



Counter-Piracy

Genuine Unmanned Aerial Solutions for Counter Piracy

The International Maritime Bureau (IMB) estimates that 53 ships were hijacked worldwide in 2010—49 of them off Somalia's coast—and a record 1,181 hostages were taken. The problem appears to be growing. Overall, there were 445 pirate attacks in 2010, a 10% rise from 2009.

Meanwhile, maritime piracy costs the global economy between \$7 billion and \$12 billion a year, according to a separate study by a U.S. think tank. The maritime industry is forced to pass on the extra costs—security, higher insurance premiums, ransoms and extra fuel for longer routes.

Source: BBC News

Attacks can be expected at any time, but most occur during the day, often in the early hours. They may involve two or more skiffs that can reach speeds of up to 25 knots. With the help of mother ships that include captured vessels, GPS and other technologies, the operating range of the skiffs has been increased far outside traditional choke points. An attacked vessel is approached from quarter or stern. RPGs and small arms are used to intimidate the operator to slow down and allow boarding. Light ladders are brought along to climb aboard. Pirates then will try and get control of the bridge to take operational control of the vessel and move it to a pirate-friendly harbor.

Historical counter-piracy methodology

Traditional counter piracy efforts have been reactive—evade if possible, surrender and pay the steadily rising ransom amounts. Additionally, many ships have onboard armed security teams, which are costly and incur significant liability.

Internationally, NATO, the U.S. and several European countries have previously sent ships to the region to protect shipping, but without wide area surveillance and early detection, the patrols have not prevented piracy from rising in that area.

New thinking

The industry demands pro-active solutions. That's where VT Group comes in.

Many experts agree that the use of armed security operatives is problematic under existing maritime law. We believe ship owners and insurers can find other ways to protect themselves. Increased training, conducting drills and purchasing equipment that can provide advanced warning to the captain and crew, allowing them to place the vessel outside visual range, provide communication and surveillance to naval forces and have more time to employ citadel procedures before pirates can board.



The importance of maintaining a continuous wide area surveillance coupled with direct full motion video feeds to law enforcement and naval assets. The solution calls for a small, highly technologically advanced unmanned aerial system (UAS).

VT Group offers a pioneering methodology and proven performance record for skilled, deployable field service representatives (FSRs), mission commanders (MCs) and maintainers across multiple unmanned platforms. We deliver mission-specific expertise and a full suite of services to Original Equipment Manufacturers (OEMs) and end-users of ground, air and maritime unmanned vehicle systems. Founded on the knowledge and wisdom of almost 50 years of U.S. Department of Defense (DoD) and commercial aviation operations, we have the right team operating the right system to deliver the desired outcome safely and economically. Our proven approach, global reach and partnerships with industry-leading hardware manufacturers provide us an ideal infrastructure to offer a full array of in-field services.

Why Choose VT Group?

- We employ maritime professionals and former military Special Operations, intelligence, homeland security and law enforcement personnel who are able to deliver a genuine solution that will reduce the incidence of pirate interception and boarding.
- We have extensive prior ship-based UAS experience with more than 25,000 cumulative hours of in-theater ground and ship-based operations experience.
- We are ready to provide the turnkey solution, providing everything from the system, personnel, and mission planning to training the ship's company or security teams on the right piece of kit for their requirements

Wide area surveillance and early detection provide additional options for crews to disappear over the horizon and avoid being boarded by pirates. When staying outside a pirate vessel's visual horizon is unavoidable, surveillance and the creation of a permanent video record of the event can be accomplished. Communication and data-link connectivity to NATO-allied navies provides earlier intervention and interdiction within the vicinity and regional naval assets for large-scale counter-piracy efforts.

VT Group at Work

Working Alongside the Warfighter
In Iraq and Afghanistan, VT Group's highly skilled unmanned aerial vehicle (UAV) operators and mission coordinators provide hands-on ISR support to our men and women in uniform. We facilitated the seamless integration of new technologies, enabling rapid product migration and upgrades. Through contracted performance-based logistics, we were able to control expenses and held accountable to the U.S. Department of Defense.

Surveillance, Applied Research and Data Collection at Sea in the Toughest Environments

At sea, we have worked the National Oceanic and Atmospheric Administration (NOAA) and the petroleum industry to become the first unmanned service provider to fly sea-based operations in the Arctic Circle. VT Group initiated the use of high resolution cameras and mosaicing technology to facilitate high-density data collection in support of critical research and environmental studies.

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