



PIRACY and ARMED ROBBERY at SEA HOW BEST TO PROTECT SEAFARERS?

Our most valuable asset

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**European Commission, Brussels
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INTERTANKO Today

260 + members operating ca. 3,100 ships

> 75% of the independent oil tanker fleet and > 85% of the chemical carrier fleet

330 + associate members:

in oil and chemical tanker related businesses

15 Committees – 5 Regional Panels

Principal Offices – London and Oslo

Representative Offices in US, Asia, Brussels & Manila

Observer Status at IMO, IOPC, OECD and UNCTAD

International Association of Independent Tanker Owners

Global dependence on oil tanker transportation



World Oil Consumption 3.8 billion ts
Transported by sea 2.4 billion ts
> 60% transported by sea



A problem in many regions, including South China Sea, Somali Basin and Gulf of Aden, Gulf of Guinea and South America !

Governments, the IMO and industry have been addressing the general and specific problems for many years



- **IMO Circulars (Recommendations to Governments & Guidance to Owners)**
- **Industry Guidance (Guidelines for Companies, Masters and Security Officers)**
- **Monitoring and Guidance by IMB (International Maritime Bureau – International Chamber of Commerce)**
- **Establishment of ReCAAP (Regional Cooperation Agreement on Combating Piracy and Armed Robbery in Asia) to enhance multilateral cooperation**

The Maritime effects of the Somali Problem

Since 2008

- No. of ships hijacked / No of flags involved: **71 / 40**
- No. of seafarers held hostage **1483**

No. of ships currently captured: **8**

No. of seafarers currently held: **119**

For shipowners

Our PRIMARY concern has always been and will always be the safety and welfare of our seafarers

For governments

Their principal concerns are:

Freedom of the seas (as enshrined in UNCLOS) and the right of innocent passage

Effects on international trade

Delivery of humanitarian aid through the World Food Programme (WFP)



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Maritime Perspective on Solutions to the Somali Problem

Long term, the Solution lies on the Ground in Somalia, not on the Water.

Over time this should also include the elimination of illegal fishing and the restoration of a protected local fishing industry

The **interim solutions** include the effective **cooperation and understanding** of governments and industry to ensure safe passage and the protection of seafarers and ships in local and international trades, including humanitarian aid



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Maritime Perspective on Solutions to the Somali Problem

Industry therefore appreciates:

- the support provided by governments through the provision of military assets and associated infrastructures, and the coordination of these,
- the diplomatic efforts to protect seafarers and ships,
- the work of the UN, the IMO and the EU
- the openness of cooperation between all parties

And in turn industry fully recognises that we have our part to play and is committed to this

Maritime Perspective on Solutions to the Somali Problem

Recognising its responsibilities **Industry** has been:

- **Providing guidance** to ships and crews
- **Participating** constructively in the Work Groups of the **UN Contact Group***, at the **IMO** and in the provision of secondees to **EUNAVFOR** et al

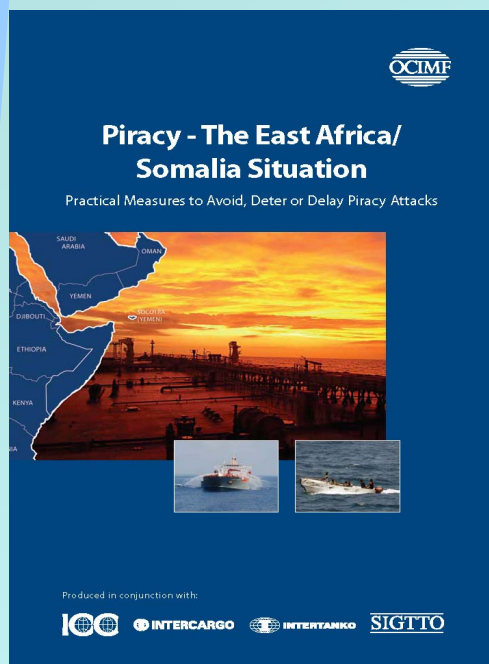
Industry is also **bearing the higher costs** associated with:

- manning, insurance and protection measures
- additional fuel and other voyage costs associated with deviations and denied business

**U.N. Contact Group on Piracy off the Coast of Somalia (CGPCS)*

- *WG 1 addresses military and operational coordination and information sharing and establishment of regional coordination centre*
- *WG 2 addresses legal issues and judicial aspects of piracy*
- *WG 3 addresses the strengthening of shipping self-awareness and other capabilities*
- *WG 4 addresses diplomatic and public information on all aspects of piracy*

Evolution of **Best Management Practices** to Avoid, Detect or Delay Piracy Attacks



Best Management Practices to Deter Piracy in the Gulf of Aden and off the Coast of Somalia

(Version 2 - August 2009)

In an effort to counter piracy in the Gulf of Aden and off the Coast of Somalia, these best management practices are supported by the following international industry representatives:-

- 1. International Association of Independent Tanker Owners (INTERTANKO)**
- 2. International Chamber of Shipping (ICS)**
- 3. Oil Companies International Marine Forum (OCIMF)**
- 4. Baltic and International Maritime Council (BIMCO)**
- 5. Society of International Gas Tanker and Terminal Operators (SIGTTO)**
- 6. International Association of Dry Cargo Ship Owners (INTERCARGO)**
- 7. International Group of Protection and Indemnity Clubs (IGP&I)**
- 8. Cruise Lines International Association (CLIA)**
- 9. International Union of Marine Insurers (IUMI)**
- 10. Joint War Committee (JWC) & Joint Hull Committee (JHC)**
- 11. International Maritime Bureau (IMB)**
- 12. International Transport Workers Federation (ITF)**

These best management practices are also supported by:-

- 1) Maritime Security Centre Horn of Africa (MSCHOA)**
- 2) UK Maritime Trade Organisation (UKMTO Dubai)**
- 3) Maritime Liaison Office (MARLO)**



Gulf of Aden / Somali Basin Guidance:

- **Assess the Risks**
- **Register Company and Ship with MSCHOA**
- **Plan and prepare for Transit, including training**
- **Follow Best Management Practices (V2)**
- **Follow Transit Corridor (if appropriate)**
- **Report regularly to UKMTO Dubai (or MARLO)**

Why guidance ?

- The Average Successful Piracy attack takes 11 minutes - thus “Detract, Deter, Delay”, - every minute really does count
- All 14 ships that have been hijacked (July - December 2009) were not reporting to UKMTO and/or registering with MSCHOA.
- 8 successful attacks in the Gulf of Aden IRTC since August 2009 out of 10,000 transits. All 8 vessels hijacked had deficiencies regarding BMPs and application of SPMs
- Advice on topical factors such as:
 - *seasonal weather impacts*
 - *more dhows are being used as mother ships*
 - *the operating range is increasing to 1200nm offshore*

Being prepared

Examples of Self Protection Measures



See also : <http://www.mschoa.eu>

Training – a very important aspect

Industry Guidelines:

Encourage regular drills and training for Officers and Crew prior to entry into area of risk

Well trained crews:

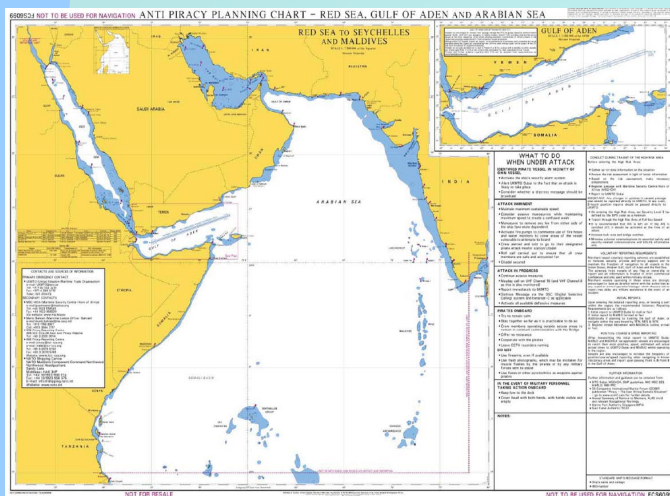
- respond better*
- react more quickly*
- have more confidence*

**Additional manning, if appropriate,
e.g. extra lookouts, security advisors, etc.**

Being prepared

Manoeuvring

- Increase to max speed
- Narrow weave
- Avoid loss of speed
- Avoid providing a lee
- Maximise bow-wave, and wake
- Monitor vulnerable areas for attack



Anti-Piracy Chart Q6099

- Part of the vessels Chart Folio System with Plotting Capabilities
- Provides relevant Information & Guidance
- Weather Guidance is provided via MSCHOA web site

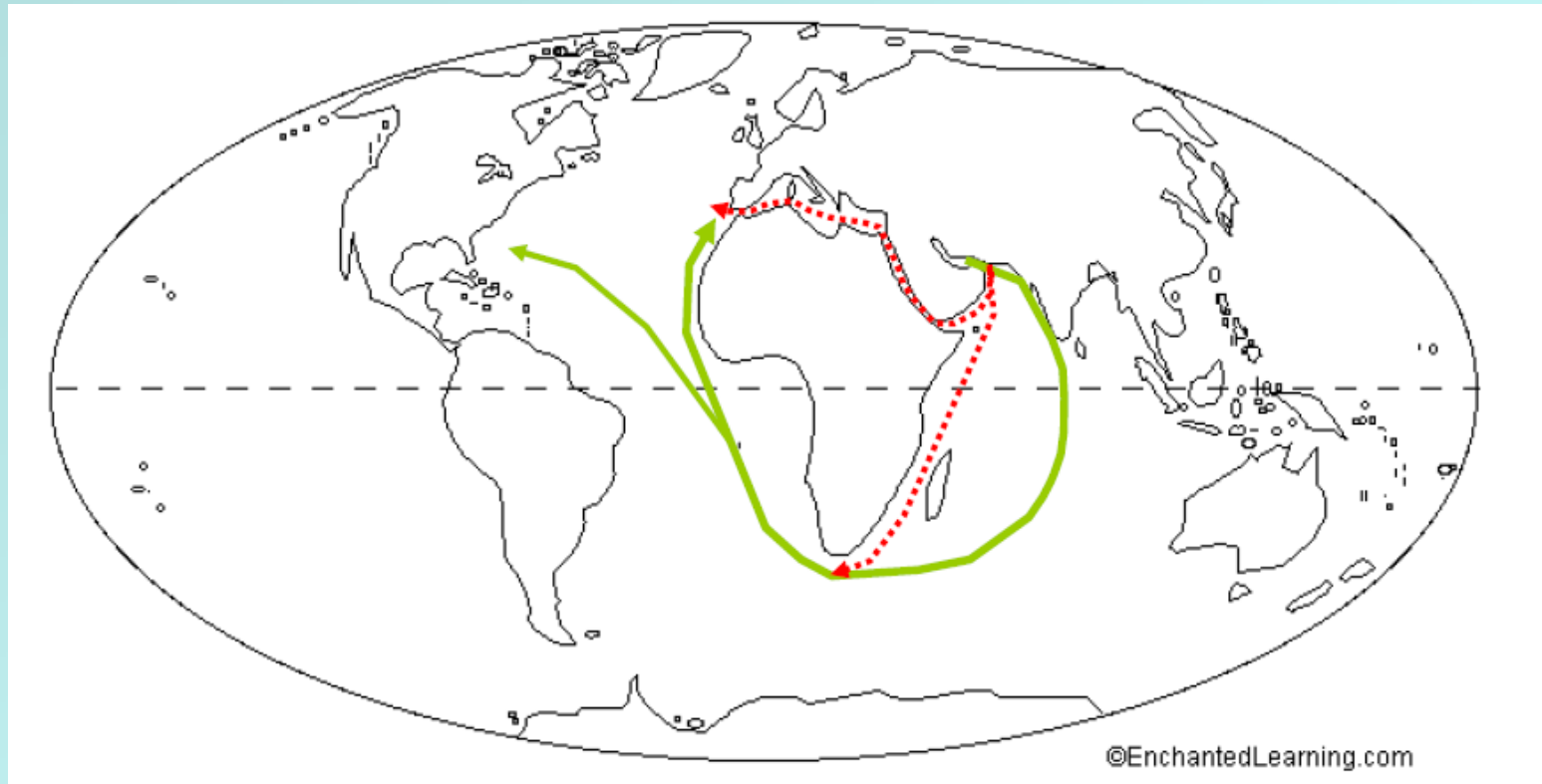
- Maximising the protection of our seafarers
- Working with governments, navies, UN and IMO

AND currently

- Preparing guidance on crew welfare
- Developing guidance on “Capture to Release”
- Updating Best Management Practices
- Arguing against a ban on ransom payments
- Proposing “improved” quality WFP ships
- Seeking a revised strategic approach to the extended (Western) Indian Ocean problem

Consequence of Ban on Ransom Payments – Potential Effect on Crews and Oil Trade Routes

Crews and Owners unwilling to transit the Western Indian Ocean

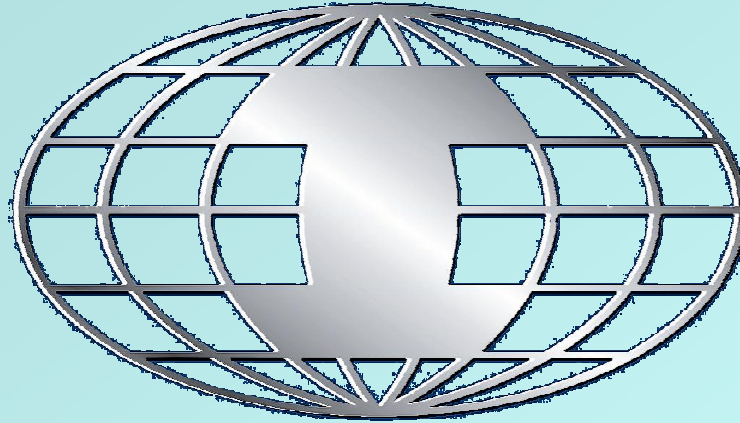


Pirate Free Trading Routes. = 

Expected Trading Routes if Ransoms Banned = 



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Thank you

For more information, please visit:

www.intertanko.com

www.maritimefoundation.com

www.poseidonchallenge.com

www.shippingfacts.com



Increasing the Risk

