

Ship's Safety & Security

PMO-III, 23-24 March 2006,
Hamburg, Germany.



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Outline



- ❖ Facts about “Piracy at Sea”.
- ❖ Concerns for the VOS.
- ❖ National responses.
- ❖ Response by SOT.
- ❖ Proposed further action.
- ❖ Short-term solutions (or problems?).



Piracy – The Cold Hard Facts



- ❖ 325 reported attacks against ships in 2004, compared to 445 in 2003.
- ❖ The number of crew killed increased to 30, compared to 21 in 2003.
- ❖ Eighty-six crew kidnapped with ransoms demanded for their release.

2004 Piracy Report released by the ICC International Maritime Bureau



Weekly Update: 1-7 Feb 2005



- ❖ 07/02/2005 at 0400 LT at Buenaventura inner anchorage 3, Colombia.
- ❖ 06/02/2005 at 1936 UTC in posn: 01:21.6S-116:58.3E, Balikpapan anchorage, Indonesia.
- ❖ 03/02/2005 at 1530 UTC in posn: 03:12S - 116:21E, Kota Baru anchorage, Indonesia.
- ❖ 02/02/2005 at 0245 LT in posn: 01:16N - 104:10E, Singapore Straits.
- ❖ 02/02/2005 at 0130 LT at Chittagong anchorage, Bangladesh.
- ❖ 02/02/2005 at 0350 LT at Kandla anchorage, India.
- ❖ 01/02/2005 at 0030 LT at Tan Thuan port off Ho Chi Minh City, Vietnam.

http://cargolaw.com/presentations_casualties.html

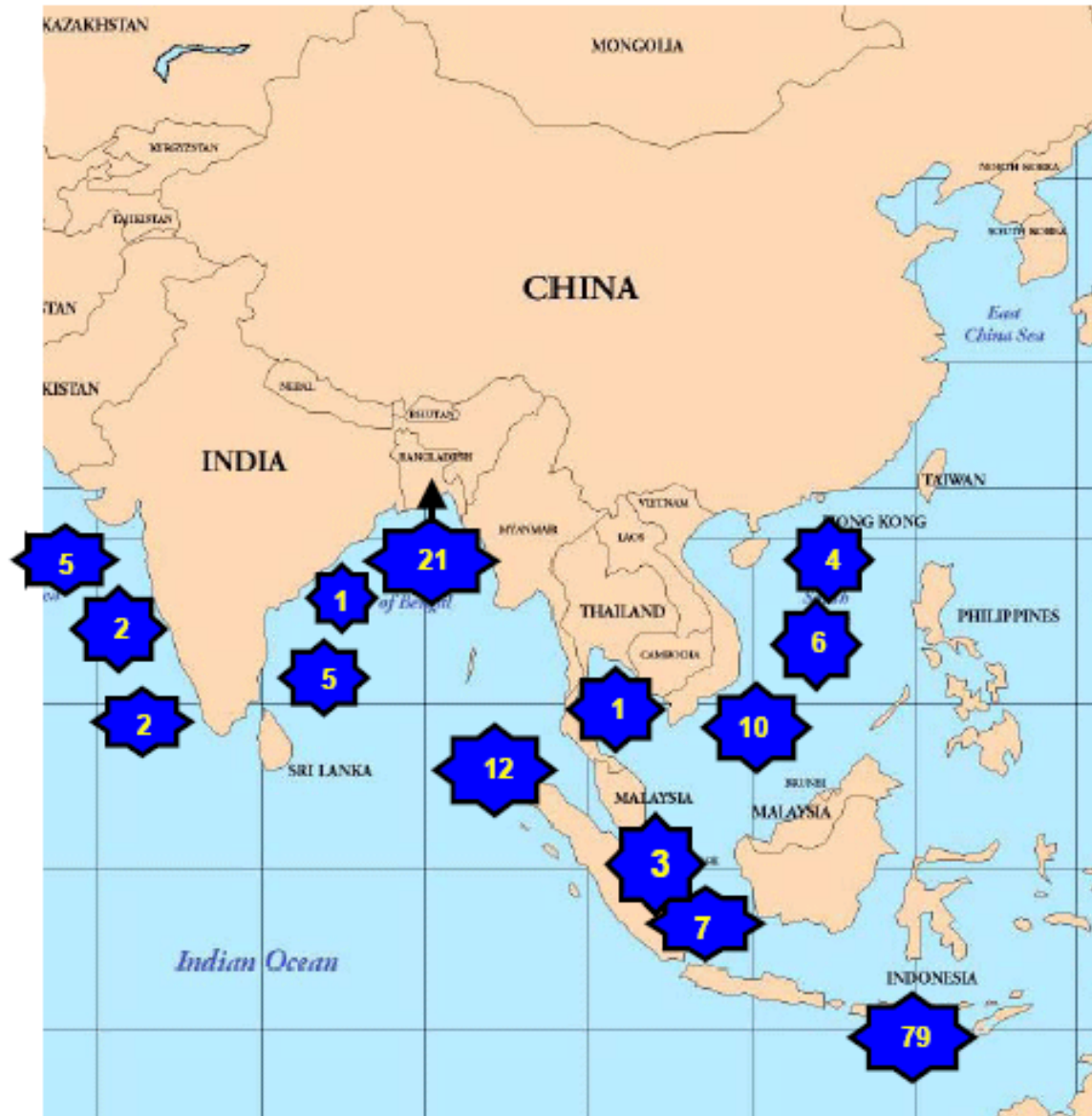


Report of Kota Baru Attack



“6 pirates armed with knives boarded bulk carrier. They hit the duty A/B on his head & tied him up. D/O sent cadet to look for A/B but robbers held knife at his throat & tied him up. Robbers opened forward locker & tried to steal ship's stores. D/O raised alarm & crew mustered. Robbers stole ships equipment & escaped in unlit boat. Master called port control but received no response.”

ICC International Maritime Bureau (IMB)
Piracy and Armed Robbery - 1 Jan to 31 December 2005
Attacks in S E Asia, Indian Sub Cont and Far East





IMO to Act on Piracy

1 February 2005

Australian Maritime Digest

MARITIME SECURITY

International Action on Terrorism and Piracy treaties

The International Maritime Organization (IMO) is to hold a diplomatic conference in London in October to bolster treaties concerning terrorism, piracy and other criminal activities directed against shipping on the high seas.

The UN shipping agency is also concerned about the growing number of ship hijackings by terrorists in some of Australia's and south-east Asia's vital trade routes, including the Malacca and Singapore Straits.

A separate conference to deal with this problem is scheduled for Jakarta in the middle of the year.

The IMO fears that increased crew kidnappings in south-east Asian waters could mean that terrorists are learning how to hijack large commercial vessels as a precursor to attempts to block some of Australia's and the world's busiest trade routes.

More than 1000 fully laden supertankers take passage eastbound through the Malacca Strait each year, many with only a little over a metre's clearance from the sea floor.

Any major disruption to shipping through this area would have a severe impact on the world economy. Ship operating costs, freight rates, insurance premiums and consumer prices would be forced up because vessels would have to undertake a 600 nautical miles detour.

The IMO decision to hold a diplomatic conference on terrorism and piracy in October flows from a meeting of the IMO Legal Committee late last year to discuss the adoption of amendments to the 1988 Suppression of Unlawful Acts (SUA) Convention and Protocol aimed at combating unlawful acts against ships.

These include violence against passengers and crew, the seizure of ships by force and the placing of devices on board ships which could destroy or damage them.

The Convention obliges contracting governments either to prosecute or extradite alleged offenders. Similar provisions are contained in the SUA Protocol, relating to unlawful acts against fixed platforms, such as oil drilling rigs on the continental shelf.

The conference is expected to adopt two Protocols incorporating amendments designed to strengthen the SUA treaties to counter increasing risks to world shipping by international terrorism.

Amendments will include a substantial broadening of the range of offences covered and the introduction of provisions allowing authorities to board vessels suspected of being involved in terrorist activities.

Malacca Straits Piracy Attacks

In a series of latest pirate attacks in the Malacca Straits, the International Maritime Bureau (IMB) - run by the International Chamber of Commerce - says 20 pirates armed with machine guns and operating from two fishing boats, fired upon the tug *Ena Sovereign* on 15 December.

The attackers boarded the vessel, kidnapped the master and chief engineer, and took all the ship's documents, property and crew belongings before escaping.

The *Ena Sovereign* was towing a barge at the northern end of the Malacca Strait midway between the coasts of Indonesia's troubled Aceh province and Malaysia, an area later affected by the tsunami disaster.

The IMB says it is also concerned about the safety of the crew and two other vessels, the tug *Constar* and barge *Fiona*, presumed to have been attacked by pirates while en route from the Philippines to Kuala Bharu, Banjarmasin, Indonesia.

The last known position of these two vessels was 06:34N - 110:22E, reported on 14 December 2004.

'This most recent attack is part of a disturbing trend. In 2004 alone there have been 23 attacks aimed at hijacking tugs and barges in South East Asia,' said IMB Director Captain Pongseang Makundian. 'In many of these cases, the crew have been abducted or abandoned after hijackers have taken control of the vessels.'

Captain Makundian said that, because they travel at slow speeds, tugs and barges are easy targets for pirates.

Armed criminal gangs often approach in multiple speedboats and easily board and take over the slower ships. Apart from stealing the property on board, the pirates have also resorted to kidnapping the crew and demanding a ransom for their release.

The WRC is designed to clarify rights and obligations concerning the identification, reporting, locating and removal of hazardous wrecks, especially those found beyond territorial waters.

The Committee also received a progress report on the work of the Joint IMO/International Labour Organization Ad Hoc Expert Working Group on Liability and Compensation regarding 'Claims for Death, Personal Injury and Abandonment of Seafarers and has urged Member States to respond to the Committee's requests for information on the implementation of resolution A.930(22) *Guidelines on provision of financial security cases of abandonment of seafarers* and to report any cases of abandonment.

The Committee has also considered a report from the *Committee on International Maritime Crime* (CMI) on its conference in June which discussed issues related to places of refuge.

The CMI informed the Legal Committee it was concerned there was no single international convention establishing the rights and obligations of a coastal State faced with a request to provide a place of refuge. The Committee agreed that the issues raised in the report needed further study.

Further information is available at www.imo.org.

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Australian Maritime Digest, 1 Feb 2005.



National Responses



❖ Australia:

- Since mid-2003, the loss of >5000 AWS-generated BBXX p.a. sent on the GTS after a fishing company found one of its ship's BBXX plotted on the web; and
- Threat from another company in late-2004 to withdraw its 8 ships carrying LNG after finding some of its vessels' BBXX plotted on the web.

❖ Philippines:

- *Barber Ship Management* request in mid-2005 that its ships suppress weather reporting; and
- One Master's objection to this request on the basis of SOLAS.



National Responses



❖ Japan:

- Request from JMA in late-2005 that all Japanese VOS use the generic **SHIP** callsign; and
- Loss of >300 VOS between March 2005 and Dec 2005 due to ship owners' increasing concerns for ship safety.



Response by SOT



- ❖ Ship's safety & security was raised at SOT-III (Brest, March 2005) with a recommendation to WMO to stop BBXX getting into the public domain, i.e. on the web.
- ❖ SOT recommendation on ship's safety & security was discussed at WMO EC-57 (Geneva, June-July 2005), but the extent of the problem was not fully appreciated.
- ❖ SOT recommendation on ship's safety & security was discussed at JCOMM-II (Halifax, September 2005).

