

2012年3月12日

社団法人 日本船主協会
(海務部)

アジア船主フォーラム、新たな海賊対策を国連 CGPCS に提言

今般、アジア船主フォーラム (ASF) は、新たな海賊対策を国連・ソマリア海賊対策コンタクト・グループ (CGPCS) (*1) に提言したとするプレスリリースを行いました。

これによれば、ASF は、2012年2月28日にワシントンで開催された国連 CGPCS のワーキング・グループ 3 (*1) の会合に出席し、海賊対処に関する ASF 提案 (ASF Counter Piracy Proposal) (*2) を配布したとのことです。

同提案は、国連主導により、アデン湾とインド洋の海賊出没海域に浮体式の拠点を設け、そこで武装した軍関係者の商船への乗下船を行おうとするものです。

ASF は、今後、CGPCS において「軍事的オペレーションの調整および周辺国の取締り能力向上支援」について検討するワーキング・グループ 1 (*1) で本件の検討が行われることを期待しているとしています。

(詳細については、添付「ASF Proposes New Mitigation Measure for Combating Piracy」ご参照下さい。)

(*1) 「国連・ソマリア海賊対策コンタクト・グループ (CGPCS) について」ご参照

(*2) 「ASF COUNTER PIRACY PROPOSAL－EXECUTIVE SUMMARY－」ご参照

【骨子】

- ・ 新たな海賊対策として、国連軍による武装ガード乗船警備の具体策を ASF Model として提案
- ・ 同 Model では、船舶 2 隻を用船し、一隻をインド西岸に、もう一隻を紅海の北側に夫々停泊させ、セキュリティ・スタッフの乗船／下船ポイントとして使用する。
- ・ 司令・管理センターとして機能するオペレーション・センターを、上記 2 隻の停泊地点に近いエジプトおよびインドの沿岸に設立する。
- ・ セキュリティ・スタッフには、軍人、またはその代わりとして、国が支援する民間人または警察官や沿岸警備隊などの準軍事的職員の活用が望ましい。

以上



ASIAN SHIPOWNERS' FORUM

10 Anson Road
#28-01A International Plaza
Singapore 079903

Tel: (65) 6325 4737 Fax: (65) 6325 4451
General Email: information@asf.com.sg
Website: www.asianshipowners.org

PRESS RELEASE

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ASF Proposes New Mitigation Measure for Combatting Piracy

The Asian Shipowners' Forum (ASF) reiterates its call that more urgent counter piracy actions will need to be taken whilst still expecting a much awaited UN resolution on the root cause of the Somali piracy problem on land.

The ASF has proposed its Counter-Piracy Proposal to be seriously considered for adoption by the United Nations (UN). If adopted, the ASF would expect armed military personnel, sponsored and managed by the UN, to provide much needed protection to merchant ships and their crews transiting the pirate ridden waters in the Gulf of Aden and the Indian Ocean. The key idea is to use floating bases on sea to serve as embarkation or disembarkation points for these armed military personnel.

The Chairman of the ASF, Mr Noel Hart said "The international community must demonstrate a stronger commitment to their obligations under the United Nations Convention on the Law of the Sea (UNCLOS), to ensure sufficient protection and security for merchant ships and their crews serving world trade and economy." He added, "If an effective and ultimately permanent solution is not found, we can anticipate shipping and trade between the East and the West will be severely curtailed and that longer and more expensive trade routes would have to be utilised, thus imposing an unwanted additional cost on the global community. And of course, for some regional trades, there is no alternative route".

Mr Patrick Phoon, Chairman of ASF Safe Navigation and Environment Committee (SNEC), who has led discussions in developing this proposal, said "It is extremely urgent that the ASF proposal should be implemented as soon as possible as international shipping and trade, and most importantly of lives of the ships' crews, are all at the mercy of these ruthless Somali pirates".

The ASF recently participated in the meeting convened by the Working Group 3 (Strengthening Shipping Self-Awareness and Other Capabilities) of the Contact Group on Piracy off the Coast of Somalia (CGPCS) in Washington DC on 28 February 2012. At that meeting, the summary of the ASF proposal was provided to the meeting participants.

The ASF now expects its Proposal to be referred to the other Contact Group's Working Group, Working Group 1 (Military and Operational Coordination, Information Sharing, and Capacity Building), for their deliberations.

The ASF hopes to gain support from the international shipping community on this Counter Piracy proposal.

For media enquiries, kindly contact:

Elvin Tan

Executive Officer

Asian Shipowners' Forum (ASF)

Tel : (+65) 6325 4737

Email : elvintan@asf.com.sg

The Asian Shipowners' Forum (ASF) is a voluntary organisation of the shipowners' associations of Australia, China, Chinese Taipei, Hong Kong, India, Japan, Korea and the Federation of ASEAN Shipowners' Associations comprising shipping associations of ASEAN countries.

The aim of the ASF is to promote the interests of the Asian shipowning industries.

It has been estimated that ASF owners and managers control and operate nearly 50% of the world's cargo carrying fleet.

(参考資料)

国連・ソマリア海賊対策コンタクト・グループ (CGPCS) について

正式名称 : the Contact Group on Piracy off the Coast of Somalia (CGPCS)

(日本語 : ソマリア沖海賊コンタクト・グループ)

設置 : 2008 年 12 月に採択された国連安保理決議第 1851 号に基づき、ソマリア沖での海賊の抑止のための関係国・関係機関との調整のために 2009 年 1 月 14 日に設置 (第 1 回会合 : ニューヨーク)。

開催実績 : 2009 年 1 月から 2011 年 11 月までに 10 回開催 (日本は第 4 回会合 (2009 年 9 月) の議長国)。次回第 11 回会合は、2012 年 3 月 29 日に開催予定 (議長国 : アラブ首長国連邦)

参加国 : 60 か国の国連加盟国, 20 の国際機関・民間団体 (2012 年 2 月現在)。

- * : 日本 : 「外務省 総合政策局 海上安全保障政策室」が担当。
- * : 民間団体には ICS が含まれる。

作業部会 : コンタクト・グループ発足と同時に 4 つの作業部会 (WG : 括弧内は議長国) が設置され、更に、第 9 回コンタクト・グループ会合 (2011 年 7 月) において、海賊の人定や海賊の資金の流れなどに関する 5 つ目の作業部会 (WG5) が設置された。各 WG は定期的開催され、結果はコンタクト・グループ会合に報告される。

- ・ **WG1** (英国) : 軍事的オペレーションの調整および周辺国の取締能力向上支援
- ・ **WG2** (デンマーク) : 海賊の訴追関連および法的枠組みの強化、民間武装警備員の乗船に関する法的問題の検討
- ・ **WG3** (米国) : 海運業界の意識・能力向上、BMP(Best Management Practices)の随時改訂
- ・ **WG4** (エジプト) : 外交・対外情報発信の強化
- ・ **WG5** (イタリア) : リーダー格の海賊の捕捉および獲得した資金の遮断

以上

ASF COUNTER PIRACY PROPOSAL -EXECUTIVE SUMMARY-

1. RATIONALE

The alarming piracy situation off the coast of Somalia, in the Gulf of Aden, the Western Indian Ocean and the Arabian Sea has grown out of control.

As of 31 December 2011, at least 11 vessels with about 200 seafarers of different nationalities are still known to be held in captivity by the Somali pirates. It is estimated that the Somali Piracy problem is costing the global economy anything between USD 7 billion and USD 12 billion per year.

The international shipping industry including ASF, ICS and other Round Table organisations had repeatedly appealed to the United Nations (UN) for more effective and concerted efforts against Somali piracy. However, there had been no further substantial developments beyond the response.

While we recognise and appreciate the ongoing work by the International Community which focus on the deployment of military assets in the affected region as well as addressing the root causes of the problem, shipowners would want to see more pragmatic solutions and stronger governmental actions.

The ASF is therefore of the view that more needs to be done than merely expressing our frustration to the international community and we should work on presenting specific proposals to the UN especially its Security Council (UNSC) in order to have a joint discussion on possible effective solutions or mitigation measures.

Besides the usage of the industry's Best Management Practices (BMP), which can at best be considered as a stop gap measure, some shipowners are now also employing private armed guards to offer protection to their crew and ships. To our best knowledge, ships which have engaged armed guards on board have so far not been targeted by the pirates.

The use of private armed guards is however not a foolproof plan. Private armed guards could potentially pose problems such as quality control and shipowners' liability under national legislations.

With consideration of the above cited reasons, the ASF would therefore like to propose a vessel protection operation model (ASF Model) for the UN to consider for adoption and implementation.

2. CONCEPT OF OPERATION

The intent of the ASF model is to focus on the creation of a Counter Piracy Task Force under the auspices of the United Nations. We have made a preliminary calculation for beginning the operation on a small scale. The Task Force would provide armed protection for 10 merchant ships per day that transit the high risk area between the area off Western Coast of India and Northern part of the Red Sea.

UN Member States will contribute qualified personnel from their armed or paramilitary services. In particular, this may be of interest to UN Member States that provide a high proportion of seafarers but do not have naval assets to contribute to ongoing anti-piracy efforts in the Gulf of Aden and the wider Indian Ocean.

To avoid problems of carrying fire arms into ports, two floating bases (using converted merchant ships) would be required to serve as embarking/disembarking points for the UN Counter Piracy Task Force personnel. One of the two floating base can be located off the Western coast of India and the other in the Northern part of the Red Sea.

These floating bases would be militarised along the same lines as that used in the existing industry, with accommodation cabins equipped with facilities and amenities.

Shore-based Operation Centres could possibly be established somewhere nearer to the floating bases or within the area of the existing anti-piracy operation facilities to act as Command-and-Control Centres. The main function of the Operation Centres is the coordination of the detachments of the armed servicemen serving aboard merchant ships. It is essential that the Operation Centres are in close cooperation with the Navies and the coalition forces deployed in the area to facilitate information sharing.

At any one time, a minimum of 150 personnel is required to serve aboard merchant ships in the area, based on the following assumptions:

- 300 merchant ships per month, 10 ships per day.
- The East-bound traffic would be 5 ships and the West-bound traffic would be 5 ships.
- 3 personnel per detachment per ship.
- Passage time through area will be 5 days.
- 10 Ships x 3 Personnel x 5 Days = 150 Personnels
- At the end of each passage, personnel in a detachment will not be rested at the floating base they arrive at and will immediately transfer to another ship sailing in the opposite direction.

In order to cater to rest-hour requirements and defense needs of the floating bases, 150 personnel would not be sufficient. Using a fifty percent reserve for manpower, 225 personnel would be requirement for the operation to provide protection for 10 ships a day (5 East-Bound ships and 5 West-Bound ships)

The specific details of the arrangement, operational shifts and costs can be worked out once the concept has been agreed as feasible and accepted by the UN.

3. FURTHER DEVELOPMENTS

- i) The establishment and implementation of the ASF Model will require a considerable amount of funding and this should be examined later if the basic concept of our model has received broader support.

- ii) As the ASF Model is preliminary devised for servicing a limited number of merchant ships, it could be further expanded to allow for the following:
 - a) Expansion of the whole scale of operation to protect a larger number of merchant ships.
 - b) Establishment of additional floating bases.

The ASF is looking forward to working together with the ICS and the other Round Table organisations in order to evolve this proposal into a global shipping industry-level proposal.
