

# Dangerous Waters, Dangerous Jobs

Seafarers and Piracy

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# Key arguments...

- Protecting the **safety of seafarers** is not only an issue of maritime security – it is a development issue
- **Piracy** is not only an issue of maritime and human security – it is a development issue

# Maritime Security

- **Jobs aboard ship are dangerous**
  - Seafarers' Rights: International Labour Organisation (ILO),
  - Seafarers' Safety Certification: International Maritime Organisation (IMO)
- **International Convention for the Safety of Life at Sea (SOLAS)**
  - Established after 1912 Titanic incident
  - Implemented 1929

(Churchill 2006)
- **International Ship and Port Facility Security Code (ISPS)**
  - By SOLAS in 1974
  - To “provide an international framework between Governments, Government agencies, local administrations, port and shipping industries to detect/assess security threats and take preventative measures”.
  - To establish “the respective roles and responsibilities ... at the national and international level, for ensuring maritime security”

(UKHO 2009, 251;)

# Shipping and globalisation

- **Globalisation impacts on shipping**
  - 1970s      Expansion – containerisation
  - 1980s      Recession – ‘Flags of Convenience’
  - 1990s      Competition from Eastern Europe
  - 2000s      Terrorism, Economic recession, piracy
- **... and impacts on seafarers’ jobs**
  - Speedier turnarounds
  - Internationalisation of crews
  - Decreased wages
  - Increased safety measures
  - Downsizing
  - Piracy watch

# Safety impacts on developing countries

- **Higher accident rates**
  - Employment conditions are usually more difficult
  - No employment alternatives – more risks are taken
- **Effects are more severe**
  - Losses affect families and communities
  - Social security based on state or contract: none or very little



Tuvaluans released after  
121 days of hostage

(Fiji Times 14/08/09)

# Piracy and Armed Robbery

“An act of boarding or attempting to board any ship with the apparent intent to commit theft or any other crime and with the apparent intent or capability to use force in the furtherance of that act”

(ICC-IMB 2009:3)

- Methods of Attack
  - Theft or robbery from vessel
    - Attacks at anchor; when berthed along ports
    - Attacks when underway
  - Hijacking

# Pirate Incidents

Year	Attacked vessels
2005	276
2006	239
2007	263
2008	293
2009	406





## High Risk Areas 2007

Comparative Index

## Notes

Key:  = actual attack  = attempted attack

[http://www.icc-ccs.org/index.php?option=com\\_fabrik&view=visualization&controller=visualization.googlemap&Itemid=219](http://www.icc-ccs.org/index.php?option=com_fabrik&view=visualization&controller=visualization.googlemap&Itemid=219)





Bulk carriers and general cargo: 40%

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Tankers: 29%



Containerships: 17.5%



# Experienced Tuvaluan during night watch

*We were in anchor and I heard a metal click so I knew it was this metal hook. And I had this big knife with me all the time, and I just look over the side and cut the rope, you know, that they were climbing up.*

*People come to steal things from the ship when everybody is sleeping. We were lucky, because on the other ship they sprayed inside, you know, the door. There is a space, a very small space, they spray something and it makes you unconscious and they pick the lock on the door open.*

(Interview 04/08)

# Rescued Tuvaluans reflect...

*We were threatened every day, scared and frightened. It was a terrible experience. It was just terrible. At first, we gave up hope. We were all scared and frightened because they would make threats to kill us. There was always someone watching us, carrying a gun all the time. Most of them had guns and we were allowed to walk around the ship at certain times.*

(Fiji Times 14/08/09)



MS Hansa Stavanger , German  
(containership), 24 crew, 121 days hostage  
US\$ 2.75 ransom



# Who is responsible?

- **Complex international responsibilities**
  - United Nations Conventions of the Law of the Sea (UNCLOS)
  - Port States governments
  - Ship-owners' nation states
  - Seafarers' nation states
  - Flag states
  - International waters



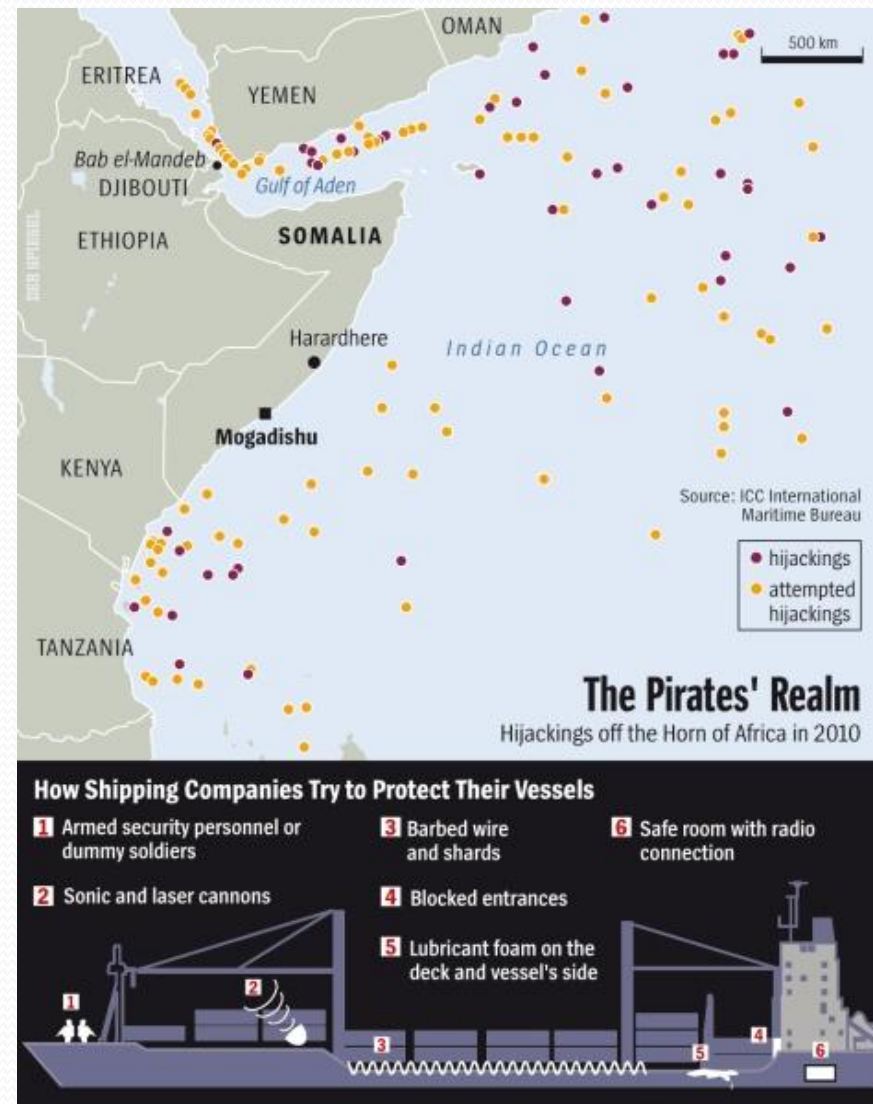
MV Faina, Ukraine (GC, weapons)  
20 crew 39 days hostage,  
US\$3.2million ransom



MV Centauri, Greek (chemical tanker)  
26 Filipino crew 39 days hostage

# Piracy prevention

- **Ship protection**
  - ShipLoc satellite tracking; radio connection
  - Barbed wire fencing; foam; locks; alarm system
  - Increased watch-keeping;
  - Armed security (soldiers, cannons)
- **Anti Piracy Missions and Military Convoys**
  - Missions “Atlanta” and “Ocean Shield”
  - Coast patrols (eg. Malacca Straits)
  - Joint naval forces (Somalia neighbours)
  - Insurance companies plan to set up a private navy
  - **Objective : free maritime trade and maritime security**



Source: Spiegel Online

# Discussion

- **Pirate business leads to global 'business' and inequality**
  - Costs of ransom payments – Insurance costs – higher freight costs – poorer employment conditions – effects on crews' health and safety
  - Effects are carried by sailors from poor countries
  - Effects on local economies are carried by local population
- **Piracy prevention and development**
  - Monitoring, warning, patrolling – diminish but do not eliminate incidents
  - Addressing the symptoms is not enough
  - Underlying causes of piracy must be addressed



# Thank you



Hijacking of French Yacht 'Tanit'



Anti Piracy mission confrontation

(Pictures from 'Spiegel Online')