



Piracy

the curse of maritime transport

Seminar on piracy and armed robbery at sea

**organised by the European Commission (DG MOVE)
in cooperation with the Danish Presidency of the Council of the EU**

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Brussels, Centre de Conférence Albert Borschette



Assessing the Human Cost of Piracy

DG MOVE, Brussels, 29 March 2012

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The roadmap

- The victims – the numbers
- Recording of Statements
- Human response programmes
- Sharing of information
- Initiatives in place
- Way forward



Incident on Ship
Anywhere in world

24hr manned
IMB Piracy Reporting Centre

Immediate Broadcast to all MRCC, Coast
Guards & Naval Units in the area for assistance

Broadcast to all ships in the Ocean region & to CSO etc.
share info with NATO, EU, ONI, INTERPOL

Incident reports sent to IMO, papers submitted at (IMO) MSC.
ICC-IMB website / twitter

Compilation of reports etc to increases awareness of high risk areas and
risk associated with those areas



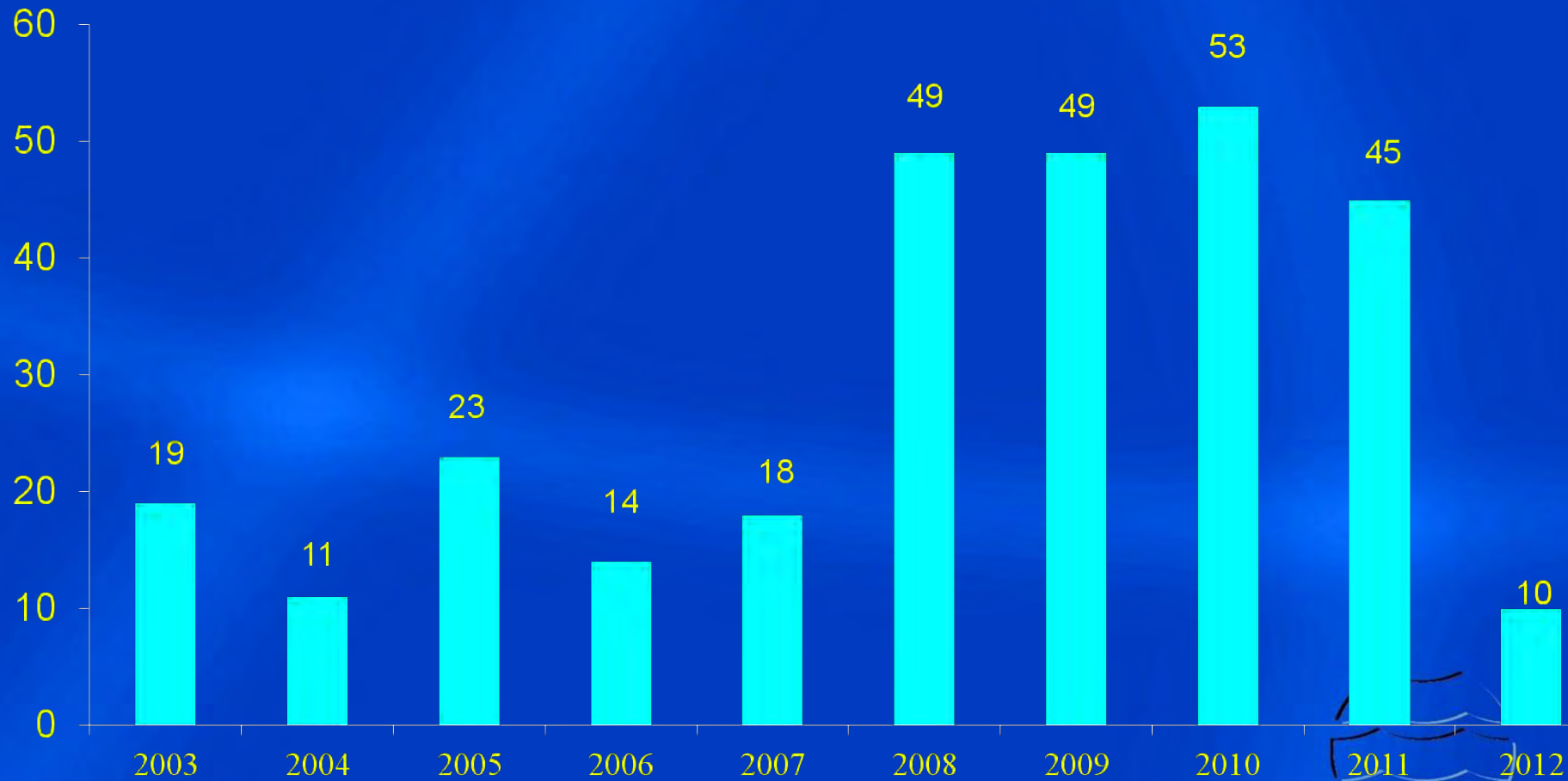
Where does it take place



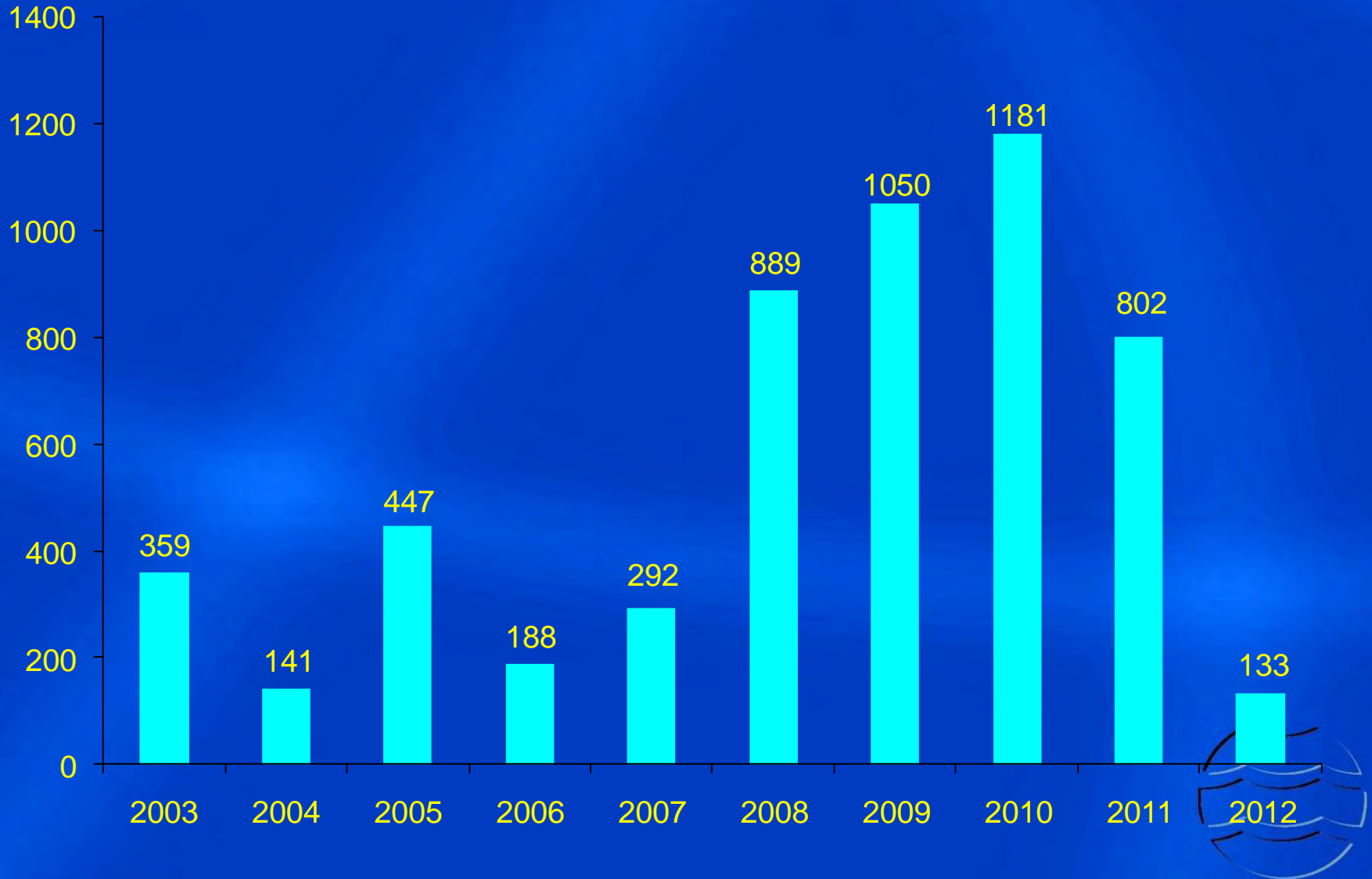
2012 Total Attacks Reported – 94
10 hijackings, 157 hostages, 2 killed



Total number of ships hijacked



Total number of crew taken hostage



Somalia – Current Hostage Stats

13 vessels / 197 crew + 49 crew on land

One vs1 / 24 crew held for nearly two years

Four vs1s / 62 crew held for more than one year

Average negotiation time increased from 2 / 3 months in 2008 to 6 / 8 months in 2010/11

Ransoms increased 3 / 4 times since 2008.

Physical / psychological abuse to and related stress and fear of crew not accounted for



Damage to ship



Violence on crew



Human Response



Recording of Statements

- **Multiple agency requirement**
- **Owners side – owners' reps, lawyers/agents**
- **Law enforcement – NCIS/INTERPOL/Local police/flag police/police of crew nationality**
- **Flag States – Usually get reports from owners. Some flags may debrief independently**

*Lessons learnt are lost as information is NOT shared
Hence no benefit to others transiting the HRA*



Declaration Condemning the acts of Violence against Seafarers

- 3 August 2011 – Flag States of Liberia, Marshall Islands and Panama signed the Declaration
- The Declaration was a result of the efforts of the Oceans Beyond Piracy and supported by The TK Foundation
- Declaration recognised the lack of collection, collation and dissemination of information on the Human Effects
- Giving due regard to sensitive nature of the information the ICC-IMB was noted as the organisation responsible to distribute the data collected in an aggregate format.



DECLARATION CONDEMNING ACTS OF VIOLENCE AGAINST SEAFARERS

Recognizing the increasing problem of acts of piracy and armed robbery against merchant vessels and their seafarers and the increasing use of violence as an instrument of piratical acts;

Recalling the flag State's pledge to continue to work within the Contact Group on Piracy off the Coast of Somalia (CGPCS), the International Maritime Organization (IMO), and with military, intelligence, industry and other contributing partners to find a solution to this crisis;

Recognizing that information regarding acts of piracy and armed robbery against merchant vessels and their seafarers and the increasing use of violence upon captured seafarers as an instrument of piratical acts is underreported;

Further Recognizing that the collection and reporting of such information will be of value to the maritime community as a whole and the global fight against piracy;

Committing to further work with ship owners and seafarers to ascertain the specific information needed to determine the human cost of these attacks;

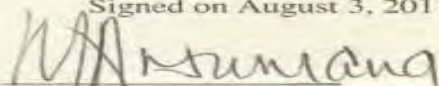
Noting that the International Maritime Bureau, of the International Chamber of Commerce, has undertaken to collate and report information provided by vessel owners, operators, or seafarers following acts or attempted acts of piracy or armed robbery;

Agreeing that there are significant sensitivities associated with the reporting of information regarding acts of piracy and armed robbery against merchant vessels and their seafarers and the increasing use of violence as an instrument of piratical acts, and that all reporting bodies or agencies should be sensitive to the concerns of the owners, seafarers, and their families, and, unless already within the public domain, refrain from reporting or confirming the names of any vessel upon which an act of piracy or armed robbery has been committed, until such time as the vessel owners or operators can confirm notification to next of kin;


The undersigned flag States:

Affirm, in consideration of the potential sensitive nature of such information, their commitment to supply information provided to them by vessel owners, operators, or seafarers following acts or attempted acts of piracy or armed robbery to the International Maritime Bureau, in accordance with each flag State's internal procedures.

Signed on August 3, 2011 by:


Republic of Liberia


Republic of the Marshall Islands


Republic of Panama

Data collected by ICC - IMB

- The ICC – IMB has so far collected 18 reports from Flag states, ship owners and crew on the treatment of the crew while under captivity by Somali pirates.
- The report is divided into the following sections
 - Crew and nationalities
 - Food and water
 - Physical and psychological abuse of crew
 - Living, hygiene and sanitary conditions onboard the vessel
 - Survival techniques used by crew



Data collected by ICC - IMB

Crew and nationalities –

- 384 crews from 22 nationalities
- Crews treated nearly the same.
- Exceptionally, some crews treated differently – religion, nationality

Food and water

Physical and psychological abuse of crew

Living, hygiene and sanitary conditions onboard the vessel

Survival techniques used by crew

Vessel being used as mother ship



Data collected by ICC - IMB

Food and water –

- Main source of food and water – ship
- Only when depleted, food comprising of rice, flour, cooking oil, sugar, beans, goats, noodles brought on board
- Meals cooked by crew – served from once a day to three times a day
- At times only meat cooked, veg crew go hungry
- Utensils washed or only rinsed in FW depending on availability



Data collected by ICC - IMB

Physical and psychological abuse of crew –

➤ Physical

- Nearly all crew subject to some form of physical abuse (slapping, pushing) especially when pirates first boarded
- Few crew treated more severely – beaten with sticks, cable ties, wires, rifle butts, tying of hands and feet and made to stand on deck – resulting in injuries – this usually when pirates did not believe sounding of FO and FW, or when negotiations falter.
- One report severe physical punishment - testicles in cable ties, hung over side with feet tied, put naked in freezer, and made to stand in the sun



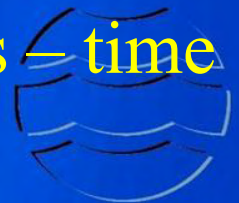
➤ Psychological

- Nearly all crew psychologically affected at various levels
- Weapons fired close to head and ears,
- Told no one cares and they are on their own, including families
- Made to phone families and weapons fired.
- Fellow crew taken ashore and informed that they were killed
- Some kept in isolation



Living, hygiene and sanitary conditions onboard -

- Crew mainly kept on bridge throughout captivity and basic freedom of movement deprived
- living, hygiene and sanitary conditions onboard the vessel deteriorated as the length of captivity increased.
- Pirates ruined accommodation and toilets
- Crew allowed to use only one /two toilets – permission had to be asked every time – some pirate guards do not easily give permission – toilets not cleaned regularly
- Cleaning of clothes mainly in Salt water with rinse in FW
- Shower at pirate discretion – restricted to once / twice a week – sometimes not allowed for couple of weeks – time given varied from two to 15 minutes



Data collected by ICC - IMB

Survival techniques used by crew

- Reading,
- Praying,
- Playing games with permission of guards,
- Watching TV , videos with permission of guards,
- Trying to maintain a routine,
- Encouraging each other and trying to stay together to survive
- Ignore pirate techniques to divide the crew by ethnic origin, religion etc.



And finally...

- Information provided may be distorted - the actual treatment to the crews could be a lot worse.
- Skilled interviewing is key , if possible – crews' trauma.
- Only one debriefing to be done and results shared .
- Triggers for increase/decrease of violence...
- **However, some information is better than none.**
- **Lessons learned from each experience must be shared and input into training programmes.**
- **Call for flag states and industry to support the HCOP**



