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The need for security in the maritime industry

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The need for security in the maritime industry

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Abstract. Maritime transport has always been the most liberal form of transport, with a high degree of transport flexibility in its development. This very nature of maritime transport has crept into fearlessness in the system, which led to a lack of investment in staff training and infrastructure development for maritime security and a general lack of understanding of the threats posed to ships and their crews.

The present paper aim is to provide an overview of maritime security starting from definitions, going through the vulnerability of the maritime sector to crimes such as piracy, robbery against ships and maritime terrorism and, finally, considering the preventive measures that are available in the form of international measures.

Key words: maritime transport, infrastructure, piracy, robbery, maritime terrorism

By and large, the port and sea enterprises have encountered elevated degrees of crime, particularly sneaking and burglary, which has forestalled the improvement of a positive security culture in the sea ventures.

In the sea world, safety and security are firmly connected. Security is typically seen as giving protection from purposeful dangers, while security incorporates every single unexpected danger/risks.

Sea security has been characterized in various ways, so it is characterized as those actions utilized by ship-owners, administrators and executives, port facilities, offshore facilities and different associations or marine units to safeguard against dangers of unlawful purpose.
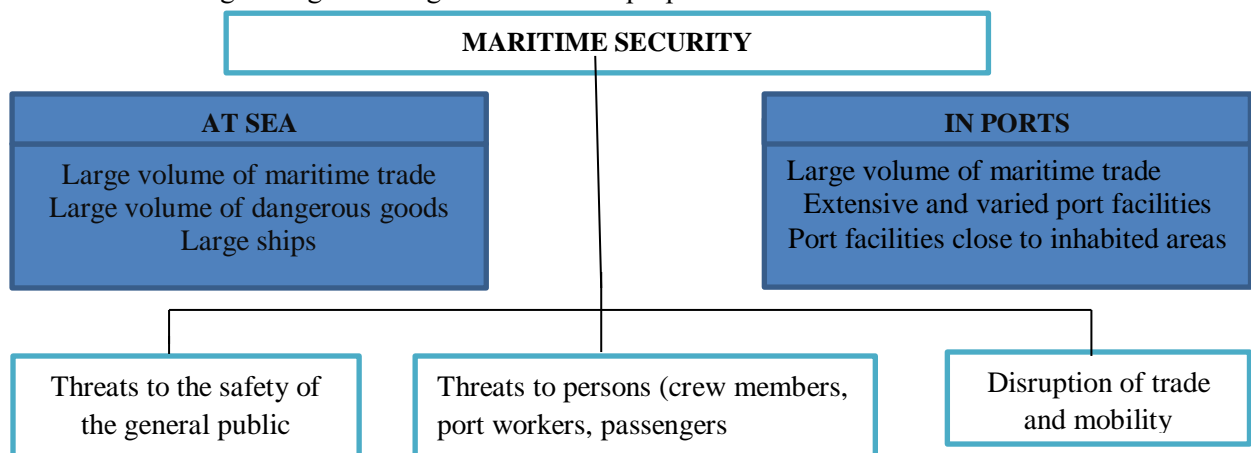

Fig 1. Threats to maritime security at sea and in ports
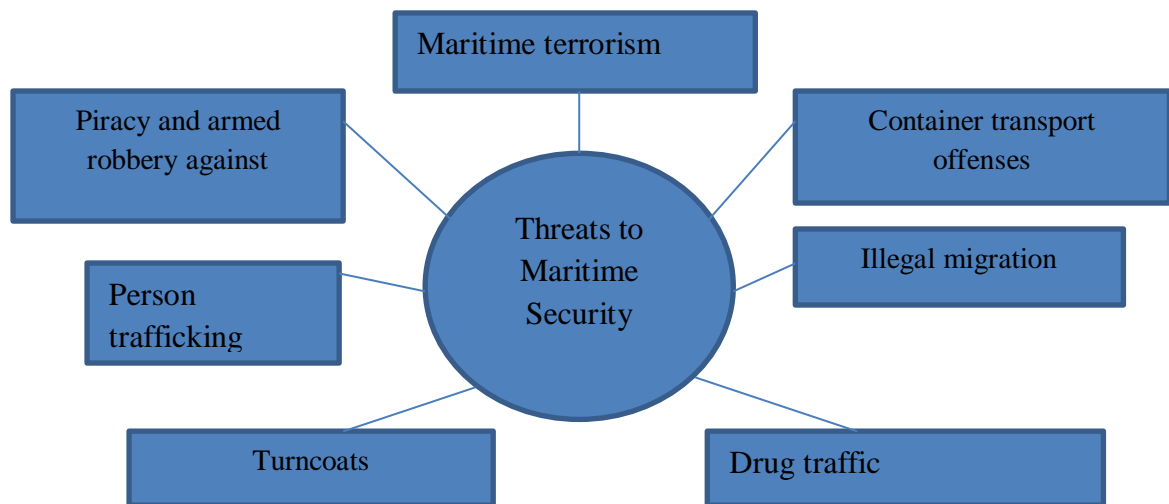
Threats to maritime security

Maritime security dangers to industry range from threatening the crew to commandeering ships, assaults on ships and port facilities to disturb the supply chain, to cause monetary misfortunes. Redemption sums for setting free the crews and their ships goes from $ 200,000 to $ 10,000,000. There are voices that gauge the worth of lost merchandise per seized boat to be between $ 8 million and $ 200 million.

Decades ago, ships have been utilized for the unlawful vehicle of weapons of mass annihilation, explosives, unlawful materials and pirating and terrorists. Instances of criminal operations are the seizure of a long range rocket mechanical production system by Indian customs authorities in the port of Kandla on June 30, 1999 and the seizure of 7,500 Kalashnikov attack rifles and programmed weapons from three containers by Italian customs authorities in the port of Gioia Tauro on April 20, 2004.

Cruise ships are a high-profile target, due to the fact that any unfortunate event will raise a gigantic and boisterous tremor in the public eye. The capturing of the "Achille Lauro" passenger ship in 1985 is a case in point. The "Achille Lauro" was seized by four Palestinian militants who claimed to be travelers. Their brutal actions ended the life of one passenger onboard ship. The hijack endured just two days, however enough to raise worldwide worries about the size and forms of the maritime terrorism.

The episodes recorded above are obvious signs that there is an overwhelming danger to the sea merchandise. Safeguarding maritime assets of all kinds from any criminal activities is thusly essential. To safeguard these assets, it is essential to complete an examination of the expansion in maritime criminal activities, specifically: Piracy, Armed Robbery and Terrorism throughout the long term and the legitimate instruments created to reinforce security at sea.

With expanding episodes of armed robbery and piracy against ships and the outcomes of maritime terrorism, specialists in the field accept that these two kinds of wrongdoing are the greatest dangers to maritime security.

Fig. 2 Maritime Crime posing threats to Maritime Security

Piracy and armed robbery against ships
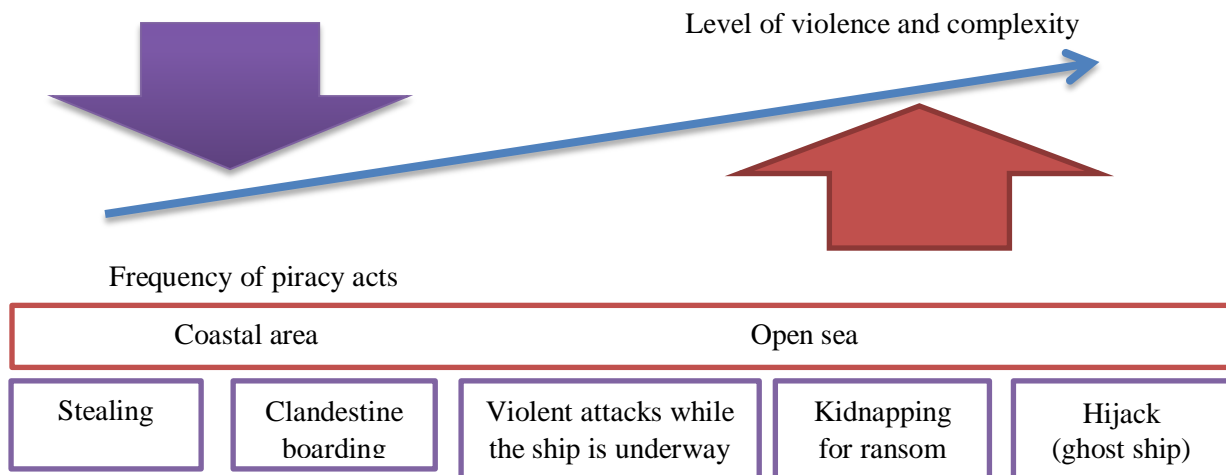
Sea robbery is a term used to depict assaults on merchant ships in ports and territorial waters. According to international law, such acts are not acts of piracy per se, but merely acts of burglary. The techniques for these assaults went from direct power involving heavy weapons to the cunning in which the criminals introduced themselves as the national coastguard by means of VHF radio.

These criminals work in waters where the public authority's presence is powerless, frequently missing both specialized assets and the political will to manage such guilty parties' assaults. According to international law, any warship or government boat is allowed to stifle an assault in international waters. In the territorial waters of a State, such goes after comprise a demonstration of armed burglary and should be managed as per the laws of the State concerned. These laws sometimes, or never, permit a boat or warships from another country to intercede.

The International Maritime Bureau (IMB) groups acts of piracy based on methods of activity:
- theft of opportunity, by people who figure out how to get sufficiently close to the boat, in port or at anchor, and who take anything within reach, like paint or ropes;
- planned burglary while the ship is at berth, at anchor or going at sea, which involves cash, individual effects of crewmembers and pieces of equipment from the ship, frequently taken away by well-organized and well equipped criminal groups;
- hijacking/seizing of ships, crew and freight, at times killing some crewmembers for raising the sum asked for ransom.

Nowadays, piracy covers an extensive scope of violent acts at sea, from insignificant burglaries of individual effects of the crew up to ships hijacking and operating them under fictious names and turning them into ghost ships.

Level of violence and complexity

Frequency of piracy acts

Coastal area		Open sea		
Stealing	Clandestine boarding	Violent attacks while the ship is underway	Kidnapping for ransom	Hijack (ghost ship)

Fig 3 The spectrum of violent acts against maritime transport with varying degrees of complexity and frequency of events in different areas.

Piracy and armed robbery most often occur in the areas described on the following maritime security maps:
• Western Indian Ocean - Q6099
• Gulf of Guinea- Q6114
• SE Asia- Q6112, Q6113
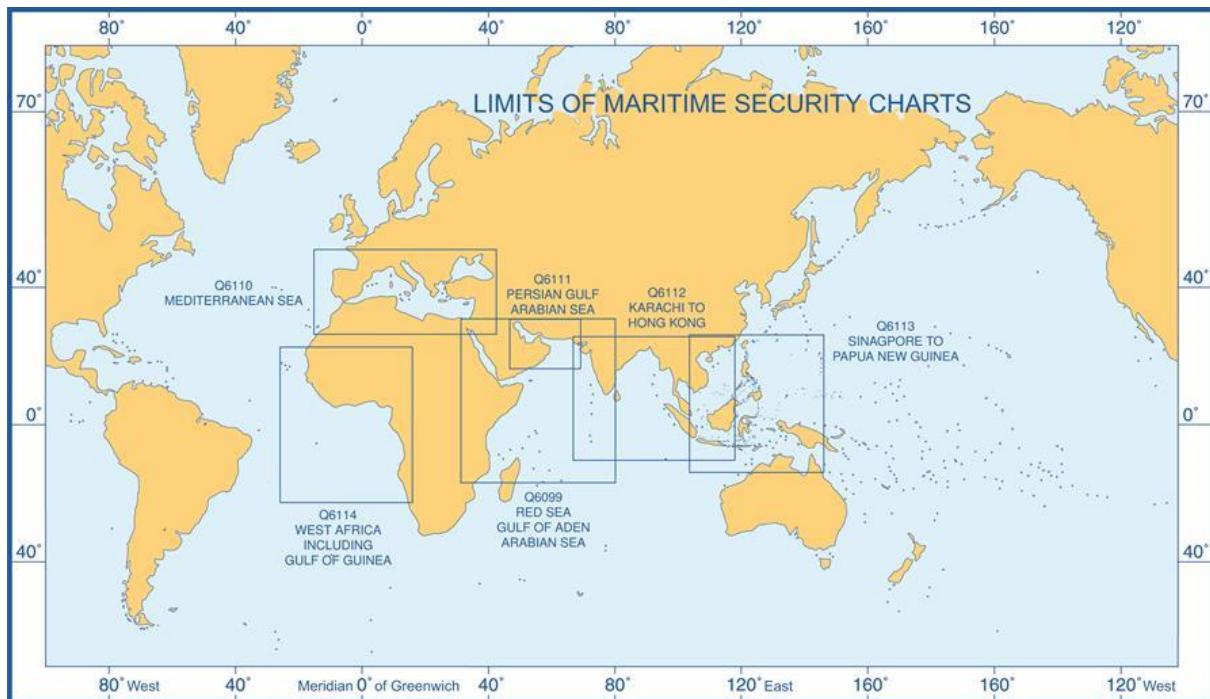
Fig. 4. Boundaries of Maritime Security Maps (9)

The pirates' attacks in the three "hot" areas of the world today are committed with entirely different motives. On account of robbery assaults in Southeast Asia, the explanation is they go after such ships whose freight is popular and in demand to be sold on the black market. In the Gulf of Guinea and Somalia robbery assaults are mainly set for ransom.

The Gulf of Guinea keeps on being especially perilous for sailors, with 43% of all detailed piracy occurrences happening in the area. More than this, 40 episodes of crew abduction, as well as the only killing of an abducted crewmember took place in the region in 2021. (6).

There have not been accounted for any piracy attacks in the Eastern part of Africa (the Red Sea, the Gulf of Aden, Somalia), the Arabian Sea and the Indian Ocean in 2021. Albeit the pace of occurrences has fallen here, Somali pirates keep on being a danger in the area because of their capacity and ability to incite episodes.

In the previous years, ships have been gone after in Kenya, Tanzania, Seychelles, Madagascar, Mozambique, as well as in the Indian Ocean, in the west and south shoreline of India and west of the Maldives. Somali pirates for the most part are quite well-armed with automatic weapons, explosive launchers and at times they utilize speed boats sent off from mother ships Shipmasters and shipowners had been urged to record and report any occurrence and to guarantee that all defensive means are taken prior to entering these risky regions. While traveling these waters it is fundamental to keep vigilant both by using look-outs and by using the radar. Fishermen in these areas may likewise attempt to safeguard their fishing nets by attempting to draw nearer to merchant ships. Sometimes, fishermen carry arms to safeguard their catch and ought not be mistaken for pirates.

Maritime terrorism

As of late, maritime terrorism has drawn in extensive consideration in the maritime sector. Piracy is viewed as a wrongdoing solely for private benefit, while terrorism has a political reason behind it. Maritime terrorism is not restricted to seizing and assuming control over ships. An assault on the USS Cole military ship in 2000 by self-destruction aircraft while refueling in the port of Aden (Yemen) is a model.

Involving one ship as a weapon against another one or hindering essential points on courses or the assault on port offices and facilities, just like with the 9/11 assaults, is an entirely conceivable situation in the maritime industry, too. Reports show that terrorist organizations mean to disturb the oil supply by obstructing fundamental points on shipping routes. As per a U.S. government report, in 2021 around 61 percent of oil production was sent by sea, with half of that going through essential points on shipping routes, like the Strait of Hormuz and the Strait of Malacca. Blocking these essential points will cause weighty monetary losses, similarly as with the bar of the Suez Canal by the holder transport Ever Given on March 23, 2021.

Episodes of maritime terrorism are extremely low contrasted with piracy; notwithstanding, they draw additional media consideration because of the association of higher death toll, property and resulting monetary misfortunes. The psychology behind the cause of terrorism does not belong to material or money area, it goes for alarming the society by taking to the public eye a greater exposure and to incite dread and fear.

As terrorism has a political rationale connected to it, there has been no agreement on the worldwide definition of terrorism.

Legal Framework for Maritime Security
Considering that airplanes are utilized as weapons of mass obliteration, the trepidation that a ship will be changed by terrorists into a method for mass destruction in the future cannot be precluded. Vulnerability prompted extraordinary dealings to advance a more elevated level of safety, and the year 2002 prompted the adoption of maritime security instruments by the IMO, amendments to the International Convention for the Safety of Life at Sea (SOLAS) 1974 and the International Code of Safety at Sea and port facilities (ISPS). Moreover, Articles 100-107 of the United Nations Convention on the Law of the Sea (UNCLOS), concluded in Montego Bay on 10 December 1982, incorporate the global legitimate "umbrella" for maritime security.

The criminal law fundamentally characterizes maritime crime, and the regulatory law lists the measures that must be taken to forestall maritime security occurrences. They group UNCLOS as per criminal law and SOLAS and ISPS as per the arrangements of the regulatory law.

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