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主旨: Open response to threat of piracy

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Sent: Thursday, December 15, 2011 9:17 AM

To: Undisclosed recipients (nacsn@ms39.hinet.net)

Subject: Open response to threat of piracy

報告各位長官:

有關deployment of onboard armed security guards in high-risk waters

新聞一則如附加檔案供參:

One myth has it that piracy can be stopped by the application of naval power.

Shipowners and managers who are concerned about the safety of their vessels and crews can turn to a responsible flag state for advice on issues that concern them.

And those same responsible flag states will issue appropriate guidance.

including advice on the deployment of onboard armed security guards in high-risk waters.

Best wishes

全國船聯會

秘書長 許洪烈

Bob Hsu

Secretary General

NACS

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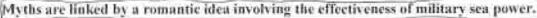
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Open response to threat of piracy

'uesday 13 December 2011, 17:23 by Scott Bergeron





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Debates on flag will not help prevent pirate attacks, or piracy in general

1N shipping, as in every other walk of life, the good old days are a myth, polished to utopian plendour by the bad or selective memories of the industry's most seasoned observers.

So it is that there is no lack of experienced shipping people today only too ready to remember the best of the past and to create myths to apply to the present.

Take, for example, some of the myths currently circulating about how piracy should be tackled and what shipowners can do to protect themselves against it. These myths are linked by a romantic idea involving the effectiveness of military sea power.

One myth has it that piracy can be stopped by the application of naval power. Another argues that, if hipowners flagged their vessels with their national registers, they would enjoy enhanced naval rotection in parts of the world where shipping is subject to piracy attacks.

30th myths are easily exploded. The navies involved in the fight against piracy in the Indian Ocean annot do more than mitigate part of the threat. The only viable long-term solution is to introduce a unctioning government and the rule of law to those parts of Somalia from which the pirates operate.

As for flag-specific protection, each of the navies active in the Indian Ocean today can only cover a iny part of the vast area that is at risk. And the navies that are present in the area are not the navies of he nations where today's shipowners are based, or from where today's seafarers come.

The great trading powers of the old days, such as the UK, Spain and Holland, had global economic nterests. They also had big navies. They had shipowners who lived in their countries and operated hips under their flags, and drew their crews from those nations.

so power and the best interests of powerful maritime nations went hand-in-hand — and it was much asier to assign responsibility for protecting maritime commerce from the threat of piracy.

'oday, the great trading nations are headed by the likes of China and the US. The great shipowning lations, however, are Greece, Norway, Germany and Japan. And the great seafaring nations are India nd the Philippines, whose citizens sail predominately on ships operating under open registers, largely lasted in developing countries.

Meanwhile, the major naval powers with the ability to intervene in the fight against piracy are the US nd, to a lesser extent, the likes of the UK and France — as well as, increasingly, China.

ypically owned in one country, flagged in another, crewed by nationals of several others, and carry argo owned by multinational companies based in different countries still.

so who has the responsibility — or the vested interest — to send a warship to protect such ships from ttack by pirates? The ship is unlikely to be flying the flag of either the seafaring nation that provides he crew, or the trading nation that depends on the cargoes, even if the shipowner opts to use its national register.

Transportation by sea has never been cheaper, cleaner or more reliable than it is today. Open registers re a key part of that efficient global trading and shipping network. But shipowning nations, seafarer upply nations and open registers don't have global naval forces. Nor, by any means, do all of the eading trading nations.

Responsible open registers have led the way in promoting Best Management Practice, in concluding greements with US and EU naval forces that allow naval detachments to board vessels flying their lags, and in creating clear lines of communication with naval forces.

Shipowners and managers who are concerned about the safety of their vessels and crews can turn to a esponsible flag state for advice on issues that concern them. And those same responsible flag states vill issue appropriate guidance, including advice on the deployment of onboard armed security guards n high-risk waters. Furthermore, they will push for international guidelines on the deployment of such guards, properly co-ordinated by the International Maritime Organization.

Responsible open registers have made shipping more efficient and rendered international trade less ostly than it would otherwise be. They should be judged, like any other ship registry, on their ommercial effectiveness, their safety record, their environmental performance and their track record in crew welfare. They should not be judged on their ability or their willingness to mount a national, laval response to pirates.

Debating issues about flag will not help prevent a pirate attack, or piracy in general. What will help is ach party doing what it does best. Open registers are efficient flag states that can help owners run heir ships effectively and safely. Crew supply nations can help with training their crews in best ractice. And nations with global trade and global power can use their influence to extend the rule of aw to where it is needed to protect the global commerce upon which we all depend.

One day, today's shipping industry will be regarded as the good old days by a whole generation of people. Less muddled and less partisan thinking, now, about major issues such as piracy, will make hem seem better still in a few years' time.