

Effect of Piracy in the Maritime Sector

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Abstract - This study aims to explore the effects of piracy in the maritime industry; the precautionary measures to be taken to improve the maritime security and the actions made by the different maritime organization against piracy. Many aspects are affected by the pirate's attack. These are a loss of property, delay of shipment, changing route, and many others. There are some precautionary measures in order to prevent pirate attacks which include maintaining vigilance, the need for enhance surveillance and the use of lighting, surveillance and detection equipment, sounding alarm, alerting other ships and coastal authorities, illuminating the suspect vessel.

Keywords: Piracy, Maritime Industry, Violence

INTRODUCTION

During the early age, there are factors that affect the maritime industry. One good example is the availability of the navigational equipment. However, nowadays, piracy and global financial crisis can be considered as two major factors that may affect the maritime industry.

Pirate is someone who commits robberies at sea, usually without being appointed to do so by any particular nation. While the word pirate brings to mind sea-fearing heroes of the last century, the truth is that piracy is still commonplace around the world. Moreover, a pirate has become a symbol of a commonplace criminal off the Somali and Singapore coasts and in the waters of the Indian and Pacific Ocean, where pirates are responsible for losses of up to \$16 billion per year.

According to the united nations convention on the law of the sea (UNCLOS) of 1982, maritime piracy is any criminal acts of violence, detention, or depredation, committed for private ends by the crew or the passenger of a private ship or aircraft that is directed on the high seas against another ship, aircraft or against persons or property on board a vessel or aircraft. Hence, its history is as long as the ship has gone to sea and when people started using the oceans as trade routes. The existence of piracy itself has always been bound to the international maritime industry.

It is an act of robbery of criminal violence at sea. It also includes acts committed on land, in the air, or

in other major bodies of water or on a shore. It does not normally include crimes committed against persons traveling on the same vessels as the perpetrator. The term has been used throughout history to refer to raids across land borders by non-state agents.

Whereas IMO (2005) defines piracy in shipping as an act of boarding or attempt to board any ship with the intent to commit theft or any other crime or capability to use force in the furtherance of the action. It is the problem at the present times as well as in the past that cannot be solved solely by Mariners or by any international organizations but its solution is largely based on how each country handles the situation (*bpa.odu.edu.piracy.doc*).

Unlike safety incidents, piracy incidents are intentional and include all acts of armed robbery, theft, and hijacking against a ship. Terrorist incidents are also intentional. However, piracy and terrorist incidents differ in that focus of the former is theft while that of the latter is destruction like damage to property or injury to individuals.

Piracy shipping may appear in many forms. for example, it may simply involve petty thieves who look for a quick and easy ship targets by taking the money and other valuables from the vessel. Alternatively, piracy may involve and organized-crime syndicate that seeks to hijack ships of holding the crew hostage for ransom. Piracy in the shipping is also not central to any one region. It is a worldwide problem with the higher concentration in the south