



“Piracy, the curse of maritime transport”



The Seafarers' Vision

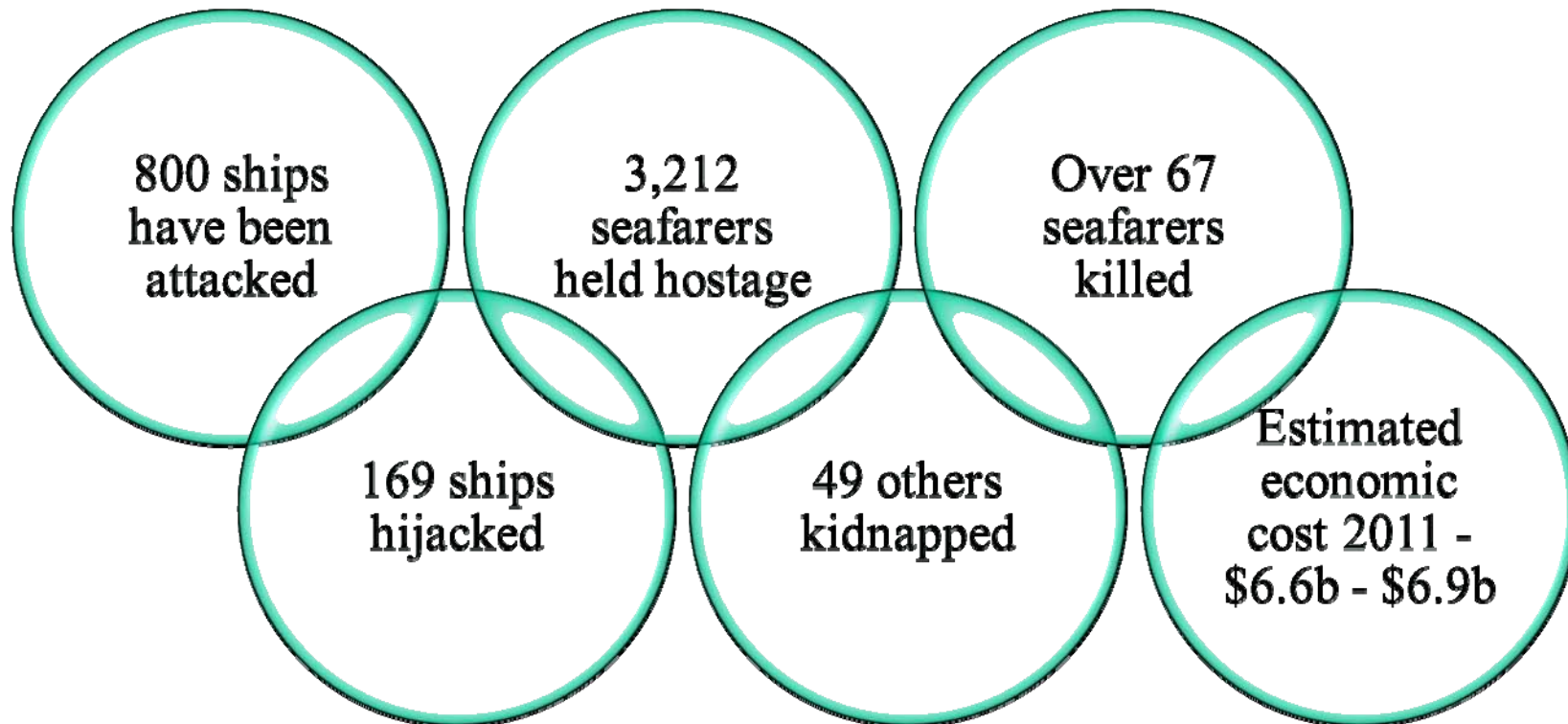
International Transport
Workers Federation

Jon Whitlow

Seafarers Section Secretary

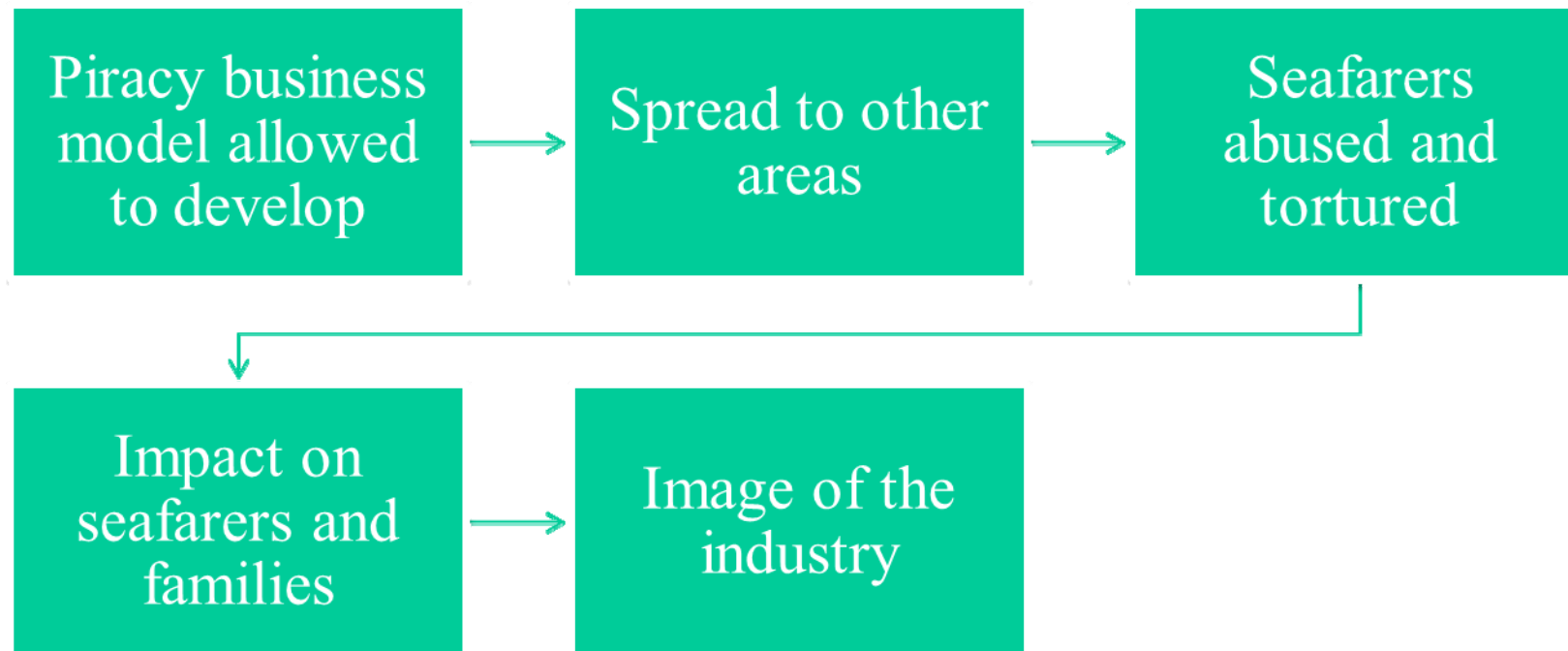


Somalia – since 2008





Issues





Limited Naval Assets

International Navies have played a valuable role -
deterrence and pre-emptive strikes— but could do more

Without the presence of the EU led Operation Atalanta,
NATO operation Ocean Shield, CTF 151 and independent
providers piracy would be even worse

But where are the big flag States?



Challenges

- Reduction naval assets
- Seafarers abandoned in Somalia
- Indian and Korean seafarers targeted
- Seafarers held ashore
- Attempts to outlaw payment of ransoms
- Catch and release
- Too few States contributing



Ransoms



Shipowners duty of care



Flag State duty of care



Armed guards



Seafarers and vessel abandoned



Need to examine economic costs



Other military options?



Messaging





Positive developments



Provision of private armed security guards – 100% success rate

Better implementation

Fewer successful attacks

More robust naval action

Growing political will



International law

All States duty to
co-operate in
repression of piracy
(A 100)

Ships generally
under the exclusive
jurisdiction flag
State on high seas
(A 92)

On high seas any
State may seize a
pirate vessel and
exercise
jurisdiction (A 105)



Flag State Failure



- Causes catch and release
- Do not intervene in prolonged negotiation
- Inaction when seafarers abandoned
- Failure to contribute naval assets or other support
- Free riding