

- 5.3 Strait of Hormuz and Arabian Gulf : when transiting the Strait of Hormuz, Gulf of Oman and Arabian Gulf, as soon as the Master feels that a threat is developing, he/she should immediately activate the SSAS and call to report hostile or potentially hostile action (including suspicious activity) to the COMUSNAVCENT Battlewatch Captain and UKMTO.
- 5.4 Other High Risk Areas (see Annex A, 1.4)
 - 1.1 When transiting these areas, as soon as the Master feels that a threat is developing, he/she should immediately activate the SSAS to alert the Company Security Officer and Administrator and call to report hostile or potentially hostile action (including suspicious activity) to the local authorities, Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia (ReCAAP) and/or International Maritime Bureau (IMB) (see Appendix I for contact details) depending on ship location.

1. Ship Identification Number

- 1.1 Ships covered by this Circular shall have the ship's identification number permanently marked in accordance with the provisions of SOLAS 1974 Chapter XI and
 - 1.1.1 in a visible place either on the stern of the ship or on either side of the hull, amidships port and starboard, above the deepest assigned load line or either side of the superstructure, port and starboard or on the front of the superstructure or in the case of passenger ships, on a horizontal surface visible from the air; and
 - 1.1.2 in an easily accessible place either on one of the end transverse bulkheads of the machinery spaces, as defined in regulation II-2/3.30, or on one of the hatchways, or, in the case of tankers, in the pump-room or, in the case of ship's with ro-ro spaces, as defined in regulation II-2/3.41, on one of the end transverse bulkheads of the ro-ro spaces.
- 1.2 The permanent marking shall be plainly visible, clear of any other markings on the hull and shall be painted in a contrasting color.
- 1.3 The permanent marking referred shall not be less than 200 mm in height. The permanent marking referred to in paragraph C.1.2 shall not be less than 100 mm in height. The width of the marks shall be proportionate to the height.
- 1.4 The permanent marking may be made by raised lettering or by cutting it in or by centre punching it or by any other equivalent method of marking the ship identification number which ensures that the marking is not easily expunged.
- 1.5 For ships constructed of material other than steel or metal, the Administration shall approve the method of marking the ship identification number.

2. Contact

- 2.1 In order to obtain further information, contact information is provided below:

The Palau International Ship Registry
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PIC: Mrs. Marisabel Arauz Park
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