



# Piracy and armed robbery at sea - how best to protect seafarers

Measures to consider prior to  
transiting a dangerous area

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# Shipowners' duty of care

- The risk of attack is so great – save in exceptional circumstances – ships should not transit this area
- Given the right to decent and safe work shipowners' should not put seafarers in harms way
- Danger that piracy & armed robber are becoming institutionalised – enough is enough!



# Training and Manning

- Have the crew been adequately trained and have drills been undertaken?
- Has a risk analysis been undertaken and is there an adequate vessel anti piracy plan?
- Is the manning level adequate – 8 to 10 days and extra work putting up self protection measures?
- Have the seafarers been offered relief prior to transit?
- Has the company a system and procedures for addressing the welfare aspects for seafarers and their families – during and post hostage situation?



# Best Management Practice

- Do they reflect the adoption of counter measures by the pirates?
- What is a low risk vessel?
- What do we do if the US bans the payment of ransoms?



# Responses

- Not adequate to date
- Need more robust response from naval forces
- Need greater coherence between forces
- Need to address widening area of risk
- What are the flag States doing?



# Thank You

International Transport Workers' Federation – ITF