

# *Piraci nie tylko z Karaibów...*



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# Czym jest piractwo?

- Konwencja Narodów Zjednoczonych o Prawie Morza

*art. 101*

*Definicja piractwa*

*Każdy z następujących czynów stanowi piractwo:*

- *(a) wszelki bezprawny akt gwałtu, zatrzymania lub grabieży popełniony dla celów osobistych przez załogę lub pasażerów prywatnego statku lub samolotu i wymierzony:*
  - *(i) na morzu pełnym przeciwko innemu statkowi morskemu lub powietrznemu albo przeciwko osobom lub mieniu na pokładzie takiego statku morskogo lub powietrznego;*
  - *(ii) przeciwko statkowi morskemu lub powietrznemu, osobom lub mieniu w miejscu niepodlegającym jurysdykcji żadnego państwa;*
- *(b) wszelki akt dobrowolnego udziału w korzystaniu ze statku morskogo lub powietrznego, jeżeli jego sprawca wiedział o okolicznościach nadających takiemu statkowi charakter pirackiego statku morskogo lub powietrznego;*
- *(c) wszelki akt podżegania do popełnienia czynów określonych w punktach (a) i (b) lub wszelki akt celowego ułatwiania popełnienia takich czynów.*

- Kodeks Karny z 1997 roku

*art. 166*

*§ 1. Kto, stosując podstęp albo gwałt na osobie lub groźbę bezpośredniego użycia takiego gwałtu, przejmuje kontrolę nad statkiem wodnym lub powietrznym, podlega karze pozbawienia wolności od lat 2 do 12.*

*§ 2. Kto, działając w sposób określony w § 1, spowoduje bezpośrednio niebezpieczeństwo dla życia lub zdrowia wielu osób, podlega karze pozbawienia wolności na czas nie krótszy od lat 3.*

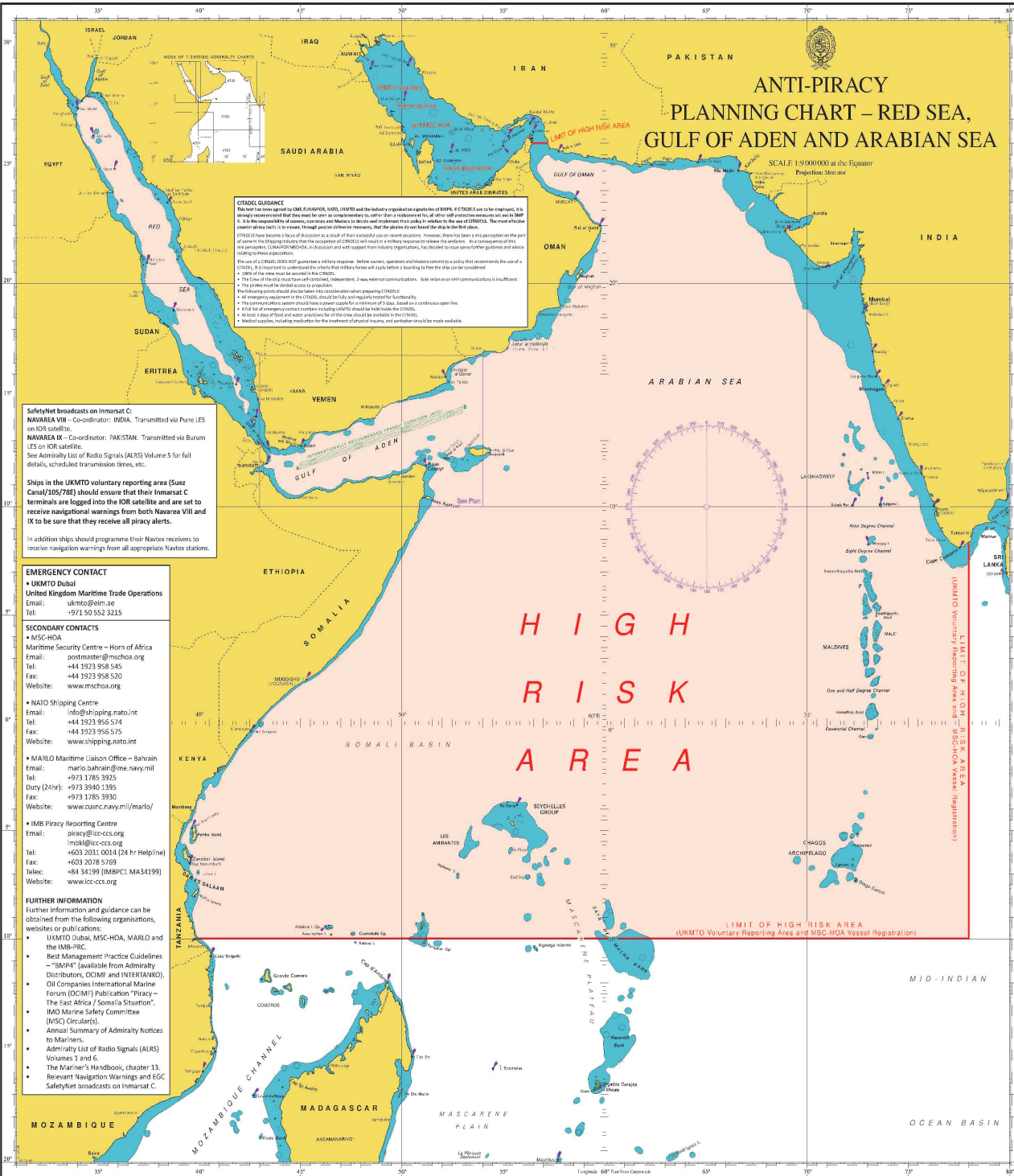
*§ 3. Jeżeli następstwem czynu określonego w § 2 jest śmierć człowieka lub ciężki uszczerbek na zdrowiu wielu osób, sprawca podlega karze pozbawienia wolności na czas nie krótszy od lat 5 albo karze 25 lat pozbawienia wolności.*

# Gdzie można spotkać piratów?



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UKHO CHARTS AND PUBLICATIONS ON-SHORE AND OFF-SHORE... (Small text regarding chart availability and usage)



**CITADEL GUIDANCE**  
This chart has been approved by COMNAVFOR, NAVSO, IHO and the industry organization... (Detailed guidance text regarding Citadel and anti-piracy measures)

**SafetyNet broadcasts on Inmarsat C:**  
NAVARA VIII - Co-ordinator: INDIA... (Information about Inmarsat C broadcasts and ship reporting requirements)

**EMERGENCY CONTACT**  
UKMTD Dubai  
United Kingdom Maritime Trade Operations... (List of emergency contact details for various organizations)

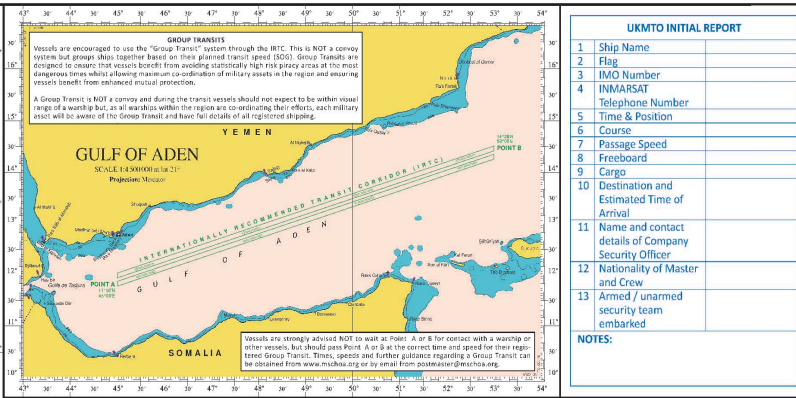
**SECONDARY CONTACTS**  
MSC-HOA  
Maritime Security Centre - Horn of Africa... (List of secondary contact details for MSC-HOA and other entities)

**FURTHER INFORMATION**  
Further information and guidance can be obtained from the following organisations... (List of organizations providing further information)

# ANTI-PIRACY PLANNING CHART - RED SEA, GULF OF ADEN AND ARABIAN SEA

SCALE 1:900,000 at the Equator  
Proprietor: Hydrographic Office

# HIGH RISK AREA



### VOLUNTARY REPORTING REQUIREMENTS

Merchant vessel voluntary reporting schemes are established to increase security, provide anti-piracy support and to maintain the freedom of navigation to all vessels in the Indian Ocean, Arabian Sea, Gulf of Aden and the Red Sea.

Merchant vessels operating in these areas are strongly encouraged to liaise, as detailed below, with the authorities. Any vessel, owner, operator or manager who fails to report may delay any military assistance in the event of an incident as military assets will not be expecting the ship and valuable information may not be available.

The schemes are free to participate in and vessels of any flag or ownership are invited to participate. All information is treated in strict commercial confidence and only used within military circles.

### VESSEL REGISTRATION

Register Vessel Movement prior to entering the high risk area (bounded by Suez in the north, to 07°S and 78°E), or when leaving a port within the area:

### VESSEL REPORTING

Upon entering the UKMTD voluntary reporting area (bounded by Suez in the north, to 07°S and 78°E), or when leaving a port within the area:

- (a) Send a Vessel Position Reporting Form - Initial Report to UKMTD (By email to ukmtd@eim.ae). See 'UKMTD INITIAL REPORT' on this chart and BMP4 Annex B for report details;
- (b) After transmitting the initial reports above, vessels are asked to report daily by 0800 UTC to UKMTD, giving their name, call sign, IMO Number, position, course, speed and ETA. In addition, when calling at ports within the reporting area, the date/time of arrival and the ETD should be reported;
- (c) When making reports all times should be in 'UTC';
- (d) Reports may be made by either the vessel or by the owner/operator.

### NAVIGATION IN, OR NEAR, PIRACY HIGH RISK AREAS

Any decision to navigate in areas where vessel security may be threatened requires careful consideration and detailed planning to best ensure the safety of the vessel and crew. The following outlines some of the key aspects involved in such planning:

- (a) Gather up-to-date information regarding the current security situation in the region (navigation warnings, piracy alerts, MSC-HOA website, etc.);
- (b) Identify current piracy high risk areas and assess whether it is possible or practicable to avoid these areas;
- (c) Consider expected weather conditions, bearing in mind that the small craft usually used by the pirates may be difficult to operate in sea conditions above Beaufort Force 4 (wave heights >2m);
- (d) Consider main and auxiliary machinery capability, availability and reliability;
- (e) Plan on transiting the high risk area at full sea speed or in accordance with Group Transit or National Convoy speed requirements;
- (f) Plan on transiting areas of highest risk in the hours of darkness or as dictated by Group Transit or National Convoy requirements;
- (g) Conduct a risk assessment;
- (h) Based on the risk assessment and Ship Security Plan (SSP), prepare self-protection measures in accordance with BMP4;
- (i) In accordance with the risk assessment and SSP draw up a contingency plan for the passage through the high risk area and ensure this is briefed and exercised by all concerned, on board and ashore;
- (j) Prepare an Emergency Communication Plan, to include all essential emergency contact numbers and prepared messages;
- (k) Define Automatic Identification System (AIS) policy;
- (l) Establish a "Safe Muster Point" to protect crew in the case of a pirate attack;
- (m) If a "Citadel" is provided and properly equipped check that all equipment is in place and ensure that ship to shore communications systems are working correctly;

### (REFER TO BMP4 SECT. 8.13 FOR DEFINITIONS OF "SAFE MUSTER POINT" AND "CITADEL". TAKE NOTE OF "CITADEL GUIDANCE" ON THIS CHART AND www.mschoa.org)

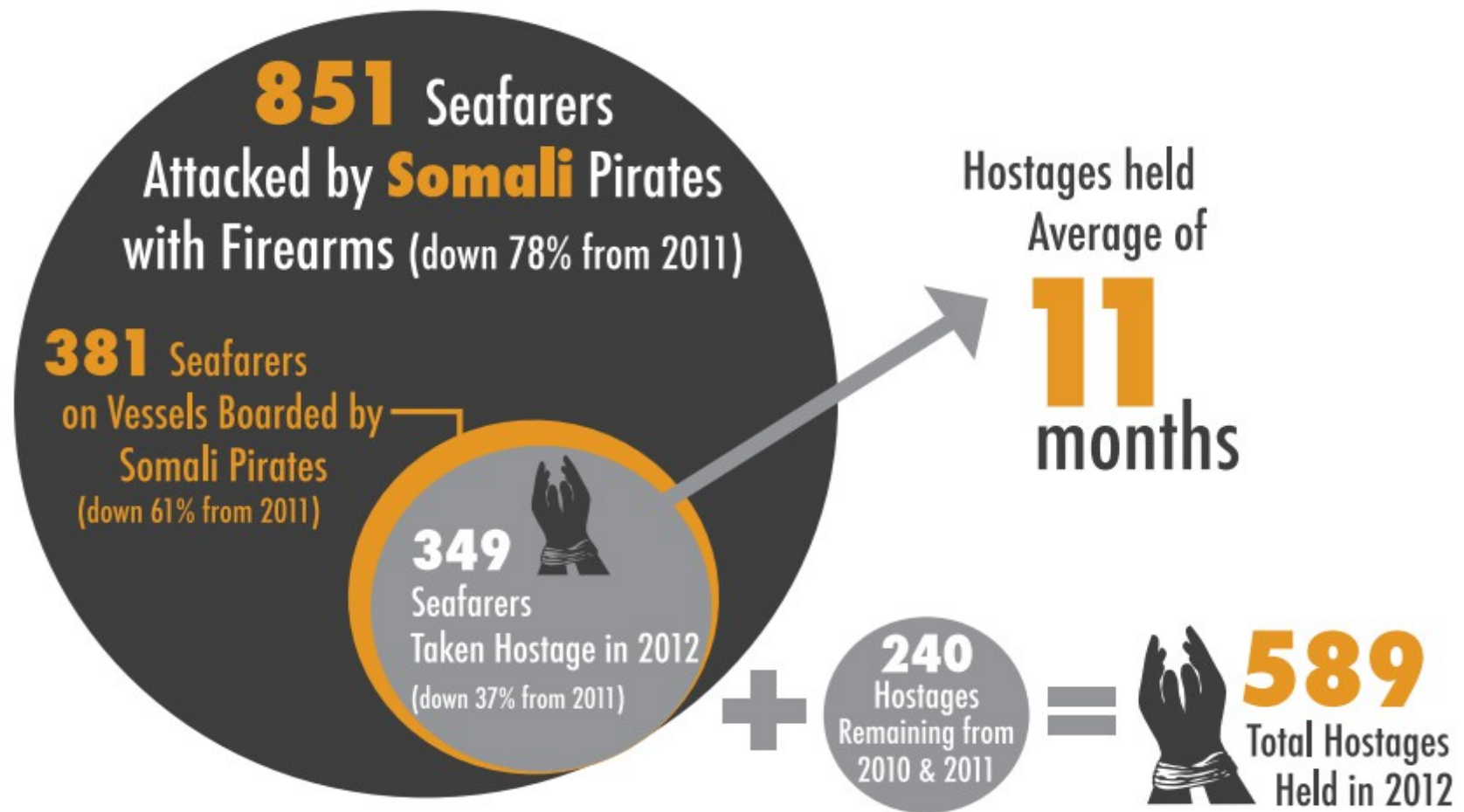
- (n) On entry into the high risk area implement the Ship Security Plan (SSP);
- (o) Increase all-round lookouts and ensure enhanced radar watches;
- (p) Minimise outgoing external communications to essential safety and security related messages;
- (q) Set AIS in accordance with defined policy;
- (r) Have contact numbers displayed at all communications stations and prepared emergency messages ready for sending;
- (s) Have all self-protection measures ready for immediate use.

UKMTD INITIAL REPORT	
1	Ship Name
2	Flag
3	IMO Number
4	Inmarsat Telephone Number
5	Time & Position
6	Course
7	Passage Speed
8	Freeboard
9	Cargo
10	Destination and Estimated Time of Arrival
11	Name and contact details of Company Security Officer
12	Nationality of Master and Crew
13	Armed/unarmed security team embarked

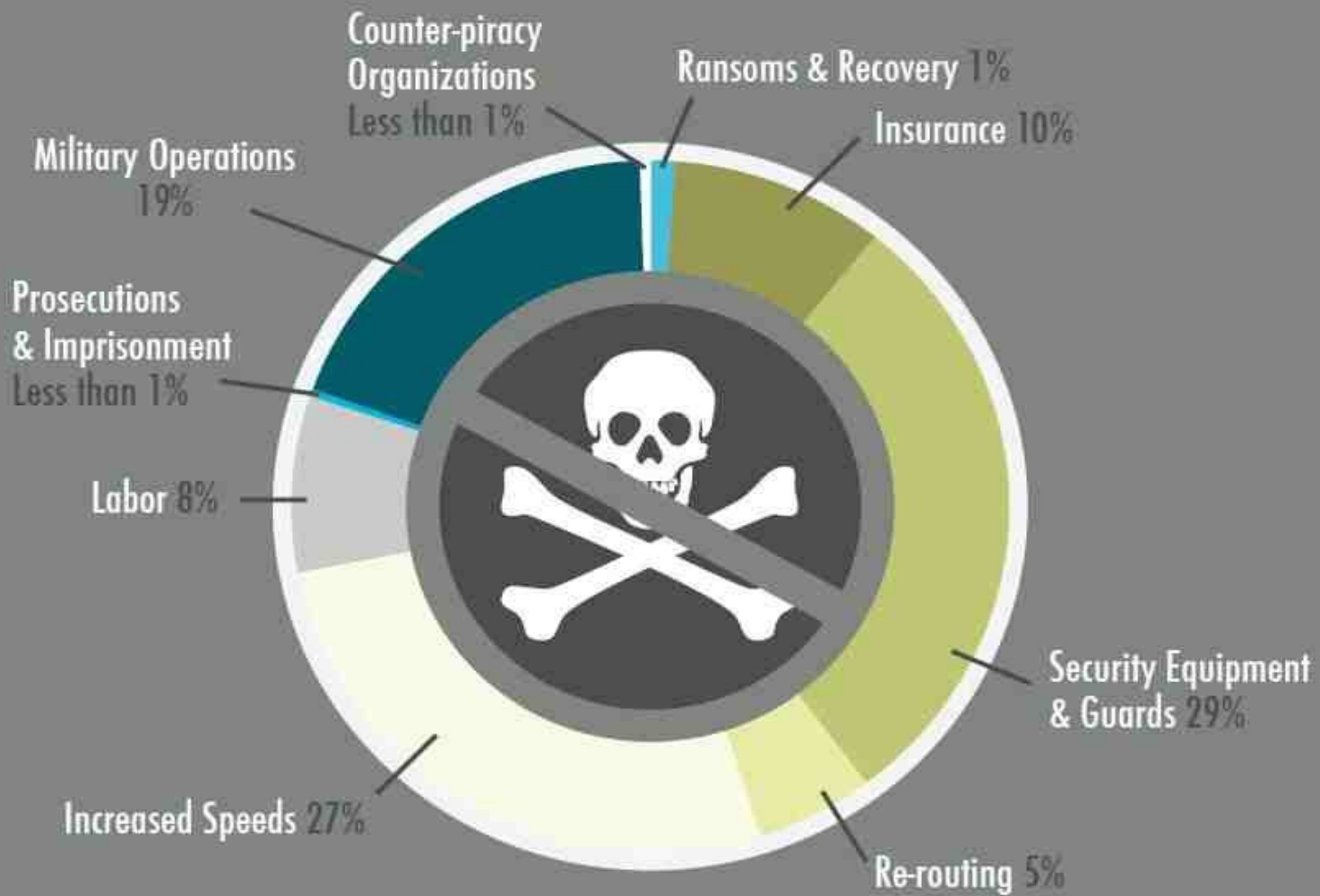
### RECOMMENDED ACTIONS IN EVENT OF SUSPECTED, OR ACTUAL, PIRACY ATTACK - See Sections 9, 10 and 11 of BMP4.

- a) **SUSPICIOUS VESSEL IN VICINITY**
  - If not at full speed then increase to full speed to open the Closest Point of Approach (CPA).
  - Activate the Emergency Communication Plan:
    - i. Contact UKMTD Dubai to alert them that an attack might be about to take place.
    - ii. Consider if a distress message should be sent to alert other ships in vicinity.
- b) **APPROACH STAGE**
  - If not at full speed then increase to full speed to open the CPA.
  - Activate the ship's emergency procedures.
  - Activate the Emergency Communication Plan:
    - i. Sound the emergency alarm and make a "Pirate Attack" announcement.
    - ii. Report the attack to UKMTD Dubai.
    - iii. Activate Ship Security Alarm System (SSAS).
    - iv. Send a distress message via DSC and Inmarsat C, as applicable, to alert other ships in vicinity.
    - v. Ensure AIS is switched ON.
  - Muster the crew, except those that are not required on the bridge or engine room, at either the Safe Muster Point or in the Citadel (if constructed).
  - If possible, alter course to open the CPA. Consider a course to increase the offset of wind or waves on approaching vessels.
  - Activate self-defensive measures.
  - Ensure all external doors are fully secured.
- c) **ATTACK STAGE**
  - Reconfirm all personnel are in a position of safety.
  - Manoeuvre as required to remove a lee from either side of the vessel (small helm alterations recommended).
- d) **PIRATES ON BOARD**
  - Try to remain calm.
  - Before pirates reach the bridge, inform UKMTD Dubai, ensure SSAS has been activated and that the AIS is switched on.
  - Offer no resistance to the pirates once they reach the bridge.
  - If the bridge/engine room is to be evacuated then the main engine should be stopped. All remaining crew should proceed to the designated Safe Muster Point with their hands visible.
  - Leave any CCTV running.
- e) **IF MILITARY FORCES INTERVENE**
  - All personnel should keep low to the deck and cover their heads with both hands, and ensure hands are clearly visible. Make no movements that could be interpreted as being aggressive.
  - Do not use flash photography.
  - Be prepared to prove your identity. Crew should be briefed and prepared for this.
  - Co-operate fully during any naval/military action onboard.
  - Be aware that English may not be the working language of some naval/military forces.

# Straty spowodowane przez somalijskich piratów



Za: <http://oceansbeyondpiracy.org/sites/default/files/attachments/View%20Full%20Report.pdf>



**Total Cost of Somali Piracy**  
 in 2012 **\$5.7-6.1** billion

COURTESY: OFFICE OF  
SEN. FRANK LAUTENBERG



**OFF THE COAST OF SOMALIA**





ظهور فایتهای تندرو  
معادله جدید در نبرد دریایی

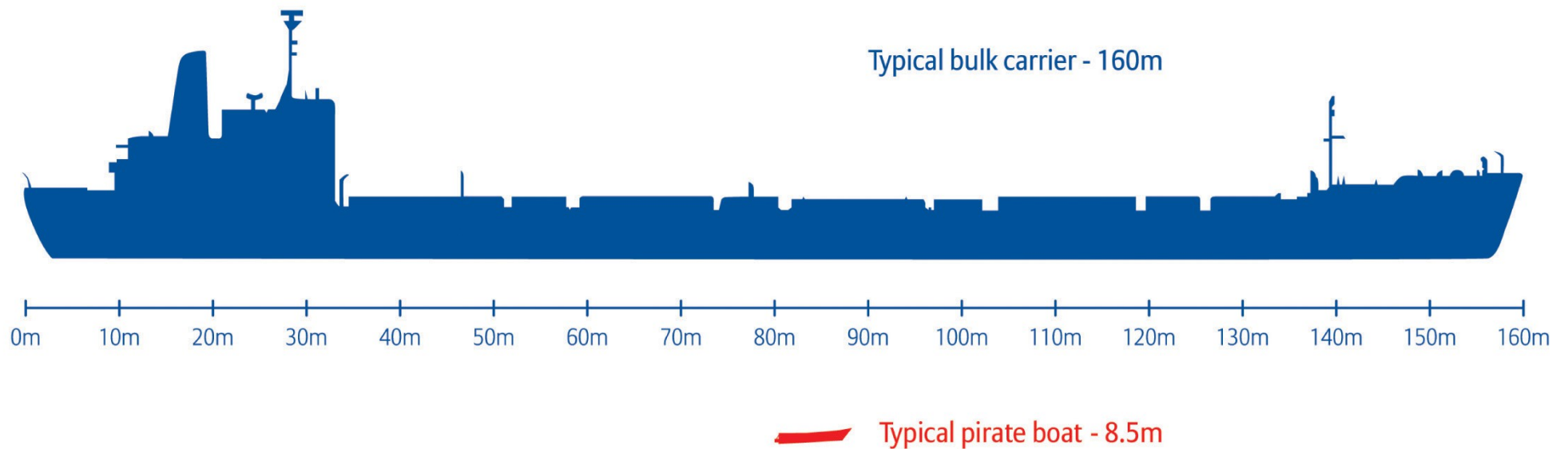


# Największy porwany statek

- MV Sirius Star – tankowiec, 332 metry długości, 58 metrów szerokości, 22 metry zanurzenia, 319 430 ton.



## Typical pirate skiff vs. average bulk carrier travelling round the Horn of Africa



Za:[https://www.allianz.com/v\\_1339502354000/media/current/en/press/news/studies/downloads/piracy\\_2009/allianz\\_piracy\\_study\\_skiff\\_vs\\_carrier\\_size.jpg](https://www.allianz.com/v_1339502354000/media/current/en/press/news/studies/downloads/piracy_2009/allianz_piracy_study_skiff_vs_carrier_size.jpg)

# Jak się bronić?



- Zalecane jest korzystanie z tras chronionych przez okręty wojenne Operacji Atlanta (Unia Europejska, ok. 6 okrętów nawodnych i 2-3 samoloty) i operacji Tarcza Oceanu (NATO, kolejne 6 okrętów, również państw spoza Paktu).
- Przestrzeganie zasad bezpieczeństwa zawartych w bankach dobrych praktyk i w miarę możliwości unikanie zagrożenia. Dla jachtów zalecane jest omijanie strefy niebezpiecznej.
- Obrona pasywna i aktywna.







# Trzeba zebrać dowody...

- Jakie problemy napotka zespół oględzinowy na miejscu zdarzenia jakim jest porwany/zaatakowany przez piratów statek?

Na przykładzie oględzin na pokładzie VLCC (supertankowiec, 330m długości) M/V Irene SL, który został porwany w 2011 roku i w „niewoli” u somalijskich piratów spędził 58 dni, zwolniony po wpłaceniu 14 mln. \$ okupu. Oględziny był przeprowadzone w Durbanie, w RPA.

# Polecana literatura

- A WORLD BANK STUDY: Pirate Trails. Tracking the illicit financial flow from pirates activities off the Horn of Africa  
([http://siteresources.worldbank.org/EXTFINANCIALSECTOR/Resources/Pirate\\_Trails\\_World\\_Bank\\_UNODC\\_Interpol\\_report.pdf](http://siteresources.worldbank.org/EXTFINANCIALSECTOR/Resources/Pirate_Trails_World_Bank_UNODC_Interpol_report.pdf))
- The economic cost of somali piracy 2012  
([http://oceansbeyondpiracy.org/sites/default/files/attachments/View%20Full%20Report\\_1.pdf](http://oceansbeyondpiracy.org/sites/default/files/attachments/View%20Full%20Report_1.pdf))
- The human cost of somali piracy 2012  
([http://oceansbeyondpiracy.org/sites/default/files/attachments/View%20Full%20Report\\_2.pdf](http://oceansbeyondpiracy.org/sites/default/files/attachments/View%20Full%20Report_2.pdf))
- BMP4 – Best Management Practices for Protection against Somalia Based Piracy ([http://www.cusnc.navy.mil/marlo/Guidance/BMP4\\_web.pdf](http://www.cusnc.navy.mil/marlo/Guidance/BMP4_web.pdf))
- ICC International Maritime Bureau: Piracy and Armed Robbery against ships. Report for the period 1 January – 31 December 2012
- Henri Fouche, Jacques Meyer: *Investigating sea piracy: crime scene challenges* ([http://link.springer.com/article/10.1007%2Fs13437-012-0020-7/fulltext.html#Fn13\\_source](http://link.springer.com/article/10.1007%2Fs13437-012-0020-7/fulltext.html#Fn13_source))



# Dziękuję za uwagę

W razie pytań lub uwag proszę o kontakt –  
[piotr.buczek@uj.edu.pl](mailto:piotr.buczek@uj.edu.pl)

