GEOGRAPHICAL DISTRIBUTION OF THE PIRACY ATTACKS

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ABSTRACT
The pirates have emerged not only in the movies but also at seas in real life nowadays.
The number of the attacks of the sea pirates decreased globally. On the other hand the number of the crew died at the attacks increased significantly. Moreover the pirates have attacked different types of ships.
The pirates have mostly seen in poor countries where the security and peace are not generally enough, and in the regions of which geographical conditions are suitable for the piracy attacks. Especially off the coast of Somalia then Nigeria, Bangladesh, the Philippines, Vietnam and the Strait of Malacca are the most dangerous piracy regions of the world.
This report aims at examining the piracy attacks between 2000 and 2008 at seas based on the data of the International Maritime Bureau and the Bureau Veritas, classifying the piracy attacks at seas under different topics, and finally investigating the geographical distribution of the attacks.
Some countries and companies provide security of their ships and crew unfortunately by ransoming to the pirates. It is required to consider the piracy as a global problem instead of thinking as a “local problem” and to find a global solution for the piracy at seas.
In this report it is referred to the precautions of the international organizations as IMO, NATO and also the European Union, the U.S. against the piracy attacks. Furthermore it is made suggestions to stop the piracy attacks.

Keywords: piracy, attack, maritime, IMO, NATO

1 INTRODUCTION
In order to analyze the recent privacy activities, the following values should be examined: Yearly average between 2005 and 2008; 57 merchant vessels were hijacked by the pirates. 131 mercantile vessels were boarded by the pirates. 113 mercantile vessels were fired upon by the pirates. 212 crews of the mercantile vessel were badly injured by the pirates. Over 652 merchant crew members were taken hostages by the pirates. More than 21 crews of the mercantile vessel were killed badly.
The damages of the pirates as murder, rape, physical injury, burglary etc. increased especially in 2007 and 2008 (Kadioglu, 2011). The piracy attacks in the seas of the world increased at 67 percent ratio more between 2005 and 2008.
Old pirates used to carry parrot on their shoulders. But the new pirates use bazookas, grenades and satellite phones as well as air defense systems and high technology positioning devices.

2 WHAT IS PIRACY?
Piracy is often referred to as a “movable crime” because new hot spots tend to pop up all the time while other locations return to relative peace. It is commonly agreed on a specific definition for the piracy happened again in the contemporary age. The International Maritime Bureau defines the piracy as following:
“Piracy is the act of boarding any vessel with intent to commit theft, murder or any other crime, and with an intent or capacity to use force in furtherance of that act.” (IMO, 1999).

In order to distinguish it from simple high jacking, a piracy crime requires that two vessels are involved in the incident. The second requirement is that the crime has been undertaken for private, not political purposes. These can be important considerations when determining coverage under a policy of marine cargo insurance.

In one famous British case from years ago, the incidents as free of capture, seizure and detention etc. were not adopted as piracy (Liss, 200). Moreover it was thought as “a political act” that the so-called pirates who took the assured vessel had actually been attempting to overthrow the Bolivian government and it is not adopted as a piracy attack.

3 THE FALL AND RISE OF PIRACY

3.1 Brief History of the Piracy

The piracy beginning from ancient ages to present was seen especially in the 16th and 17th century. Almost all the important maritime lines were threatened by the pirates in 16th and 17th centuries especially in the Caribbean.

During this term the piracy was seen in Atlantic Beach of the Caribbean Islands, west beaches of Africa, the Indian Ocean and the South China Sea.

3.2 The Fall of Piracy

There are 4 main reasons why the piracy – supposed that it has ended recently – fell in the 18th century. The most important reason is that the sizes and speeds of the merchant vessels improved as a consequence of the technological developments in the 18th and 19th century.

Moreover fleets operating in the international seas started to use naval patrols in the 18th and 19th century in the oceans. As a result of those naval patrols supported by the colonies, the piracy fell mostly.

Also the colonies and the states to define jurisdiction in many islands, beaches and lands beginning from 18th century and especially in 19th and 20th centuries in order to keep their own merchant vessels safe, and to perpetuate this application caused the piracy to fall.

Many countries -effective in the maritime commerce- decided to take common action against piracy to keep both their own fleets and the other international maritime fleets safe. The international laws against piracy to be executed in 1730 caused the piracy to fall. The piracy was defined as a serious international crime which couldn’t be tolerated and thus piracy was almost dissolved.

3.3 Rise of Piracy Once Again

The main facts – enabled the piracy to end – this time reversed the situation especially beginning from 1995 (Santiago, 2010).

When the merchant vessels by their modern size and speed were valued at high cost, it is decided to offset the high cost by reducing the crew size.

The technological developments enabled the pirates to use high fire power, the high speed boats enabled the pirates to attack quickly and to escape rapidly then.

During the Post-Cold War the USA and Great Britain fleets operating at the international seas were decreased at about 50 percent. And the Russian fleet was decreased more. The number of pirate attacks at seas increased at inversely proportional with the reduced international warship presence.
The current fleets at the international seas couldn’t work properly as the international ocean patrols and the merchant vessels couldn’t be protected in dangerous straits and seas. For many countries with over 200-nautical mile-territorial waters failed at patrol planning at seas, the pirate attacks increased (IMO, 2002).

Political instability and economical insufficiency in many countries cause for them not to have enough patrol boats at seas. For that reason the piracy attacks increase.

Some colonies couldn’t allocate enough budgets for the fleet because of the financial deficits when their relationship with their own countries weakened. Weaknesses of the fleets encouraged the pirates.

According to the data in 2009, there wasn’t any legal regulation against high sea piracy in early 2000s in countries such as Panama, Honduras and Liberia controlling over 64 million gross tons of the world fleet. “Flag advantage” given by some countries was not an obstacle but a good opportunity for the pirates. Legal deficit in some countries caused problem about piracy to be handled as a serious international crime and to be carried out more carefully.

Deterrent legal regulation against pirates and piracy in the world has just entered into force since the start of 2008.

3.4 Time for the Piracy to be handled

The World Food Programme -the largest humanitarian organization- provides regularly and in conformity with the report food for 1 million Somalia people below the hunger threshold. The United Nations provided food for 28 thousand people in Somalia damaged at the time of earthquake on December 26, 2005 in Indian Ocean and then tsunami. However the vessels travelling for help for the people damaged at the time of tsunami in Somalia were attacked by the pirates. The World Food Programme had difficulty to provide food for Somali because of the piracy and security issues.

The 330-meter-long and 2-million-barrel capacity oil tanker called Sirius Star carrying one-fourth of daily oil production of Saudi Arabia to be hijacked drew attention most in terms of the increase in piracy and environmental disaster to be happened during the struggle with the pirates. This example and much more necessitated to struggle internationally against the modern age pirates.

4 INCREASE IN THE PIRACY (2003-2008)

202 piracy attacks were seen in the world in 1998. 309 piracy attacks were seen in 1999 and it is seen 245 piracy attacks in 2000. The attacks to yachts and small boats were not included. Piracy and swindling increased at a 16-billion dollar-budget in 2004.

International Maritime Bureau emphasizes that the privacy has increased in the countries where security and safety is not kept. According to the International Maritime Bureau the pirates attacked to 716 vessels between 2004 and 2009 (ICC-IMB, 2008). The records show that 4 or 5 Turkish vessels also are attacked every year.

According to the International Maritime Bureau (IMB) just 107 piracy attacks were seen in 1991 and 300 events named as piracy attacks were seen in 1999. 469 piracy attacks against vessels harbored or travelled at sea were seen in 2000. In those events 72 people were killed, 96 people were injured and 26 people were lost (ICC-IMB, 2009).

According to the mentioned data, IMB explained that piracy and burglary sounded a note of alarm in Indonesia, Malacca Strait, Bangladesh, India, Equator and the Red Sea. It was stated that 119 of those risky regions were just in Indonesia.

445 piracy attacks were seen in 2003 mostly in Malacca Strait and East Asia. It showed that the piracy has increased at 25 percent more in 2002(Raymond, 2006).
5 GEOGRAPHICAL DISTRIBUTION OF PIRACY

The piracy is seen all over the world but at some points most. The regions where the piracy is seen are called as “international dangerous areas”.

During 1990s the piracy was mostly seen in the Brazilian coasts. Although the piracy decreased in Brasilia, it is still seen piracy in Brasilia.

The Somalia coasts – the center of the international shipping – with the 1800-mile coastline is near seaway connecting the Red Sea and Indian Ocean.

Somalia is one of the places where the marine traffic is mostly seen just because Aden Gulf covering Ethiopia and Yemen coasts connected Indian Ocean with the Mediterranean over the Red Sea. The reason is vessels travelling from Asia to Europe have to pass from the Aden Gulf between Somalia and Yemen.

The Somalia waters and the Aden Gulf were the most dangerous navigation points in the world in 2009. The piracy is mostly seen in Nigeria and Somalia, Ethiopia and Sudan coasts called “horn” of Africa(IMB, 2008).

Both sides of the Malacca Strait which is a main marine way used by averagely 50,000 vessels between Asia and Europe are the second most dangerous navigation point(Bradford, 2008). The piracy was also common in coastlines of the South Asia countries as Indonesia, Singapore and Malaysia. However the number of piracy attacks in South Asia between 2004 and 2007 decreased at two thirds ratio when those countries made the coasts safer. But still Indonesia is in the risky point.

The third dangerous point is Bangladesh. There is a “general warning” concerning the piracy effects in the Chittagong Harbour in Bangladesh.

The fourth dangerous region is India. The Indian Government sometimes makes regulations restricting the navigation operations because of the piracy attacks.

The piracy is not only seen in coastline or poor points where security and safety are not controlled. The vessels are hijacked in Balongan Harbor in Indonesia, Dar es Selam Harbor in Tanzania and Lagos Harbor in Nigeria especially when they harbored.

6 PIRACY TYPES

The piracy is mostly evaluated in three main categories as stealing personal assets, organizational piracy (gang) and “semi official military piracy”.

Stealing personal assets is a piracy act including generally one or a few people and the organizational piracy (gang) is the activity of organized very well.

And the “semi official military piracy” is seen as especially in Chinese coasts and in the international waters the real patrol boats of the Chinese Coast Guard sometimes act as a free pirate boat in order to obtain more money and rape the vessels they go to help. In addition there have been seen the real pirates painted their boats like a Chinese Coast Guard boat.

The piracy type as hijacking the vessels by the vessel security staff because of the conflict is rarely seen.

7 WHEN THE PRIVACY FIRST SEEN?

Since the agricultural operations and the village economy weren’t supported by the government enough, people have serious financial difficulties and thus the piracy attacks are seen. It looks like the piracy in Tripoli.

Most of the Somalia pirates are the old fishermen. The fishermen in Somalia coasts assume that the marine traffic and pollution of the vessels obstruct fishery in the region. Because of the marine traffic, pollution of the vessels and the foreign vessels to hunt in the Somalia waters, the fish types – means of existence of the local community – decreased. Attacks against vessels were first seen when the people had troubles in terms of means of
existence. But the armed men of the businessmen and clan leaders who realized hijacking was better captured the market soon. So the pirates as well-educated, armed fully and well-informed about sea were seen.

8 CATEGORIZATION OF THE PIRACY ATTACKS

The pirate groups attack 5 times in a year. The pirates use a small safe harbor at which they are always secured by the local powers.

There are many ways used in the piracy attacks. However main topics are as following:


When it is evaluated the violence types against the crew member at the piracy attacks, the number of taking the crew member hostage increased too much especially from 2006 to 2008. 188 people were taken hostage in 2006 and 889 people were taken hostage in 2008.

Table 1: Attack Types against the Crew between January 2003 and December 2008

<table>
<thead>
<tr>
<th>Violence Types</th>
<th>2003</th>
<th>2004</th>
<th>2005</th>
<th>2006</th>
<th>2007</th>
<th>2008</th>
</tr>
</thead>
<tbody>
<tr>
<td>Take Hostage</td>
<td>359</td>
<td>148</td>
<td>440</td>
<td>188</td>
<td>292</td>
<td>889</td>
</tr>
<tr>
<td>Hijack / Ransom</td>
<td>0</td>
<td>86</td>
<td>13</td>
<td>77</td>
<td>63</td>
<td>42</td>
</tr>
<tr>
<td>Threat the Crew</td>
<td>65</td>
<td>34</td>
<td>14</td>
<td>17</td>
<td>6</td>
<td>9</td>
</tr>
<tr>
<td>Attack to the Crew</td>
<td>40</td>
<td>12</td>
<td>6</td>
<td>2</td>
<td>29</td>
<td>7</td>
</tr>
<tr>
<td>Injure the Crew</td>
<td>88</td>
<td>59</td>
<td>24</td>
<td>15</td>
<td>35</td>
<td>32</td>
</tr>
<tr>
<td>Kill the Crew</td>
<td>21</td>
<td>32</td>
<td>0</td>
<td>15</td>
<td>5</td>
<td>11</td>
</tr>
<tr>
<td>Lost</td>
<td>71</td>
<td>30</td>
<td>12</td>
<td>3</td>
<td>3</td>
<td>21</td>
</tr>
<tr>
<td>Total</td>
<td>644</td>
<td>401</td>
<td>509</td>
<td>317</td>
<td>433</td>
<td>1011</td>
</tr>
</tbody>
</table>

The number of demanding ransom decreased just in 2005 and there were averagely 55 hijacking and demanding ransom events in the other years.

The number of threatening the crew decreased year by year between 2003 and 2008. On contrary the number of injuring the crew members was 88 in 2003 and then decreased at 15 in 2005 but then increased at 32 in 2008. Many crew members were killed in the piracy attacks excluding 2005. The number of events at the crew members were killed was 21 in 2003, decreased at 15 in 2006 and at 11 in 2008. The number of lost crew member was 71 in 2003 and decreased at 3 in 2006 and 2007. The number of lost crew member was 21 in 2008. Averagely 57 piracy attempts were seen between 2003 and 2008 every year. The number of attacks by weapons was 20 in 2003 and decreased to 7 in 2006 but then increased to 46 in 2008. It is also seen that hijacking increased after 2006 most. The piracy type as boarding to the boats or vessels decreased significantly. The number of boarding to the boats or vessels was 311 in 2003 and then year by year decreased to 162 in 2006, then increased to 263 in 2007 and to 293 in 2008.

When the piracy between 2003 and 2008 is analyzed according to the weapon types, the attacks by undefined weapons rank number one, the attacks by weapon rank number two and the attacks by knives rank number three.
Table 2: Comparison of the Attack Types against Crew between January 2003 and December 2008

<table>
<thead>
<tr>
<th>Category</th>
<th>2003</th>
<th>2004</th>
<th>2005</th>
<th>2006</th>
<th>2007</th>
<th>2008</th>
</tr>
</thead>
<tbody>
<tr>
<td>Attempt</td>
<td>93</td>
<td>77</td>
<td>52</td>
<td>56</td>
<td>62</td>
<td>47</td>
</tr>
<tr>
<td>By Weapon</td>
<td>20</td>
<td>13</td>
<td>19</td>
<td>7</td>
<td>14</td>
<td>46</td>
</tr>
<tr>
<td>Hijacked</td>
<td>19</td>
<td>11</td>
<td>23</td>
<td>14</td>
<td>18</td>
<td>49</td>
</tr>
<tr>
<td>Lost</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Boarded</td>
<td>311</td>
<td>228</td>
<td>182</td>
<td>162</td>
<td>169</td>
<td>151</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>445</td>
<td>329</td>
<td>276</td>
<td>239</td>
<td>263</td>
<td>293</td>
</tr>
</tbody>
</table>

Table 3: Number of Weapons Used at the Attacks to the Crew Members between January 2003 and December 2008

<table>
<thead>
<tr>
<th>Weapon Types /Years</th>
<th>2003</th>
<th>2004</th>
<th>2005</th>
<th>2006</th>
<th>2007</th>
<th>2008</th>
</tr>
</thead>
<tbody>
<tr>
<td>By Weapon</td>
<td>100</td>
<td>89</td>
<td>80</td>
<td>53</td>
<td>72</td>
<td>139</td>
</tr>
<tr>
<td>By Knife</td>
<td>143</td>
<td>95</td>
<td>80</td>
<td>76</td>
<td>67</td>
<td>68</td>
</tr>
<tr>
<td>Undefined</td>
<td>168</td>
<td>130</td>
<td>103</td>
<td>100</td>
<td>110</td>
<td>80</td>
</tr>
<tr>
<td>Other Weapons</td>
<td>34</td>
<td>15</td>
<td>13</td>
<td>10</td>
<td>14</td>
<td>6</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>445</td>
<td>329</td>
<td>276</td>
<td>239</td>
<td>263</td>
<td>293</td>
</tr>
</tbody>
</table>

International legal regulations against privacy attacks were first held in 1936. During the 2nd World War many states didn’t want to agree on the term of “piracy” not to be on the disadvantageous point at the war.

9 PIRACY ATTACKS EXCLUDING REPORTS

Modern piracy is not a simple issue anymore. Modern piracy not only threatens the international maritime commerce as well as the security of life and property of the crew but also causes the environmental disasters in a large area as the same happened when the Sirius Star was hijacked. It is not possible to say that all the piracy attacks were wholly controlled. There are many piracy attacks not recorded.

The ship owners didn’t want to report the pirates or their addresses just because they thought that some of the local authorities were also in the piracy attacks and the mentioned authorities wouldn’t be effective in the struggle against the pirates at their regions. Because the pirates spent too much money in order to dominate the harbor and even custom authorities. And also the ship owner sometimes didn’t prefer reporting for the reason that they supposed they had financial lost because of the wrong information about them at press and also the insurance premium issue.

Daily vessel operation cost is between 10,000 US Dollars and 50,000 US Dollars or more. After the piracy attacks are reported, the inexperienced local authorities to lose time for the inspection caused much more lost in cost than time. And thus, the cost of the piracy attack is get.

The vessel owners generally don’t demand their captains to report the piracy attacks. For that reason the piracy attacks are not reported if there aren’t any murders or hijacked vessels. Kadioglu(2011), states that almost 90 percent of the piracy attacks are not reported.
10 INTERNATIONAL STRUGGLES AGAINST PIRACY ATTACKS

10.1 Advices Against the Piracy Attacks

International Maritime Transport Council advised the vessels against the piracy attacks to navigate at least 85 kilometers away from the region where the laws are ineffective (Middleton, 2008). And the USA advised the merchant vessels to have much more armed forces until the “international collaboration”.

10.2 International Treaties

The United Nations Convention for the Suppression of Unlawful Acts against the Safety of Maritime Navigation and Protocol for the Suppression of Unlawful Acts against the Safety of Fixed Platforms Located on the Continental Shelf was approved by the 41 countries in 1988 in Rome. The United Nations Convention on the Law of the Sea in 1994 arranged the “hot pursuit” concept as having equipment’s which could follow and catch the pirates at the other territorial waters and also judge pirates.

10.3 Private Unions

Before the international struggle against the piracy attacks some specific solutions were argued. For example Somalia established a Sea Maritime Force with the support of 70 English soldiers. India rented two “Private Operation” companies for struggle against pirates (Teo, 2007).

Brazil established a force against pirates. The Philippines had more patrol ships for the coast guard. The Japan Sea Maritime Safety Forces were charged at Singapore Coasts following 50 years. Successes of the private unions against pirates were so limited.

10.4 The International Maritime Bureau

The International Maritime Bureau -established in 1981- struggles against the piracy attacks at ocean. For the piracy reporting center established in Kula Lumpur in 1992 reported the attacks quickly, many piracy attacks were headed off and a lot of vessel were saved. IMB works for developing specific programs for several public bodies and private sectors on issues such as training of the harbor authorities, surrendering the guilty and hidden piracy (IMB, 2008).

10.5 ShipLoc

In order to benefit from technological opportunities against piracy attacks it is started to use a bullet-proof life jacket with plasma screen. This life jacket sends signals to the satellite 7/24 from a personal computer about where the vessel is. If an unknown person touches one of the optic cables around the vessel, it sends signals to the crew and land unit.

11 RESOLUTIONS OF THE INTERNATIONAL ORGANIZATIONS

Following the increased piracy attacks in the world the maritime companies and international aid organizations pressed the UN to take measure and on June 3, 2008 the UN gave permission “unanimously” the foreign states to send warship to the Somalia territories to battle with the pirates (Middleton, 2008).

This resolution gave opportunity to the states – agreed with the provisional government of Somalia – to take “any measures” against piracy attacks. However it didn’t contain operations on land against the pirates.
When some states proposed the Somalia harbors – known as home of pirates – to be blockaded by the NATO, the UN Safety Council also accepted to make operation on land against the pirates.

With the mentioned resolution the UN Safety Council to give permission the armed forces to battle against pirates and armed robbers beyond the states’ rights of independence based on the superiority of the international law is very important. NATO, initially sent patrol vessels on Somalia coasts in order to keep safe the aids sent to Somalia within the framework of the United Nation World Food Program, headed off many piracy attacks. However the piracy attacks didn’t decrease too much.

The piracy attacks at sea not only included the aid ships but also many kinds of ships were hijacked.

NATO Secretary General Jaap de Hoop Scheffer stated as “The piracy attacks increased day by day caused serious trouble for the international maritime transport(Middleton, 2008). The piracy is not only in Aden Gulf now but also all over the world. The piracy attacks on Aden Gulf where averagely 20 thousand ships used each year increased at 300 percent.”

The duty of keeping safe the UN aids was given from NATO to the European Union for the reason that it contained deterrent, disincentive and protective features. This duty was the first military maritime mission of the European Union.

The attempts of the European Union naval forces and the other allied warships became effective day by day. In the first 3 months of 2009 the patrol vessels succeeded to head off 24 of 28 attacks. However to the US Naval Forces there wasn’t an important decrease level at attacks in spite of the powerful unions(Middleton, 2008).

The European Union started a maritime mission called “Atalanta” to battle against the pirates in December 2008 and sent naval forces to Somalia coasts. So it was the first time the European Union had a defense mission with the military ships at an oversea region.

The first target of the European Union’s operation was to keep safe UN aids in a deterrent, disincentive and protective way. Although the pirates could be taken into custody within the context of mission, catching the pirates was not the first target for the reason that it wasn’t clear how and where the pirates were judged.

First of all it needed to agree on how the caught pirates would be judged and then to cooperate on the caught pirates to be caught. The European Union and NATO waited for the United Nations Safety Council to resolve the legal position for the caught pirates i.e. how they were judged.

Middleton(2008), thought the Atalanta mission very important because “it was the first time the European Union struggled directly against a danger caring its own security interests”. But Stuttgarter Zeitung assessed the Atalanta mission as “not sure for success” to be permanent in the region was not benefit neither for Germany nor for Europe Atalanta.

12 CONCLUSION AND SUGGESTIONS

Somalia at the horn of Africa has an almost 3-thousand kilometer coast. After the military struggle against the pirates at that region, the pirates expanded their domination into the south. However the pirates thinking about their acts as a non-risk and assured income now know that their vessels also could be attacked.

In the report presented by the UN Secretary General Ban Ki-Moon to the UN Security Council on March 2009 two important pirate networks – effective on Somali coasts and also taking the vessels hostage in exchange for million dollar ransom – were determined.

It must be struggled against the piracy and armed robbery on Somali coasts. For ending the piracy at that region an effective government should be formed, the political accommodation should be provided, the African Union Peace Force’s efforts should be assessed and the legal regulations should be strengthened.
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