The piracy matter and prevention solution of Vietnamese Government

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Abstract: Piracy is an action of loot taking place on the sea or on the coast and acted upon by illegal maritime forces. Piracy is an international crime, piracy that directly threatens the lives and lives of seafarers, strongly impacts maritime activity as well as economic development. The global damage caused by piracy is estimated at $6.6 to $6.9 billion through commercial fraud, loss of cargo or delay. Even pirates can cause political instability due to state officials' corruption. According to statistics, 90% of world trade is carried out by sea transport. Meanwhile, the data show that from 2007 to September 2012 there are 2,083 cases (equivalent to 30 cases/month, 370 cases/year). The "hotspot" areas of piracy are located in Somalia, the Gulf of Aden, and South-East Asia.

Keywords: piracy, prevention solution, seafarers.

1.   Introduction

Piracy was born in the 300 BC, when people began to sail offshore, the late seventeenth-early eighteenth century is considered the era of piracy when the period has a series of seizures. The piracy was openly held and the number of robberies increased rapidly. After that golden age, pirates were active in the waters of the Indian Ocean, the Pacific, the offshore waters of Somalia, the Straits of Malacca and the South China Sea. But since 1994, the establishment of the WTO has led to rapid economic development and free trade in which ocean freight is the largest volume of goods in the world. Especially for countries with coastal lines, ocean freight is considered to be a huge advantage. But with this development is the pirates' worrying growth. Between 1994 and 2002, more than 2,000 piracy cases worldwide caused about $ 15 billion in damages each year, and the two most hotspots for piracy were Somali and regional waters. East Sea.

However, thanks to the efforts of the countries joining the WTO, especially the countries with large navies such as Russia, America, ... have helped to trade goods and travel at sea become more favorable also Such as reducing economic losses for participating countries.

Classify pirates

Currently, the world classifies two types of pirates based on their activities: armed robbers and ghosts. These two types of robberies are considered pirates but they have very different ways of operating. While the armed robbery is armed and terroristic, the ghost ship acts extremely sophisticatedly and, in recognition of these two types of robberies, we come to the same traits. Their prominence as well as the active area of each type of robbery.

a) Armed robbery
- Grounds: Usually located in places far from central areas, uninhabited islands, areas not regularly inspected by the government. Some regions may be named, such as the islands of Indonesia, the Gulf of Mexico, the Caribbean, or Somalia
- Manpower: Mainly local people are knowledgeable in the area, armed with weapons such as guns, grenades, etc.
- Vehicles: Use high-speed canoes and boats to avoid scans of radar boats as well as quickly and easily reach cargo ships to control crew on board.
- How it works: Use high-speed trains close to merchant ships, cruise ships, and boat captains and ship them to their area. Select the types of goods that can be handled and unloaded in the country and neighboring countries. Accompanying the looting of terrorism is the trafficking of illicit drugs and illicit drugs in countries around the world.

- The most famous for this type of terrorist piracy is the Somali region - from the Atlantic Ocean to the Indian Ocean and vice versa, South America, some of the archipelago of Indonesia in the Southeast ASIAN.

b) Ghost ships

        This is a very sophisticated form of piracy, which is actually a ship registered and flagged properly, but these ships carry pirates. When the pirates capture the ship, cargo on the whole ship is taken to the ghost ship, which will be shipped to the sea after shipment without any difficulty from the ship. security forces.

        Through analysis and evaluation, maritime security forces find that ghost ships typically have the following characteristics:

        - Over 15 - 20 years of use
        - Initial registration information is abnormal
        - Ships arrive at slow ports for loading and unloading
        - The owner or operator is always the only one

        Famous for the use of this ghost is the Chinese or Chinese pirate group in Guangzhou, Shanghai, Fujian. They operate on the basis of information obtained through brokerage or moderator in Southeast Asia. Therefore, their main area of activity is in the Pacific Ocean, in which the East Sea is a fertile soil for the pirates.

C) The activities of these two types of piracy

        Despite the same purpose, are the looting of ocean-going ships, but the way they operate is extremely different. While the primary activity of armed pirates is to loot goods and take hostages for ransom, robberies are mostly flushed into the water or transported to neighboring countries for consumption. The pirate ships are incredibly sophisticated and cunning. This type of piracy is extremely dangerous both in terms of how it works and how it is plundered, but it does not work alone, but it operates in an organized, commanded manner and receives shore support. It acts as a sophisticated criminal organization, with intelligence, coordinated attacks and individual attacks. Some also have their own vessels and have a network of contacts to resell stolen goods to large buyers already agreed upon. In general, pirates are armed with more aggressive and reckless weapons, Not only do they steal, they also take the ransom for ransom, which can be considered a terrorist crime. Meanwhile, although not as aggressive as armed pirates but pirate ships ghost activities are very sophisticated and very difficult to grasp. This is a piracy that is more prone to fraud, the goods they target are also extremely rare, mainly mineral and petroleum, especially oil and gas.

2.   The impact of piracy on international maritime transport

2.1. Piracy directly threatens the lives and property of the crew

        Recent piracy is mostly using piracy weapons such as submachine guns, grenade launchers or ammunition. This has led to a growing trend in violence at sea, They are piracy-ready when they are ready to use their weapons to suppress the crew and to kill people without fear when the crew members intend to protest. In addition to the risk of casualties, crew members who experience robbery can experience a mental disorder, many of whom are unrecoverable, many fear being removed. The shortage of manpower for the maritime industry is not only in Vietnam but around the world. In addition, the cost of shipping costs, the cost of insurance of ships will increase. Parallel to rising transportation costs, maritime competition is likely to decline. In addition, high-capacity shipowners will not invest in upgrading their ships as piracy is on the rise. Instead, they will seek to sell their vessels in return for capital. This invisibility makes small shipping companies disappear, and instead only the world's major shipping companies are involved in shipping that monopolizes shipping. And this monopoly makes the maritime industry not only in Vietnam but also in the world can not develop.

2.2. Piracy reduces the ability of shipping countries to trade by sea for shipping

        According to IMB calculations, annual piracy costs $ 13-15 billion globally. This is a big risk for international traffic and trade. If a well-known country is pirated shipping, it will adversely affect its trade so that the country can be ostracized by shipping. According to statistics from 2008-2009, the number of piracy around the world increased by 11%, half of which were caused by Somali pirates. And according to many experts' predictions, in the flat world of today, the piracy will continue to occur especially in hot areas like Somalia or the South China Sea.

2.3. Causing political instability

        Piracy is the main cause of political instability in every country. A major corrupt state is responsible for the formation of ghost ships. That is why in South-East Asia, South America or Somalia are areas where there

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are many pirates while developed countries like Russia and US are not pirates are raging. And as you know, the country of political instability will undermine the national flag-bearers.

2.4. Evironmental hazards

In the case of piracy attacking ships carrying raw materials or oil, the consequences will be extremely unpredictable. The worst case is that the oil spill is not only polluting the marine environment, but also affecting the resources, marine resources and coastal lowlands.

3.   The impact of piracy on Vietnam

According to Vietnam Maritime Administration, the situation of maritime security in general and piracy in Southeast Asia in particular are complicated. In particular, piracy tends to increase sharply in the Sulu Sea area - Celebes in the southern Philippines and in the east coast of Sabah in Malaysia, with aggressive and aggressive ways of attacking ships, Acting on life threatening, beatings, kidnapping and murdering crew members. These are very dangerous areas that local and international authorities regularly warn ship management companies and officers and crew on board.

Particularly for the Vietnamese fleet, from November 2016 to 3/2017, two piracy cases occurred in the area mentioned above, causing serious consequences (killing one crewmember, one missing crew member, 11 crew members were abducted, some crew members were beaten to injure, many were robbed or destroyed).

Most recently, on March 5, 1977, the Phu An 268, while traveling through the Turtlle Islands of the Philippines, was pursued by pirate ships; But due to the well-executed measures taken by the vessel, the pirates were unable to reach the ship and had to withdraw. In addition, a number of Vietnamese vessels have also fallen victim to piracy: On October 3, 2014, the Sunrise 689 was robbed in the Singapore area, leaving 18 crew members detained for 6 days, Lost 2.000m3 of oil. On 13/12/2014, VP Asphalt 2 was also robbed in the Singapore area, leading to the death of a Vietnamese crewman. On 11/11/2016, Royal 16 ship of Royal Maritime Corporation was robbed in the Philippines and 6 crew were arrested, so far it is unclear the 6 people. The Department is urgently instructing port authorities and ship registry departments to carry out intensive surveillance of maritime security, especially piracy prevention, for all vessels operating on the route. international; Enhance ship security when navigating through potentially piracy areas. The piracy on the affected Vietnam very heavy. The first is economic If the piracy situation happens regularly, the shipping lines are forced to increase shipping costs. This will greatly affect the economy of Vietnam as well as the world because we know that 90% of goods in the world shipped by sea. Pirates also focus on oil tankers, so the threat of piracy is also a threat to energy security. Pirates also lead to other criminal crimes such as smuggling and multinational crime. All these issues will be the danger of destabilizing the political security of each nation as well as the entire region. Especially with a country with long sea like Vietnam, maritime transportation is a very developed and invested industry but with the increase as well as the aggressiveness and aggressiveness of the pirates, the economy Of Vietnam is facing many difficulties. Especially, Vietnam's oil tankers have been targeted by many pirates in the East Sea. So what can be done to prevent this piracy?

4.   The solution to prevent piracy in the world

4.1. Secure-ship

Electric barriers around the ship are not lethal but serve only for the purpose of combating piracy. The 9,000 volts fence is used to infiltrate the fence. It will be shocked by electric shock (not dead) and the result is that the robbers can not break into the ship. And when it enters the fence, the light goes on and the whistle goes off. Fences can be folded easily and lowered quickly when needed. In particular, there are doors open very easily in the case of picking up navigators, lowering the escalator or dropping lifeboats and lifeboats. When necessary, the crew member can remove and reassemble the fence. As the vessel approaches the active piracy area, the crew can install the fence in only a few hours. When the ship leaves the area of danger, the captain can decide to leave or take off if the ship encounters bad weather. The remote control system can control all functions of the system without wires. This system has been tested in the marine environment in many different seas including the 7th wave, when seawater covers the deck. Use of this protection system has several purposes: to prevent those who want to break into the ship; Prevent and avoid attacks by bandits; Avoid those who flee the train; Protection of crew and passengers; Control the boarding and secretly send reports to the Piracy Center. The Secure-Ship system meets the requirements for IMO ship protection measures and can be installed on waterborne vehicles: Ships (except flammable cargo ships); Military ships; Offshore supply vessels; Self-propelled barges and cruise ships. This system is being installed very widely in European countries, especially in the Netherlands, the system is a system is extremely developed.

4.2. Cruise tracking and recording system - ShipLoc

The piracy prevention center has coordinated with the satellite tracking operator to set up a ship tracking system known as the ShipLoc system. This system outlines the ship's voyage as well as port movement by recording the position of the vessel. There are many ships installed with this system. ShipLoc provides shipowners and ship managers with global alert and ship cruise control and fully meets IMO requirements for Ship Security Alert Systems (SSAS). The device will transfer the alarm messages from the ship to the shore in the event of a piracy or terrorist attack on the vessel) (Article XI-2/6 SOLAS was adopted by IMO in December 2002 and takes effect from 2 stages. Paragraphs (July 1, 2004 and July 1, 2006) stipulate that all vessels over 500 GT must be equipped with SSAS. A small transmitter and low cost can be hiding on the ship. For safety reasons, the crew is not known to have installed this transmitter and its location. With ShipLoc and a networked computer, the ship owner knows exactly where his ships are. The ShipLoc system will be very useful in the event of a ship being hijacked or kidnapped. It can also be a management device for tracking the cruise of ships around the world

ShipLoc works with two functions: Notice of parameters from the ship: Report of the ship from 6 to 24 times / day on the screen; Track ship location whenever and wherever; Track ship speed, position and direction of cruise ship; Tracking information about the weather where the train is traveling (wind, waves, pressure ...). Sending alarm messages: When the emergency button is pressed, the alarm message will be sent immediately to the shipowner and to the competent authorities (Piracy Control Center and flag authorities). ShipLoc is exploited independently and automatically, including: GPS receivers for position, direction and speed of ships; Argos generator and battery for use in case of power failure. If the ship is equipped with both ShipLoc and Secure-Ship systems, it will be effective in preventing and preventing piracy.

5.   Solutions proposed by Vietnam Maritime Administration to prevent piracy

- Review and propose competent agencies to amend and supplement the legal documents related to maritime security, including the prevention and fight against piracy and theft of ships;

- To promulgate documents guiding ship owners and ship management companies to take measures to prevent and combat piracy and armed robbery against seagoing ships.

- Coordinate with concerned agencies and units such as the Consular Department of the Ministry of Foreign Affairs, the Marine Police, the Border Guard Command, the Ministry of Defense, the Anti-terrorism Department of the Ministry of Public Security and the Post Check Vietnam to take measures to assist ship owners and crew when attacked by pirates.

- In some piracy cases, in addition to liaising and coordinating with foreign agencies and organizations to request assistance, search and rescue of Vietnamese ships, the Vietnam Maritime Bureau has also sent officials Directly to other countries to assist ship owners and crew members in handling and handling cases

- Participating in the ReCAAP - Member Conference of the Executive Council of the Anti-Piracy Information Center and Armed Robbery Against Boats in Asia

The Government, the relevant ministries and branches of Vietnam have also made some concrete measures to help Vietnamese crewmen and shipowners in piracy prevention and combat. However, up to now, these solutions are not strong enough to prevent or completely stop piracy for our fleet. Stakeholders have agreed on the issue of piracy, armed robbery of the seafarers, and is committed to working together to improve the effectiveness of anti-piracy. Sea and armed robbery against the seagoing ship, contributing to the assistance of seafarers and shipowners to reassure them when cruising through high risk areas of piracy; Minimizing the damage of people and property when the ship encounters pirates.

6.   Conclusion

Faced with increasingly complex piracy and a significant impact on the maritime security of the region, threatening the development of shipping. Faced with that situation, countries in the region have taken appropriate steps in the fight against piracy, armed robbery such as cooperation in sharing information against piracy, joint patrols ... and achieved Certain results. However, in order to have comprehensive and specialized solutions in the fight against piracy and armed robbery in the region, in the coming time, countries should step up international cooperation to Jointly build the legal corridor and law enforcement capacity, organize patrols and workshops to share experiences and comment on issues that exist different perspectives. At the same time, the parties also need to improve their cooperation in protecting ships when attacked by pirates and armed robbers, closely control labor sources and commodity markets in Vietnam as well as in the South East Asia and more broadly throughout the world.

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