

Recent trends on piracy and armed robbery against ships

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Introduction

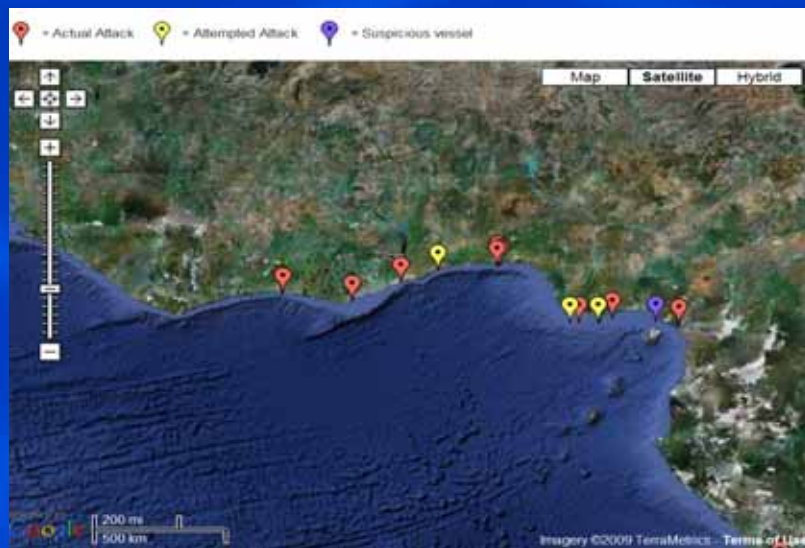
- *International dimension to piracy*
- *High risk areas - weak maritime l/enforcement regimes*
- *Challenge is to encourage those countries to give this crime the priority it deserves*
- *How the response works*
- *Conclusions*



IMB Piracy Map 2009 to 28 July



Gulf of Guinea 2009 to 28 July



Off Pennington terminal

10 Feb 2009, 1905 LT

- *59,000 ton tanker, fully laden*
- *Speed boat*
- *10 heavily armed pirates*
- *Master manoeuvred aggressively*
- *Boarding avoided*



20.5 nms Off Onne

22 February 2009

- *23,000 tonne product tanker*
- *Laden with 13,000 tons Gas oil for Onne*
- *Fast craft and a fishing boat – total 7 armed pirates*
- *Vessel fired upon*
- *Master took evasive action, boarding averted*



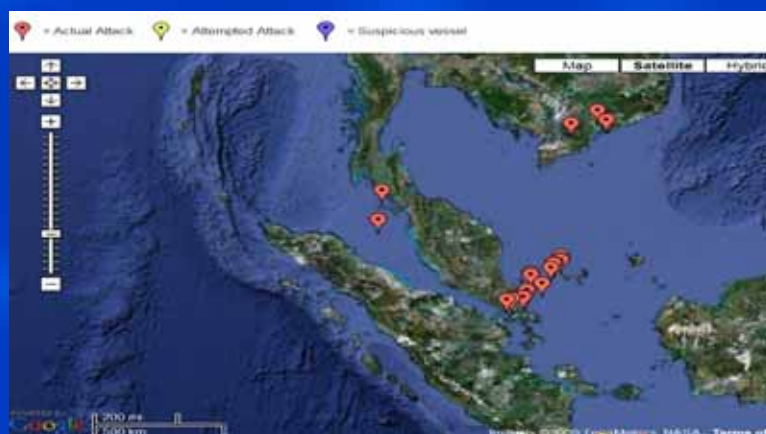
Chanomi River / Warri, Nigeria

- *13 May 2009, 1400 hours LT*
- *Condensate tanker seized by militants*
- *Demands the departure of all oil workers*
- *10 crew kidnapped , 6 Philipinos, 4 Nigerians*
- *16 May 2009 – crew freed by Naval forces*

- *Another tanker reportedly seized in same area*
- *4 crew kidnapped from a reefer vessel*



South East & East Asia – 2009 to 28 July



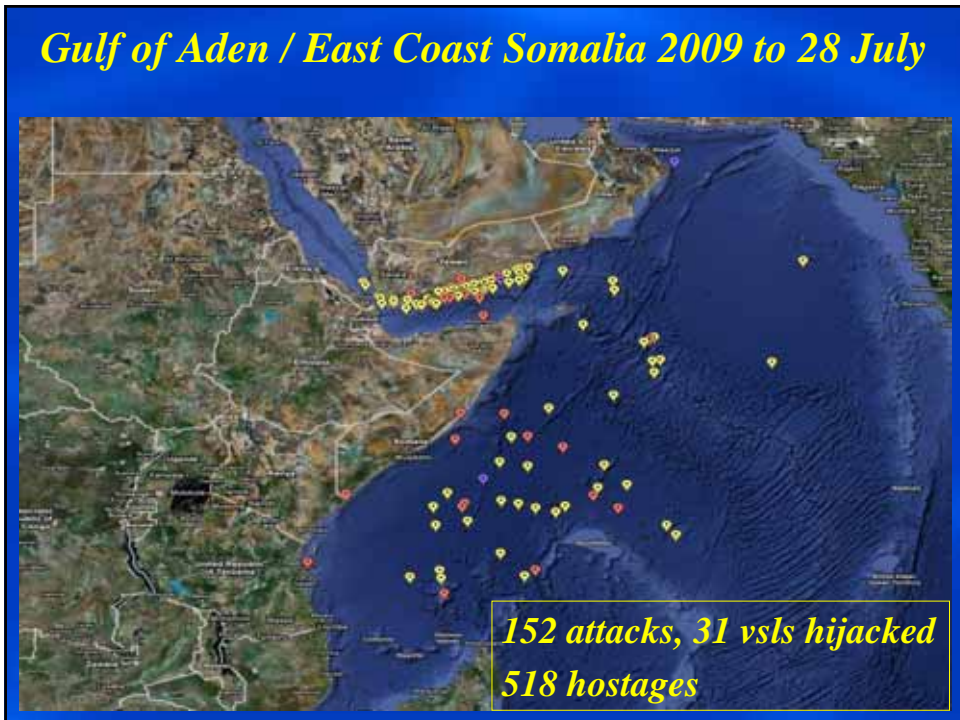
*35 vessels boarded, 1 tug hijacked, 10 hostages
- tugs and barges - a key target for hijackings*



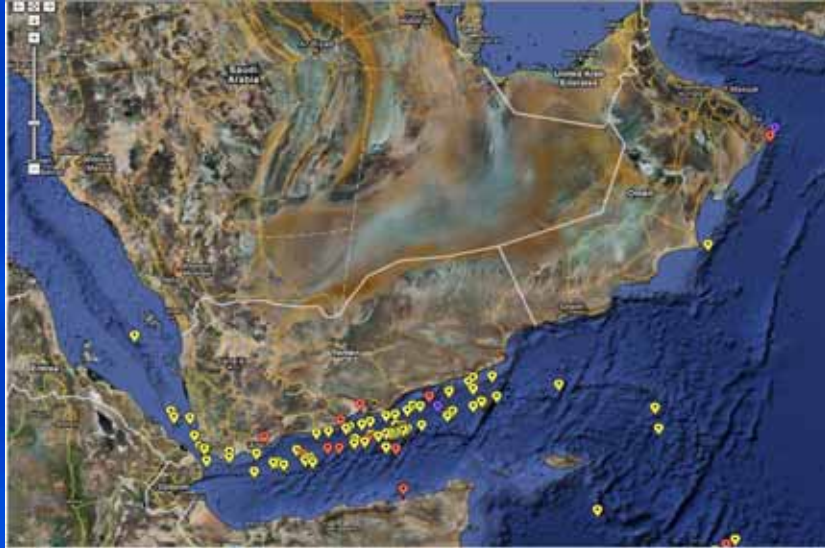
IMB Piracy Map 2009 to 28 July



Gulf of Aden / East Coast Somalia 2009 to 28 July



Outside IRTC - Red Sea / Oman



The Somali Experience

	<i>2009</i>	<i>2008</i>	<i>2007</i>	<i>2006</i>
<i>Number of reports</i>	<i>152</i>	<i>111</i>	<i>31</i>	<i>10</i>
<i>Number of Hijackings</i>	<i>31</i>	<i>42</i>	<i>12</i>	<i>5</i>
<i>Crew taken hostage</i>	<i>518</i>	<i>815</i>	<i>177</i>	<i>87</i>

Trends

- *Gulf of Aden:*
 - Oct / Nov '08 – one in three hijacked*
 - Dec '08 – one in five*
 - Jan '09 - March '09 - one in eight*
 - April'09 - one in 2.5 attacks*
 - May'09 – one in 11 attacks*
- *All except 4 vsls hijacked were in IRTC*
- *Naval presence is working – essential it is maintained, or all that has been achieved will be lost*

Trends.....

Indian Ocean:

2009 to date: one in 3.5 hijacked (12/44)

March 2009: one in 4.5 (4/18)

April 2009: one in 2.5 hijacked (6/16)

May 2009: one in four (2/8)

- Vast expanse of sea – difficult to monitor/respond*
- Trade routes into Mombasa and Dar es Salaam*
- SW Monsoons*
- Challenge: deploying limited naval resources to best effect..*

All flags, types and sizes of vessels attacked



Motherships



18 Apr '09 Suezmax Tanker (GOA)



28 Apr '09 Gen Cargo Ro Ro (Som)



17 May '09 GoA Crude tanker, in ballast



17 May '09 GoA Crude tanker – effect of bow wave on skiff





17 Dec 08: Zhen Hua 4 (heavy lift)

- Pirates chased and boarded vessel
- Crew able to lock down accommodation
- Crew used indigenous ways to keep pirates from getting into accommodation
- Pirates unable to enter accommodation

-Malaysian warship sent its helicopter to help

..... and other actions by Indian, Chinese, French, Royal Danish and other naval vessels inc EU vessels

15 Apr '09 Nivose (Som) 3 May 2009



Recent developments:

***Maersk Alabama
Tanit***

***Pirates caught by EU, French, Russian,
Indian, Turkish naval units***

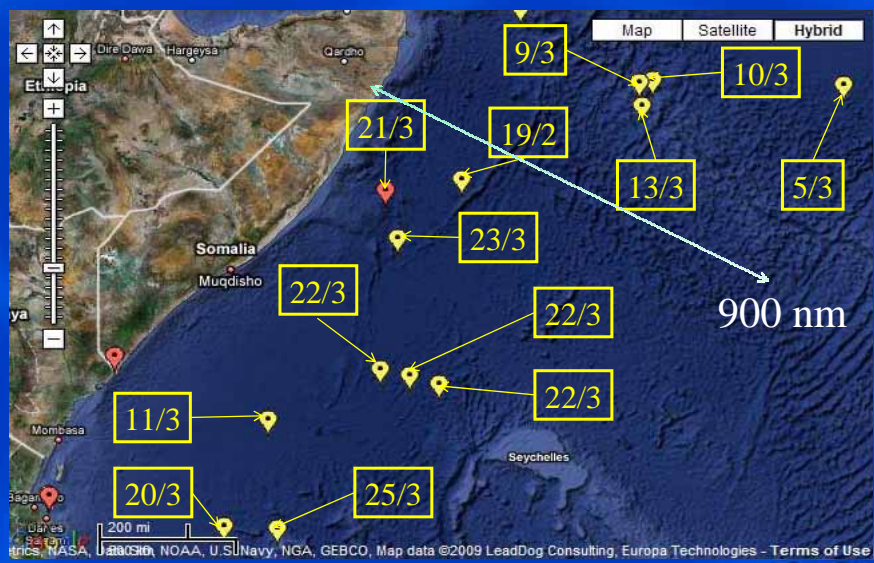
Prosecution of pirates

Motherships

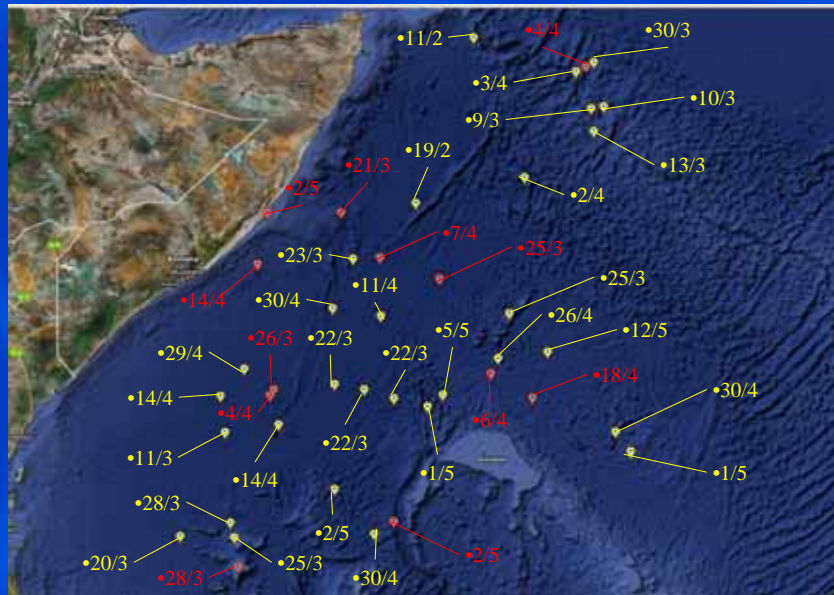
Armed teams on board



E Coast Somalia 2009



E Coast Somalia 2009



The Response

The real deterrent – investigation, prosecution, punishment

- *only Governments can do this..*
- *resources, optimum deployment*


IMO – a key facilitator - provides the legal framework

Reporting of attacks – Flag states, RCC and IMB PRC

- *Single reporting point?*
- *independence of the agency receiving primary reports*
- *make it easy for Masters to report*

Multi faceted response – focus on all response options – no single silver bullet.

The Way Forward ?

- *An effective government in Somalia – unlikely in the short term*
 - *Best Management Practices (BMP) at IMO MSC 86*
 - *Targeting the Mother Ships , more reports from ships*
 - *Arrest and prosecution of pirates – actions by Puntland*
 - *MSCHOA – EUNAVFOR ATALANTA*
 - *NATO – OPERATION ALLIED PROTECTOR / CTF 151*
 - *Single Global Reporting Point – which lasts beyond the hotspots of today?*
- 

The Role of IMB PRC

- *Only manned 24/7 Centre to receive worldwide reports of attacks*
- *Prompt dissemination to L/E*
- *Sends out daily msgs to ships / weekly website reports / Q'trly reports / Live Piracy Map*
- *Liaison Between L/E & industry*
- *Post attack investigations & recovery*
- *Transparency – Why business sponsored centre works*
- *The best independent source of primary information*
- *Imperative that Masters report all attacks*

A COMPREHENSIVE FREE SERVICE



Conclusions

Reporting of attacks – first essential step

Made as easy as possible – worldwide

Value of an independent reporting centre

Encourage governments to allocate resources and give piracy priority

Violence remains high & potential for environmental disaster

Somalia: The vessels that got away....

-Navies play a vital role – essential that naval campaign continues.



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