

NNK Special Services Group

Serving our clients is our mission

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Maritime Security

Definition of Piracy - Article 101 of the 1982 United Nations Convention on the Law of the Sea (UNCLOS) (article 101):

Piracy consists of any of the following acts:

- (a) any Illegal Acts of Violence or Detention, or any Act of Depredation, committed for Private ends by the Crew or Passengers of a Private Ship or Aircraft, and directed:
 - (i) on the high seas, against another ship or aircraft, or against persons or property on board such ship or aircraft
 - (ii) against a ship, aircraft, persons or property in a place outside the jurisdiction of any State;
- (b) any act of voluntary participation in the operation of a ship or of an aircraft with knowledge of facts making it a pirate ship or aircraft
- (c) any act inciting or of intentionally facilitating an act described in subparagraph (a) or (b)."

Background

He Who Controls the Sea, Controls The World.

80% Of World Trade is Conducted by Maritime Operations.

Without Trade the World Declines.

The Threat

Highly proficient, equipped and motivated, **worldwide terrorist groups** or affiliations who conduct high seas, **seaborne armed assaults** and **capture of commercial and private shipping**, and the **abduction and imprisonment of crews and passengers** for the purpose of ransom, political gain and disruption of international commercial trade.

The Threat

THESE ACTIONS ARE AN EVER **INCREASING THREAT** TO SHIPPING WORLDWIDE.

AND EVEN NOW WITH NEW INTERNATIONAL MARITIME SECURITY MEASURES BEING IMPLEMENTED THERE IS NO POSITIVE SIGNS THAT THE PIRATE ACTIONS ARE ON THE DECLINE.

IN ALL INTELLEGENGE REPORTS,
THESE ACTIONS ARE IN FACT INCREASING 400 PLUS THIS PAST YEAR.

The Threat

- IN SIMPLE TERMS, FOR A PIRATE GROUP TO CAPTURE ANY VESSEL, WHETHER COMMERCIAL OR PRIVATE, THEY MUST FIRST ASSAULT AND BOARD IT.
- NORMALLY ACHIEVED WITH LITTLE OR NO RESISTANCE.
- DUE TO THE FACT THAT THESE PIRATE GANGS ARE HIGHLY MOBILE AND HEAVILY ARMED UNITS.
- THE COMPLETE OPPOSITE OF THE VESSELS THEY ARE TARGETING

Action

TO THIS END, THE SHIPPING COMMUNITY WORLDWIDE,
MUST ADHERE TO THE OLD TRIED AND TESTED METHODS
OF ANTI-PIRACY REACTIONS.

DETECT - DETER - DEFEND - DEFEAT!

Options

THE PLACEMENT BY SHIPPING COMPANIES
TO PROVIDE THEIR VESSELS WHILE TRAVERSING
HOSTILE SEA AREAS, WITH ARMED RESPONSE TEAMS



FIGHT FIRE WITH FIRE

Response Teams

- RECRUITED AND SELECTED UNITS OF HIGHLY TRAINED AND MOTIVATED EX-SPECIAL FORCES PERSONNEL
- PREDOMINATLY FROM SAS, SBS, DELTA AND SEAL BACKGROUNDS
- ALL WITH VARYING DEGREES OF MILITARY AND CIVILIAN HIGH RISK EXPERTISE AGAINST TERROR GROUPS WORLDWIDE.
- SEABOURNE AND LAND BASED

Mission

TO PROVIDE
**CONTINUAL 24 HOUR ARMED SECURITY
PACKAGE**
FOR THE DURATION OF THE VOYAGE THROUGH
PIRACY CONTROLLED AREAS

The Teams

UNITS OF SECURITY PERSONNEL ALLOCATED TO VESSELS

VARYING IN NUMBER, FROM TWO MEN, INCREASING TO TEN MEN OR MORE, DEPENDING ON THE FOLLOWING FACTORS:

- COMPANY THREAT ASSESSMENT
- SIZE OF VESSEL
- TYPE OF VESSEL
- TYPE OF CARGO
- VALUE OF CARGO
- PASSENGERS
- DURATION OF VOYAGE
- AREA OF OPERATION
- FINANCIAL RESTRAINTS
- COMPANY POLICIES

Team Tasking

- **E-TRAINING OF CREW ON NON-LETHAL DETERENTS**
- **F-MONITORING OF INTELLIGENCE REPORTS**
- **G-REGULAR CONTACT WITH OPERATIONS CENTER LOCAL SHIPPING IN AREA**
- **H-24 HOUR PATROLING AND SURVEILLANCE ON BOARD.**
- **I-REGULAR SCENARIO TRAINING.**
- **J-UPDATING AND DEVELOPING IN HARBOUR SECURITY PROCEDURES**
- **K-PROVIDE ARMED RESPONSE TO PIRACY ACTIONS**
- **WITH ADHERANCE TO COMPANY POLICES REGARDING SECURITY MEASURES AND ONBOARD DRILLS AND PRACTICES**

Team Duties

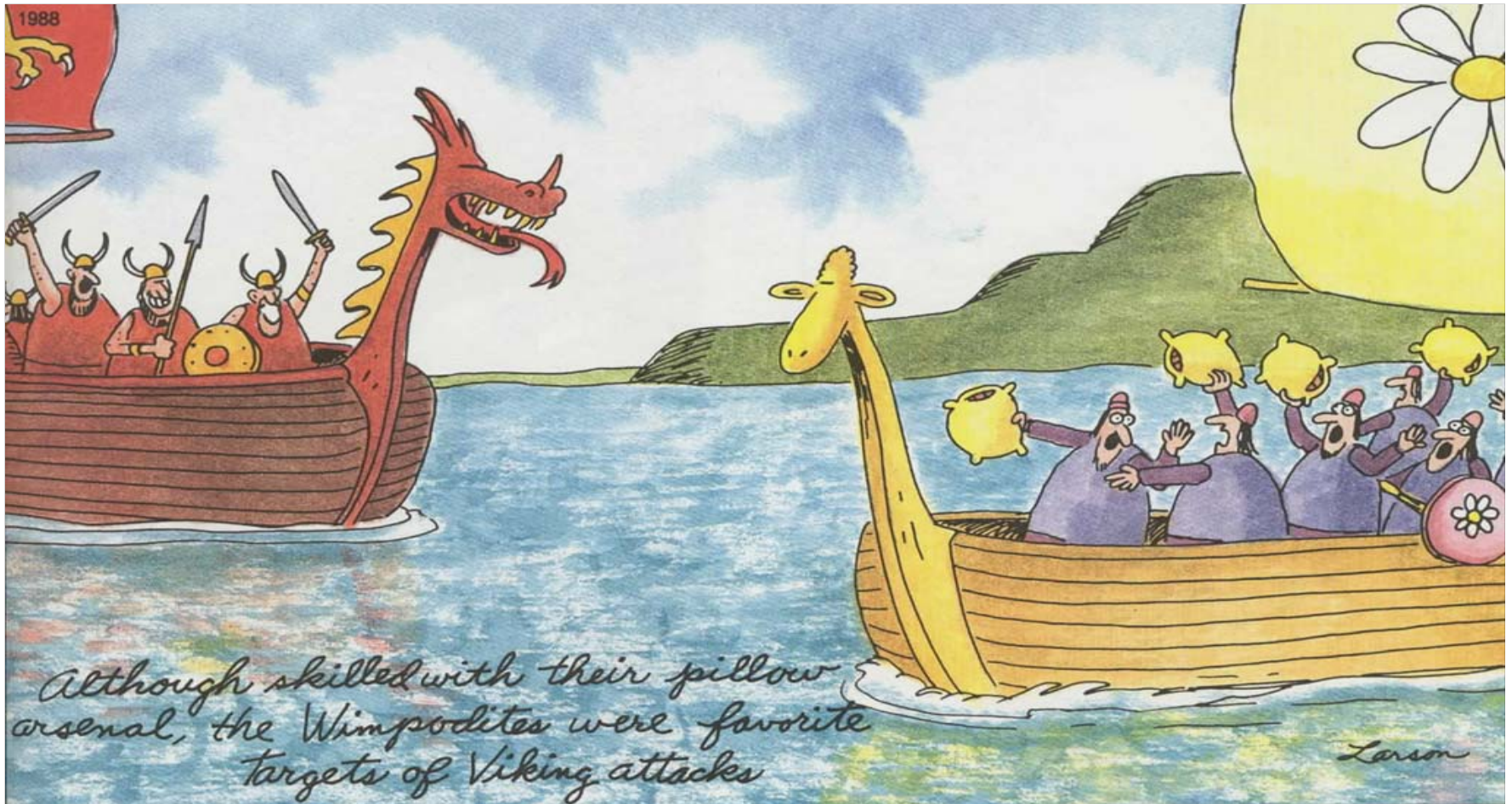
HIGH PROFILE PRESENCE

- PATROLLING OF VULNERABLE ONBOARD AREAS MANNING OF OBSERVATION POSTS
- SURVEILLANCE OF SEA AREAS
- REPORTING OF SHIPPING MOVEMENT
- LIAISE WITH SHIP SECURITY PERSONNEL
- UPDATING INTELLIGENCE REPORTS
- CONDUCT CREW REACTION TRAINING
- TEAM QUICK REACTION DRILL TRAINING
- ARMED RESPONSE TO ATTACK

MSC 86 - Maritime Safety Committee - 86th session 27 May - 5 June 2009

- The MSC agreed that flag States should strongly discourage the carrying and use of firearms by seafarers for personal protection or for the protection of a ship.
- Seafarers, it was agreed, are **civilians** and the **use of firearms requires special training** and aptitudes and the risk of accidents with firearms carried on board ship is great.
- Carriage of arms on board ship may encourage attackers to **carry firearms or even more dangerous weapons**, thereby escalating an already dangerous situation. Any firearm on board may itself become an attractive target for an attacker.
- Carriage of firearms may pose an even greater danger if the ship is carrying flammable cargo or similar types of dangerous goods.

Questions?



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