

2ND EUROPEAN CONFERENCE ON ICT FOR TRANSPORT LOGISTICS (ECITL '09)

Energy Efficient and Sustainable Logistics

29 - 30 OCTOBER 2009

VENICE INTERNATIONAL UNIVERSITY

ISLAND OF SAN SERVOLO, VENICE



WORKSHOPS II

PARALLEL C: SECURITY

Background: Vulnerability of (maritime) Transport
- A short consideration -

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Agenda

1. A small look in history
2. Maritime terrorism in the past
3. Contemporary maritime piracy
4. Connections between pirates and terrorists
5. Specific features of the contemporary dangers
6. Caused problems
7. Conclusion



1. A small look in history

- *“Knowledge about the past sharpens the consciousness for the present.”*

Anonym



„From the halls of Montezuma to the shores of Tripoli“

First Lieutenant Presley O'Bannon

16.02.1804 - during the War between the USA and Tripoli (1801 – 1805) – leads an attack on Tripoli

Hamet Karamanli gave him his Mamluken sword as a present for his bravery

Since 1825 every officer of the USMC receives such a parade sword with his officer's patent



Gnaeus Pompeius Magnus

67. B.C.

War against pirates in the Mediterranean Sea

Vanquished in few months

Authority

Destruction of the land bases

Creation of other professional possibilities for the pirates



since there are maritime transports, these must be protected (f.e. spanish armada)

Piracy and for example smuggling are a part of the history of mankind

determined economic and ethical borders may not be crossed



2. Maritime terrorism in the past

06.10.2002 Attack on the *VLCC Limburg* / Yemen /
Al Schihr

The ship had loaded 398,000 barrels of crude oil

one person died

Al – Qaida



27.02.2004 SuperFerry 14 / Philippines / Manila

116 persons died

responsible was the Abu Sayyaf



21.04.2008 Attack on the *VLCC Takayama* / GOA

The “pirates” fired upon the ship with RPG's and AK 47,
the RPG's causes a leakage in the Fuel cell

The *VLCC TAKAYAMA* had only loaded ballast

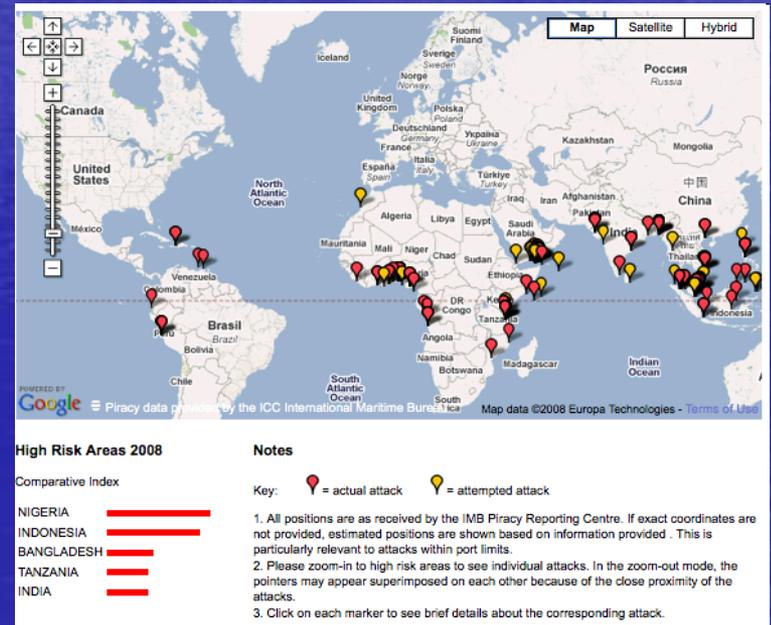


1961	<i>Santa Maria</i>	Curacao to Miami
1973	<i>Sanya</i>	Beirut
1985	<i>Achille Lauro</i>	Alexandria
1988	<i>City of Poros</i>	Athens
1996	<i>Avrasya</i>	Trabzon to Sochi
2005	<i>Seabourn Spirit</i>	Madagascar
2008	<i>Le Ponant</i>	Indian Ocean / Somalia
2008	<i>Star Clipper</i>	Indian Ocean / Somalia
2009	<i>Nautica</i>	GOA
2009	<i>Melody</i>	Indian Ocean



3. Contemporary maritime piracy

2003	445	
2004	329	
2005	276	
2006	239	
2007	263	
2008	293	
2009	306	(199)



2003 28

2004 38

2005 12

2006 11

2007 07

2008 02



2003	21
2004	10
2005	45
2006	20
2007	44
2008	111
2009	147 (63)



25.09.2008 *MV Faina* hijacked
on board f.e. 33 T – 72 Tanks

15.11.2008 *VLCC Sirius Star* hijacked
the load is worth 100.000 Million



29.01.2009 *LPG Longchamp* hijacked

04.04.2009 *HANSA STAVANGER* hijacked



08.04.2009 *MAERSK ALABAMA* hijacked

25.04.2009 *MV Patriot* hijacked

27.10.2009 4 vessels with more than 80 crew still held
hostage



4. Connections between pirates and terrorists

- „Fight against the west“
- Al – Shabab controls parts of the country (Abu Sayyaf)
- Piracy only with approval of the militia
- Pirates smuggle weapons and staff for Al - Shabab
- Pirates train terrorists (up to now approx. 2500 people)
- Terrorists partially supply the pirates with weapons etc.



5. Specific features of the contemporary dangers

organised crime

ransom payments

Connections between pirates and terrorist

failed state

local concentration
(Somalia, Nigeria)



6. Caused problems

Increase of the prices of raw materials and imported manufactured products (raised cargo rates)

Increase of the costs of export products on the destination

European industrial jobs are endangered by the piracy (causes – effect – chain)

drastic rise of the insurance rates (up to 10 times higher)

Add-on costs of approx. 25 percent by the detours (21%)

Destabilization of the whole region (the income from the Suez – Canal is needed, e.g., for petrol and bread subsidies)

Payment of ransom destabilises the region further and strengthens terrorist groups
(2008 / 150 million US \$)



Strengthening of the pirate groups by Ransom payments

Danger of fare dodgers in other regions

Danger of the process of independence

Fulfilment of criminal offence supplies

Uncertainty of the crew

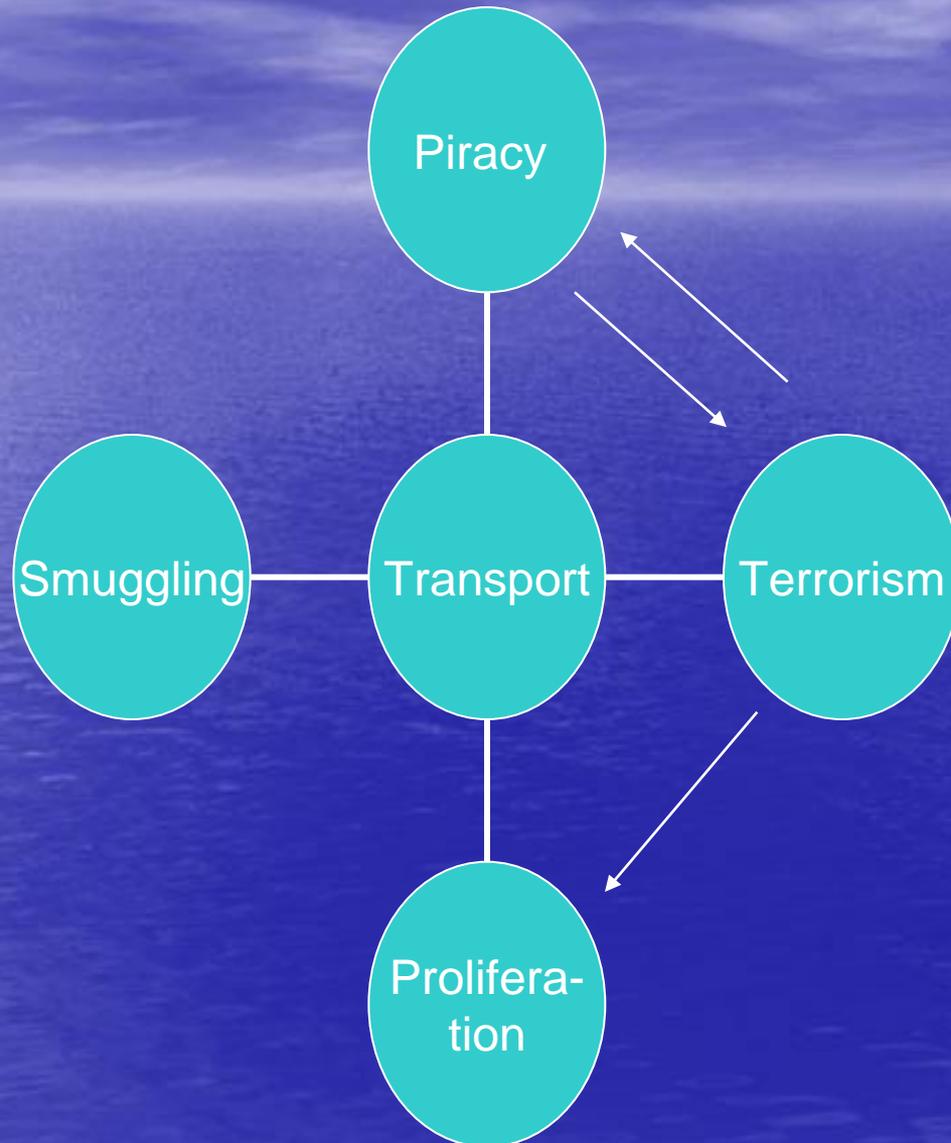
Every 5th shipowner in Germany already became a victim of piracy

Injured or dead persons

Costs per year amount to approx. 25.000.000.000 US \$



7. Conclusion



Formal - juridical efforts (f.e. ISPS – Code, PSI, C - TPAT)

Tactical - operational efforts (f.e. Atalanta, TF 150, Resolution 1816)

in spite of all criticism small steps in the right direction

what we need is the right appraisal of the danger is (f.e. by the enterprises) and the population

a better co - ordinated action of the states at political and military level (f.e. Somalia / failed state)

we need a (new) maritime consciousness

- *“Knowledge about the past sharpens the consciousness for the present.”*

Anonym



“Who puts the head in the sand today, crunches with the teeth tomorrow.”

Günther Piff



Thank you for your attention

