



THE SECRETARY-GENERAL

Security Council
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Somalia

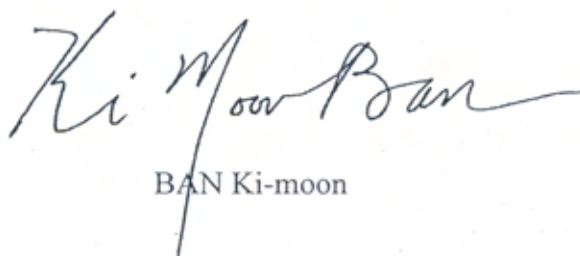
19 June 2009

Dear Mr. President,

I have the honour to transmit herewith a letter dated 8 May 2009 from the Round Table of international shipping associations and the International Maritime Bureau of the International Chamber of Commerce regarding the issue of piracy and armed robbery against ships in the waters off the coast of Somalia and in the Gulf of Aden.

I should be grateful if you would bring this letter to the attention of the members of the Security Council.

Please accept, Mr. President, the assurances of my highest consideration.


BAN Ki-moon

His Excellency
Mr. Baki İlkin
President of the Security Council
New York

29 - 06098 / 29 06100

United Nations



Nations Unies

Executive Office of the Secretary-General
Cabinet du Secrétaire général

#1 PRIORITY

To: Mr. Nambiar,

Please find attached for your approval and SG's signature a letter addressed to the President of SC transmitting a letter from the Round table of International Shipping Associations regarding the issue of piracy and armed robbery against ships in the waters off the coast of Somalia and in the Gulf of Aden.

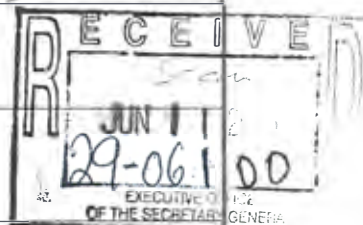

Nicholas Haysom
19 June 2009

Cc: KWS

29-06100

ACTION *W 11*
COPY *W 11*

ROUTING SLIP		FICHE DE TRANSMISSION	
TO: A: Mr. Vijay Nambiar			
FROM: DE: <i>f</i> B. Lynn Pascoe <i>grs</i>			
Room No. – No de bureau: S-3770A		Ext: 3-5055	Date: 10 June 2009
FOR ACTION		POUR SUITE A DONNER	
FOR APPROVAL		POUR APPROBATION	
FOR SIGNATURE		POUR SIGNATURE	
FOR COMMENTS		POUR OBSERVATIONS	
MAY WE DISCUSS?		POURRIONS-NOUS EN PARLER?	
YOUR ATTENTION		VOTRE ATTENTION	
AS DISCUSSED		COMME CONVENU	
AS REQUESTED		SUITE A VOTRE DEMANDE	
RETURN		RETOURNER	
FOR INFORMATION		POUR INFORMATION	



Attached, for the approval and signature of the Secretary-General, is a letter to the President of the Security Council transmitting the letter from the Round Table of International Shipping Associations and the International Maritime Bureau of the International Chamber of Commerce regarding the issue of piracy and armed robbery against ships in the waters off the coast of Somalia and in the Gulf of Aden.

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Forwarded
[Signature]



12 Carthusian Street, London EC1M 6EZ Tel: 020 7417 8844 Fax: 020 7417 8877

ics@marisec.org

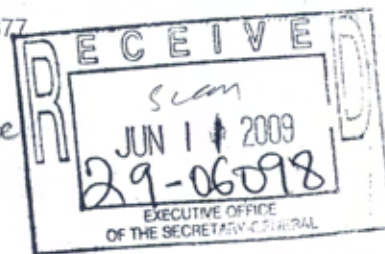
www.marisec.org

www.shippingfacts.com

Secretary-General Ban Ki-moon
United Nations
New York

**ACTION
COPY**

Mr. Paoe
IN 4
le Roy



8 May 2009

Dear Secretary General,

PIRACY IN THE GULF OF ADEN AND OFF THE COAST OF SOMALIA

The international shipping industry is deeply grateful for your personal interest in solving the terrible problem of piracy in the Gulf of Aden and in the waters of the Indian Ocean off the coast of Somalia. At the same time, we greatly appreciate the intense efforts of the International Maritime Organization (IMO) to increase awareness of the situation at all possible levels and seek expeditious and effective solutions. In particular, the industry recognises the importance of the Security Council resolutions and the diplomatic and military efforts of the many Member States that have answered the call for action. The military presence in the Gulf of Aden has had a measurable effect in reducing the number of successful attacks.

The industry itself has adopted a document on piracy precautions that provides area specific advice to supplement existing generic industry guidance on piracy and this has been distributed as widely as possible throughout the shipping, insurance and port industries. We are hopeful that, at the forthcoming meeting of the Maritime Safety Committee of the IMO, the member States will also agree to circulate these in order to ensure the maximum possible promulgation of best practices. Further the shipping industry has given its commitment to keep these under review and to update the guidance should it be considered necessary. IMO's contribution in this has been of great value.

It was recognised from the early stages of this current crisis that a final and lasting solution would only be found by restoring a legitimate authority for law and order in the country of Somalia and that whatever could be done at sea could only have a palliative effect. The UN inspired Contact Group recognised this part of the problem and is considering means to raise awareness within the country.

Unfortunately recent events have shown the locus of armed pirate attacks move determinedly further out into the Indian Ocean itself, demonstrating a different capability on the part of the pirates and making the problem for innocent seafarers and for the unhindered conduct of world trade by sea much more

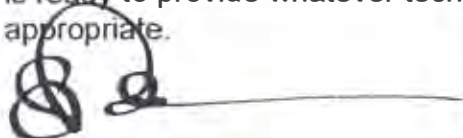
difficult. From 1 March to 17 April 2009 there have been 27 attacks resulting in nine vessels hijacked with 153 crew taken hostage by the pirates in this area.

As an industry, in coordination and with the support of the military authorities, we are advising ships to plan their voyages even further off the coast of Somalia, whenever this is possible. Many ships, depending on their port of destination of course, are simply unable to avoid areas closer to the coast. All ships are being advised to maintain their passive self-defensive measures and, above all, maximum vigilance for much greater parts of their voyage whenever they are transiting an identified area of risk.

The spread of piracy into the Indian Ocean raises serious concerns about the possibility of the proliferation of piracy into other parts of the world. The area of ocean is so large that the current strategy of defended lanes in the Gulf of Aden patrolled by warships is unlikely to be suitable for the open expanses of the Indian Ocean. This suggests that one appropriate military response would be the deployment of a significant number of maritime patrol aircraft based close to the area of operations such as from Diego Garcia and Mombasa. Another related option appears to be to intervene directly with the 'mother ships' that are the enablers for the long-range attacks deep into the Indian Ocean.

The industry is ready and willing to discuss problems and solutions with the appropriate military authorities and within the International Contact Group and to contribute to these debates. Coordination between all of these activities seems to be an important element.

The shipping industry requests the Security Council to consider the new emerging dimensions of this problem and to develop new solutions. The industry is ready to provide whatever technical and operational advice may be deemed appropriate.



S M Polemis

On behalf of:

International Chamber of Shipping
International Shipping Federation
BIMCO
Intercargo
International Association of Independent Tanker Owners
International Maritime Bureau