

PIRACY & ARMED ROBBERY CONFERENCE 2013

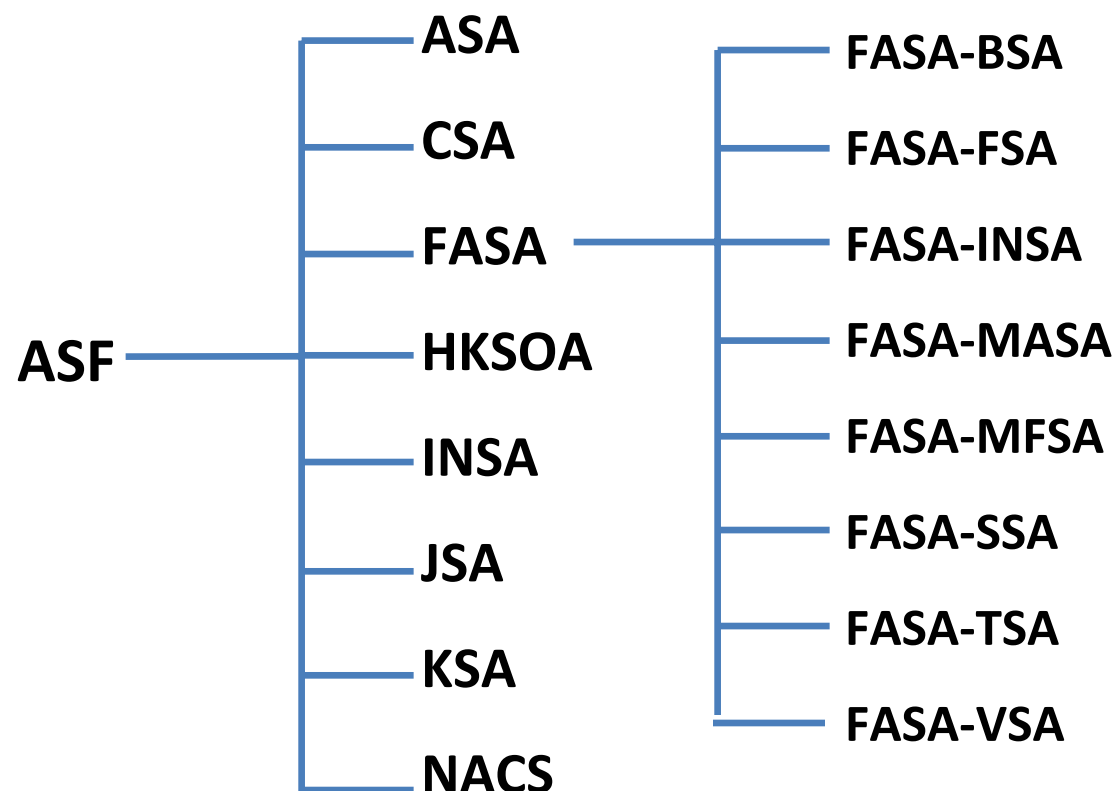
Asian Shipowners' Perspective on Piracy and Armed Robbery Against Ships in Asia



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ASF



> ASF members are estimated to control about 50% of the world's merchant fleet



ASF

STANDING COMMITTEES

- > Seafarers Committee (SC)**
- > Shipping Economics Review Committee (SERC)**
- > Ship Insurance and Liability Committee (SILC)**
- > Safe Navigation and Environment Committee (SNEC)**
- > Ship Recycling Committee (SRC)**



ASF OBJECTIVES

- > Promote interests of Asian shipping industry
- > Project an unified voice of Asian Shipowners to International Community



Overview of the Piracy & Sea Robbery in SE Asia



✓ **ReCAAP Consolidated Incident Report**



ASF COMMENDS RECAAP





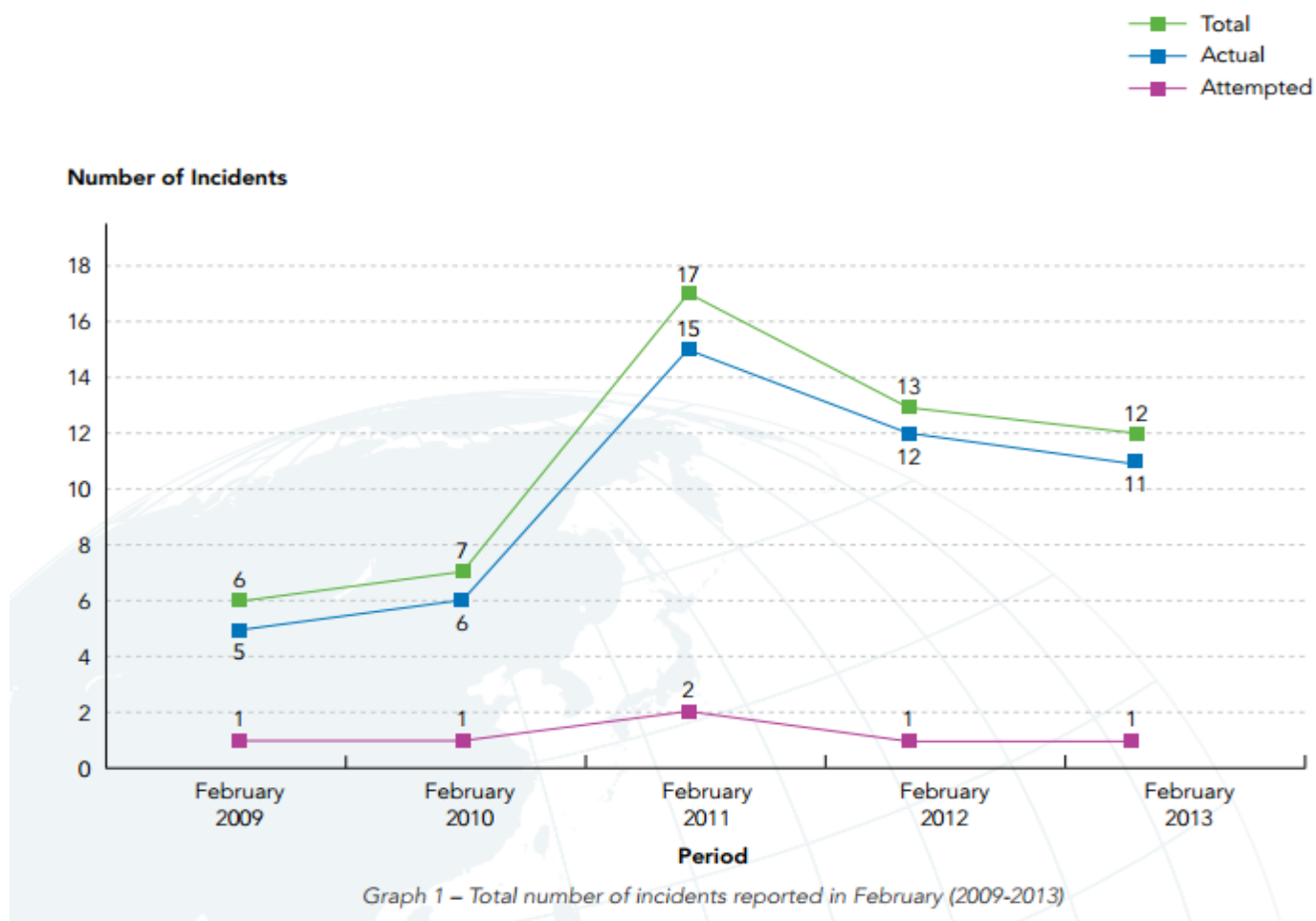
Contemporary Maritime Piracy & Sea Robbery in SE Asia

- ✓ Overall, there has been significant and steady reduction in all forms of attacks.
- ✓ Key tools have been information sharing network and the enhanced response capabilities.





Contemporary Maritime Piracy & Sea Robbery in SE Asia





Contemporary Maritime Piracy & Sea Robbery in SE Asia

- ✓ More needs to be done and, can be done.
But how?





Contemporary Maritime Piracy & Sea Robbery in SE Asia

- ✓ The information collated through sharing need to be made available in a useable manner to masters of vessels.
- ❖ enhance the awareness of seafarers of the threat patterns and attack scenarios that are likely to be encountered,
- ❖ most reliable preventive measures and techniques specific to those threats
- ❖ Timely and effective non-offensive response to attempted attacks and, alerting.



Contemporary Maritime Piracy & Sea Robbery in SE Asia

- ✓ The Seafarer who is directly at the receiving end of these attacks should be engaged in a way as will positively impact and serve the overall objective.





Security in the Context of MLC, 2006.

One of the rights of the seafarer is to work on a safely and **securely** operated ship.

There is the requirement to ensure the safety and **security** of the ship and all those on board under all operating conditions.



Targeted Vessels- Tugs and Barges

- In recent years, **tugs and barges** have been favourite targets of pirates. They are small but yet are very valuable ships.
- Also, they are easier to attack, given their low freeboards.
- Once taken, they may be used in various maritime criminal activities.



The Wider Perspective

- There has been a recent increase in incidents of piracy and sea robbery of a more violent nature in the **Gulf of Guinea**.
- With the large tonnage owned by our members, with some of their ships trading in Africa and particularly, the GoG, it can not be ignored.
- Dialogue with the littoral states and capacity building is required to help fight against this spate of violent attacks against ships and seafarers.



The Wider Perspective

- Members and all stakeholders are encouraged to continue to seek workable solutions and contribute in ways to control and curb the situation.
- Considering the severity, frequency and mode of the attacks, new preventive and protective measures different in approach and procedures need to be applied.
- Extending the rich experience of information sharing and networking in SE Asia, some form of assistance can be given to bring the situation in GoG under control.



Conclusion

- ☐ **Unceasingly seek new ways for improvement in our efforts to eradicate piracy and sea robbery.**
- ☐ **Information sharing need to reach the seafarer.**
- ☐ **The MLC, 2006 when in force will place more responsibility on all stakeholders providing more effective protection to seafarers against piracy and sea robbery.**
- ☐ **The situation in the GoG need serious attention.**



Asian Shipowners' Forum

Thank you