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INTERNATIONAL MARITIME TRANSPORT AND COSTS OF PIRACY

ABSTRACT

International maritime transportation has still been one of the most important way to transfer goods all over the world. Although the financial crisis of the late 2008 hampered this branch and its condition is not as good at the moment as it used to be, it has still been playing crucial role in intercontinental transport of various goods starting from major dry bulks to containerized cargo and most of all energy products. All the circumstances mentioned above have made the market very difficult and demandable putting a lot of stress on the seafarers in general. Though there is one more thing that threatens the maritime transportation and makes the international community worry about its future and it is piracy. Piracy causes that, not only international community has difficulties, but also countries responsible for this problem suffer from this procedure. The article presents the expenditures borne by international community to fight piracy in 2010 and losses connected with this procedure.

Keywords:

costs, piracy, international maritime transport, impact.

INTRODUCTION

Water covers more than two-thirds of the Earth's surface and affects life everywhere. The globalization of the world economy has been based on the operation of cheap, efficient, reliable shipping networks. Anything that disrupts international shipping operations has its influence on international seaborne trade, which is one of the most important ways to perform intercontinental transport of various goods starting from major dry bulks to containerized cargo. It is still the cheapest way to transport freight but for different reasons it may drastically change in the nearest future. Financial crisis of late 2008 had unfortunately its impact on the seaborne

trade as well, the year 2009 was recorded to be the first and deepest drop in global output since the 1930s, with world gross domestic product (GDP) contracting by 1.9%. The global financial crisis of late 2008 and the consequent economic downturn have been referred to as the 'Great Trade Collapse'. The year 2009 recorded the sharpest trade decline in more than 70 years, with world merchandise export volumes estimated by United Nations Conference on Trade and Development (UNCTAD) to have plummeted by 13.7%. In terms of value, world merchandise exports fell by 22.9%¹.

While no shipping segment was spared, minor dry bulks and containerized trades suffered the most severe contractions, energy resources as the most important for all developed or developing countries suffered less. Although energy products are not the only cargo transported this way they are certainly the most important for maritime transportation and are responsible for almost 80% of international trade. The diversity of the use of crude oil has made this product in a short time an indispensable and essential means of development of the economies of individual countries. Petroleum is today not only fuel for car engines, but above all this raw material is used in the production of all kinds of plastic goods, fertilizers or asphalt. For this reason it is important to give some examples of this trade condition in the recent years.

Crude oil consumption fell from 85.2 mbpd (million barrel per day) in 2008 to 84.1 mbpd in 2009. Growth in demand reversed dramatically in late 2008, and continued to fall in 2009 as the global recession took hold. Europe, North America and Asia-Pacific as developed or fast developing countries were most important regions in terms of oil consumption in 2009.

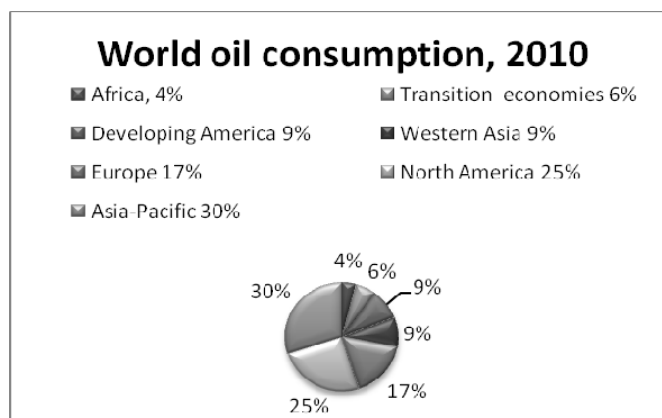


Fig. 1. World oil consumption

Source: own analysis on the basis of 'Review of Maritime Transport', 2010.

¹ 'Review of Maritime Transport', 2010, p. 2, http://www.unctad.org/en/docs/rmt2010_en.pdf, 06.02.2011.

In 2009, global oil production fell by 2.0 mbpd (2.5 per cent), down to about 80.0 mbpd. Western Asia remained the main source of supply, together with certain transition economies, North America and Africa. In 2008 and 2009, Organization of the Petroleum Exporting Countries (OPEC) reduced quota levels to support oil prices in the face of falling demand, with total production cuts amounting to 4.2 mbpd. Consequently, OPEC's total oil supply fell by 7.3 per cent, from 35.6 mbpd in 2008 to 33.1 mbpd in 2009². Total global refinery throughput fell in 2009 to 73.5 mbpd, due to weakening oil demand. Refineries in Europe, Japan and the United States, which account for almost half of world production, have recorded the sharpest drop in utilization rates.

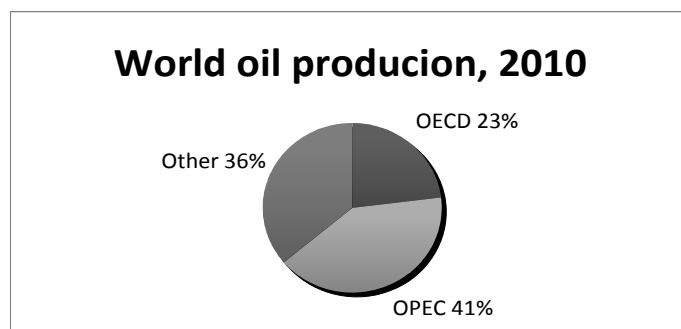


Fig. 2. World oil production

Source: own analysis on the basis of 'Review of Maritime Transport', 2010.

The situation has been quite difficult but, a global recovery led by fast-growing developing economies was under way by early 2010, although it was uneven and fragile. The sustainability of the recovery is challenged, among other things, by the fragile conditions in most advanced economies. The International Monetary Fund expects a 2.5 per cent increase in international trade in 2010, after nearly 12 percent drop in 2009³.

PIRACY — AN INTERNATIONAL PROBLEM

All the circumstances mentioned above have made the market very difficult and demandable putting a lot of stress on the seafarers in general. Though there is one more thing that threatens the maritime transportation and makes the international community worry about its future and it is piracy.

² Ibidem, p. 7.

³ J. Kraska, *Freaconomics on maritime piracy*, p. 110, http://www.relooney.info/0_New_7596.pdf, 06.02.2011.

Piracy is not a new concept but as a procedure has been known for centuries and for many years in the twentieth century it was rather a problem of certain countries and areas which did not bother international community that much to arrange any international coalitions in order to deter and disrupt piracy. The problem started at the beginning of a new millennium and has risen so far, particularly again only in some regions. The figures below show the problem of contemporary piracy in 2010 in parts of the world where it has been a problem so far.

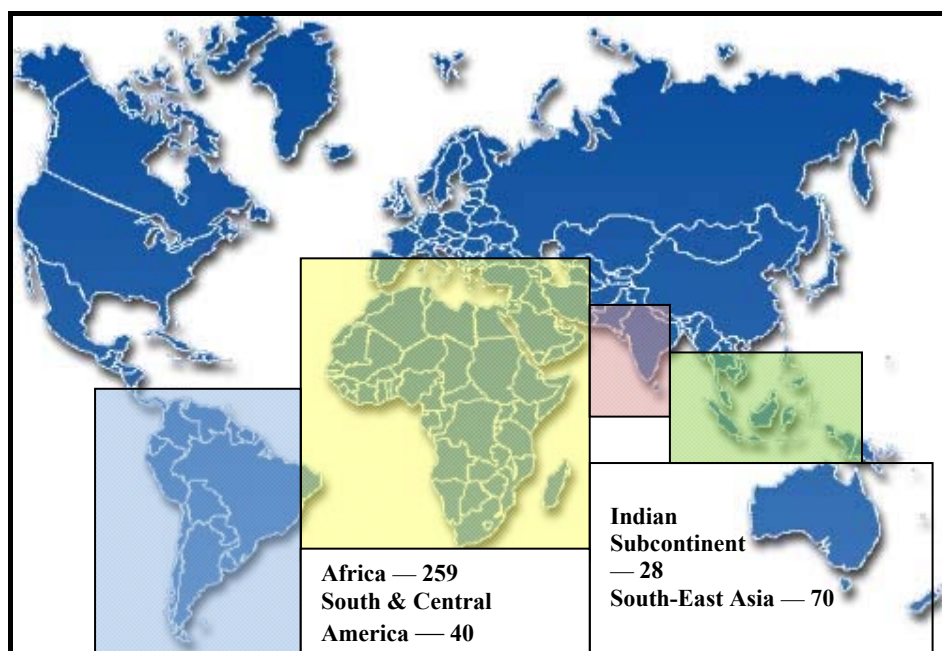


Fig. 3. Piracy hot areas

Source: ICC International Maritime Bureau, *Piracy and Armed Robbery Against Ships*, 'Annual Report', January 2010, <http://www.southchinasea.org/docs/ICC-IMB-PRC-2010.pdf>, 02.02.2011.

It can be clearly seen that there are particularly four most endangered regions where piracy takes its toll and only one of them is a real hot spot — African continent in general, the other places are in danger but in 2010 there were less incident reported than in previous years⁴. The places are not equally threatened with pirates attacks and it is worth describing the situation in short.

⁴ See more in: ICC International Maritime Bureau, *Piracy and Armed Robbery Against Ships*, 'Annual Report, January', 2010, <http://www.southchinasea.org/docs/ICC-IMB-PRC-2010.pdf>, 02.02.2011.

South America:

1. Peru — while the number of attacks off the coast of Peru remains fairly low at ten in 2010, it represents a significant increase, and the trend is being monitored.
2. There is a regular but low rate of attacks around Santos in Brazil, and ships' crews are on alert in the region.

Africa:

1. Nigeria — over the last couple of years the number of attacks around Nigerian ports has increased, especially in the Lagos and the Bonny River regions. In 2010 there were 19 attacks. Pirates are violent and attacked and robbed vessels/kidnapped crews along the coast, rivers, anchorages, ports and surrounding waters. A number of crew members were injured in some of the attacks. Generally all waters around Nigeria remain risky. Vessels are also advised to be vigilant in other parts in Nigeria as many attacks may have been unreported.
2. Tanzania — the trend for pirate activity has remained constant at about a dozen a year in waters close to the capital Dar es Salaam.
3. Somalia/Gulf of Aden — the Horn of Africa has seen major growth in piracy. Somali pirates are well armed and focus on ransom of the vessel and the crew. Attacks are taking place farther and farther from the coast, indicating that pirate skiffs are now launching from larger 'mother ships' 139 attacks in 2010.

Indian subcontinent:

1. Bangladesh — number of attacks currently falling. Particular focus of pirates is on ships anchoring in Chittagong area — 23 in 2010.

South-East Asia:

1. The Philippine archipelago has a very long history of piracy. Lately, rates have remained constant at six to seven reported attacks a year.
2. Indonesia — attack levels stable and fairly low lately. Due to vast expanse of water covered by the country and variety of ships, many attacks may go unreported, so ships are advised to stay alert.
3. Malacca Straits — a few years ago, this was the chief hotspot worldwide. International patrols since 2005 have brought down piracy considerably. The region is nonetheless still 'at-risk'.

In terms of types of vessels attacked in 2010 the most often stroke vessels were tanker chem./products — 96 attacks. In the second place there were bulk carriers — 80 attacks. Next containers — 74 attacks, and general cargo ships — 63 attacks. The fifth place is taken by crude oil tankers — 43 attacks. Last place, worth mentioning

take trawlers or fishing ships — 19 attacks⁵. This fact is important because, as reported, Somali pirates use lately often ‘mother ships’, which usually have been previously hijacked. It poses a difficulty to discover actual deeds of such a vessel since it is difficult to recognize them as pirates’ vessels until they launch a smaller boat or skiff to attack and hijack unsuspecting passing vessels. The chart below shows types of vessels attacked most often.

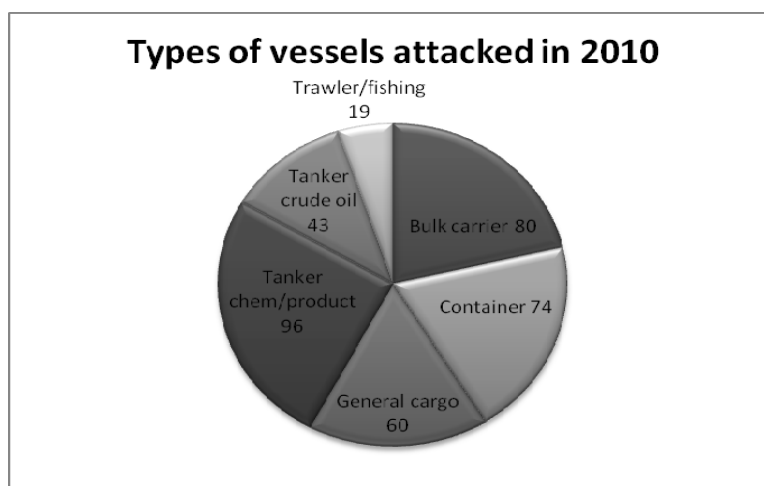


Fig. 4. Types of vessels attacked in 2010

Source: own analysis on the basis of ICC International Maritime Bureau, *Piracy and Armed Robbery Against Ships*, 'Annual Report', January 2010, <http://www.southchinasea.org/docs/ICC-IMB-PRC-2010.pdf>, 02.02.2011.

As mentioned above piracy has been reported off the coasts of Bangladesh, Nigeria, Brazil, and Peru since 2003 but raising levels of piracy off the coast of East and West Africa, however, could be a precursor to a new global trend. The recent successes of the Somali pirates may empower and inspire other groups to join the profession and the frequency and level of violence from piracy acts could increase in future.

Piracy in the waters in and around the Gulf of Aden remains a global concern. Rising number of piracy on one of the world's busiest waterways, leading to the Suez Canal — a shortcut to the Mediterranean Sea, continue to threaten international community. In addition, these criminal enterprises contribute to lawlessness in the Horn of Africa, empowering extremist groups, some with links to transnational terrorist organizations such as Al-Shabaab or Al-Kaida.

⁵ ICC International Maritime Bureau, *Piracy and Armed Robbery Against Ships*, 'Annual Report', January 2010, <http://www.southchinasea.org/docs/ICC-IMB-PRC-2010.pdf>, 02.02.2011.

Pirate activities in the region have focused on the Gulf of Aden, a key component of the Suez Canal shipping lane linking Asia and the West without circumnavigating the African continent and since 2010 the vast expanse of the western Indian Ocean. The gulf, with an average width of about 300 miles, flows about 920 miles between Yemen (on the south coast of the Arabian Peninsula), Somalia, and Djibouti, covering 205,000 square miles. Approximately 21,000 commercial ships transit the Gulf of Aden each year. Over 10% of the global waterborne transportation of oil passes through the gulf. About 7% of the world's maritime commerce transits the Suez Canal. About 80% of the vessels transiting the Gulf of Aden carry cargo to and from Europe, East Africa, South Asia, and the Far East, although a significant portion of the cargo carried in the region is eventually bound for the United States. Much of this commerce also indirectly affects the United States through its impact on facilitating the global supply chain of moving goods and services⁶.

The number of piracy attacks against international shipping in the Horn of Africa doubled from 2007 to 2008 and kept rising in 2009. In order to avoid the danger, some ships began to take the long way around the Cape of Good Hope, but this added a week or two onto a transit from the Indian Ocean to Europe, which meant not only the additional time but also higher fuel and labour costs, and since the transit took longer, vessels were able to make fewer voyages. But the long route had the advantage of avoiding the Suez Canal, which charges exorbitant rates for passage. Shipping firms also were relieved of paying the high-risk insurance rates associated with transit through the Gulf of Aden. But due to the type of vessel, the ship's speed, and the value and type of cargo and crew, each shipper and carrier must conduct a complicated cost-benefit analysis on whether to route a particular voyage through the Canal or around the Cape. It must be underlined in this place, that during the recession such a decision is not easy to make, because cutting down the costs seems logical but using shorter routes endangering the ship, cargo and crew has become quite risky. The figure below shows the increase of pirates attacks in the Gulf of Aden.

The most warring is the fact that in 2010, according to Best Management Practices book 3 (BMP3⁷) there was a significant increase in range of pirates attacks. The high-risk area defined in BMP3 has been expanded beyond the Gulf of Aden to the area bounded by Suez in the north, south to latitude 10° and east to longitude

⁶ *Maritime Security: Fighting Piracy in the Gulf of Aden and Beyond*, http://www.maritimeterrorism.com/wp-content/uploads/2009/06/HSP_Maritime-Security_Fighting-Piracy-in-the-Gulf-of-Aden.pdf, 10.02.2011.

⁷ Military forces, shipping associations, insurers and IMB have come together to produce the third version of *Best Management Practices*, which was released in June 2010. See: D. Worwood, *A new anti-piracy bible*, 'Safety at Sea', 22, October 2010, Vol. 44, No. 500.

78°. The area between 47°E and 49°E remains the most dangerous for pirates attacks especially during the daylight⁸.

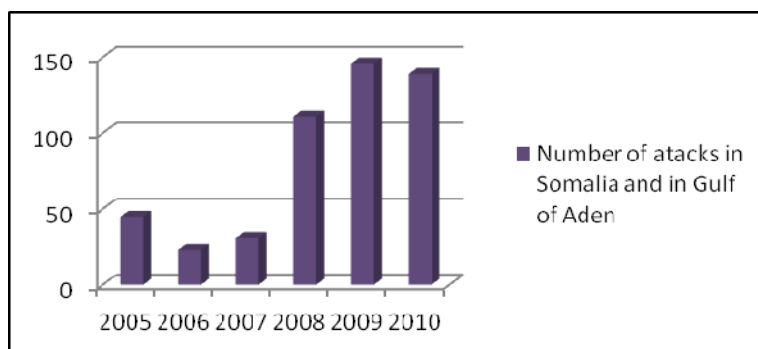


Fig. 5. Number of pirate attacks in Somalia and in Gulf of Aden

Source: *Reports on Acts of Piracy and Armed Robbery against ships, 'Annual Report', 2010*, <http://www.southchinasea.org/docs/ICC-IMB-PRC-2010.pdf>, 02.02.2011.

The case of the hijacking of the MV *Sirius Star* — an oil tanker — occurred 500 miles southeast of Kenya, proving that the pirates could operate in areas far from counter-piracy patrol regions.

During 2009, Somali pirates seized 867 seafaring hostages and at the end of the year, 263 crewmembers were still held for ransom by Somalis⁹. Somali pirates intensified attacks away from their own coast and were responsible for 44% of the 289 piracy incidents on the world's seas in the first nine months of 2010, using ocean-going fishing vessels to reach as far as the southern Red Sea, where they hijacked a chemical tanker in July 2010, the first such hijacking recorded in the area. A new area of increased piracy is the South China Sea, which suffered 30 piracy attempts in the last nine months in 2010, resulting in 21 successful boardings. This is triple the number of incidents reported in the same period in 2009¹⁰.

COSTS OF PIRACY

The costs of piracy rise systematically from year to year causing a lot of consideration about the abilities of international community to conduct undertaken

⁸ Ibidem, p. 22.

⁹ J. Kraska, *Freconomics*..., op. cit., p. 112.

¹⁰ *Pirates intensify attacks in new areas, with first Somali hijacking reported in Red Sea*, <http://www.icc-ccs.org/>, 20.01.2011.

activities such as ATALANTA operation. The security of the international trade is very important but it creates real costs that must be spent on fighting the problem by ships operators and particular countries taking part in the operation. To give some examples it is best to gain knowledge about the costs of a ship hijacking.

A vessel hijacking, which is followed by ransom negotiations and the release of the vessel, on average unfolds over a period of about 70 days. The time of negotiations traces a foreseeable pattern in which the amount of money demanded by the pirates slowly falls from more outlandish figures of \$20 million, or even unbelievable \$100 million, down to perhaps \$2 million. The pirates are paid in cash — \$20 notes — as they are worry of having the ransom payments detected and seized by Western wire-transfer monitoring officials. The money is dropped by parachute onto the deck of a hijacked ship, or in the water nearby.

In January 2010, a very large ransom ever paid to Somali pirates was dropped for the release of the Greek-flagged oil tanker VLCC *Maran Centaurus*, captured 800 miles off the coast of Somalia, with 2 million barrels of oil onboard. Over \$7 million was paid for the release of the ship, the \$162 million worth of crude oil on board, and its crew of nine Greeks, two Ukrainians, one Romanian, and sixteen Filipinos¹¹. The largest known ransom payment was for South Korean oil tanker, the *Samho Dream*¹², for which a record \$9.5 million was paid in November 2010¹³. It is worth mentioning that an operator is quite often not willing to inform the international community about the amount of a ransom, so the ransom paid for the *Samho Dream* might not be the highest.

But the ransom payment reveals only one part of the cost to international shipping — often a small part. Cargo ships are more often the victim of second — order costs associated with piracy. A typical vessel charter rate is \$50,000 per day; so taking the vessel off — line for more than two months could cost \$3.5 million. Expenses associated with the negotiations to free the ship could run as high as \$500,000, and physical delivery of the ransom costs another \$300,000. Other potential costs include loss of or damage to the cargo, which could be either negligible or total, plus hull cleaning and repair of any damage to the vessel. Altogether, the costs additional to the ransom payment of such an incident could be as high as \$7 million¹⁴.

¹¹ *Somali pirates free Greek supertanker*, <http://www.smh.com.au/world/somali-pirates-free-greek-supertanker-20100118-mgts.html>, 13.02.2011.

¹² The 300,000-tonne *Samho Dream*, loaded with crude oil, was on its way from Iraq to the United States with 24 crew on board when it was hijacked 930 miles (1500 km) south-east of the Gulf of Aden in April 2010, *Somali pirates hijack South Korean oil tanker Samho Dream*, <http://www.timesonline.co.uk/tol/news/world/africa/article7087429.ece>, 14.02.2011.

¹³ *Maritime piracy costs global community up to \$12 billion a year*, www.eyefortransport.com, 22.01.2011.

¹⁴ J. Kraska, *Freconomics*..., op. cit., p. 116.

It is important to bear in mind that finally the international community is the one who pays these expenses, so they directly influence final prices of different products.

Researchers have said that maritime piracy cost the global economy up to \$12 billion dollars in year 2010, with Somalia-based pirates responsible for 95% of the costs.

The main direct cost of piracy includes ransom, as given above, but also piracy insurance premiums, the rerouting of vessels, naval deployments by countries including the EU Navfor taskforce, NATO, the Combined Maritime Forces and warships operated by individual countries as desperate as China, Iran, Japan, India and Russia. There are also the costs of prosecution and organization budgets aimed at fighting piracy. Ransoms have skyrocketed to an average of 5.4 million dollars, compared to 3.4 million dollars in 2009 and 150.000 dollars in 2005. As a result of hundreds of hijackings in recent years, Somali pirates' income for the whole year 2010 was around \$238 million. The study estimated the total ransom paid in 2009 and 2010 at 425 million dollars. If excess costs incurred in negotiations and delivery fees were added, the total cost could be around 830 million dollars for the two years¹⁵. There have been other costs making the piracy procedure difficult to put up with:

1. The cost of freight rose from Rs4,000 (\$132) to Rs5,600 (\$ 185) for a 20ft container and Rs8,000 (\$ 265) to Rs11,200 (\$370) for a 40ft container. The line justified the tariff by citing a persistent risk of pirate attacks¹⁶, and these consequences are not limited only to companies, whose vessels are hijacked but to the others as well. there are also serious concerns of the increase in costs of insurance premiums for vessels intending to go through the Gulf of Aden. Their growth, is not only caused by an ongoing risk of war, but also dramatically increasing number of hijacked units.
2. Insurance cover includes war risk, kidnap and ransom (K&R), cargo, and hull¹⁷. The most significant increase in premiums has been in war risk and K&R. With

¹⁵ *Maritime piracy cost more than \$12 billion dollars in 2010*, BNO NEWS Business, <http://wireupdate.com/wires/14206/maritime-piracy-cost-more-than-12-billion-dollars-in-2010/>, 14.02.2011.

¹⁶ *Pirate range ever more vast*, 'Safety at Sea', November 2010, Vol. 44, No. 501, p. 12.

¹⁷ When it comes to insuring an ocean-going ship, there are a number of different coverages available. In general, the different aspects of a ship, its crew and its activities would be covered by the following types of insurance: hull to cover the physical damage of the ship, third party liability, protection and indemnity (P&I) to cover the crew etc, loss of hire to cover any earning losses which might occur as the result of a shipping accident with subsequent delays etc. Finally, ship owners can purchase separate war cover which is in many cases bought specifically to cover piracy attacks. Due to the high risks and large sums of money involved, ocean-going ships are usually insured on a subscription (or coinsurance) basis. This means that the risk is spread over

the Gulf of Aden classified as a war risk area by Lloyds Market Association (LMA) Joint War Committee in May 2008, it is therefore subject to these specific insurance premiums. During 2008, insurance premiums were raised ten times. It is estimated that for the increasing number of passing vessels on that route the cost of insurance from the risk of war has been raised from some 20,000 dollars in 2008 to 150,000 dollars at the end of 2009¹⁸. World Food Programme (WFP) shipments also require an escort from European Union or Canadian navies.

3. The cost of naval operations off the coast of Somalia is estimated around \$2 billion a year. Prosecutions of more than 750 Somali piracy suspects, which have either been trialled or await trial in more than eleven countries turn to be costly as well. Working on an average cost of prosecution, OBP (*Oceans Beyond Piracy*) estimates that the cost of piracy trials and imprisonment in 2010 was around \$31 million.
4. A number of intergovernmental organisations dedicated to working towards a solution for maritime piracy have a total budge of around \$24.5 million.
5. 'Low and slow' vessels, which are prime targets for pirates, are often re-routed to avoid risk zones. The excess cost of re-routing these ships is estimated to be between \$2.4 billion and \$3 billion per year.
6. Deterrent and security equipment costs ship owners between \$363 million and \$2.5 billion per year¹⁹.

Total direct costs of piracy in 2010 is thus estimated to be between \$7 billion and \$12 billion. Presented costs do not include any expenses connected with the crew like injuries and possible necessity if some kind treatment is needed for them after being freed from piracy imprisonment or extra payment if a member of a crew was killed. There are secondary costs as well:

1. Piracy costs of Egypt are about \$642 million a year in lost revenue from the Suez Canal fees, as ships are re-routed to avoid the Gulf of Aden. If there is

a number of different insurers. Another layer of complexity is added when the ship carries cargo. The cargo itself is not insured by the ship owner, but by the owners of the cargo. See more in: *Piracy an Ancient risk with modern faces*, <http://www.maritimeterrorism.com/wp-content/uploads/2009/06/Allianz-Study-Piracy-An-ancient-risk-with-modern-faces.pdf>, 21.01.2011.

¹⁸ Costello M., *Shipping insurance costs soars with piracy surge off Somalia*, 'The Times', http://business.timesonline.co.uk/tol/business/industry_sectors/banking_and_finance/article4727372.ece/, 11.09.2008.

¹⁹ *Maritime piracy costs global community up to \$12 billion a year*, www.eyefortransport.com, 22.01.2011.

taken under consideration the fact that the revenue is one of the most significant incomes to Egyptian budget, next to tourism, it may be concluded that it creates internal instability and potential economic problems for the country which has recently showed the world that they have had enough poverty and want changes in their lives.

2. The trade impact of piracy costs Kenya and Yemen around \$414 million and \$150 million a year respectively. Although on the other hand it causes bribery and illegal activities as the Yemeni Navy charges commercial vessels up to \$60,800 each, to guarantee transit through the pirate-infested waters of the Gulf of Aden. Over the past 18 months, the deal has reaped about \$30 million in fees, all without the apparent knowledge of the Yemeni government officials or international anti-piracy military forces²⁰.
3. Losses to Nigeria's oil and fishing industries cost the country around \$42 million a year which would not be crucial for a European powers but the oil sector, provides 95% of foreign exchange earnings and about 80% of budgetary revenues.
4. Losses to its fishing and tourism industries cost the Seychelles around \$6 million a year. This has had a major impact on this country, which relies on the fishing industry for up to 40% of their income.
5. The region's fishing industry has also been affected. Tuna catches in the Indian Ocean are reported to have fallen by 30% in 2008, in part because of fishing vessels' fear of piracy²¹.

All of the above mentioned suffer very high prices of food goods, which rapidly increased because of the possibility of pirate attacks and hijacking of ships delivering all goods. Total secondary costs to regional economies counts up to \$1.25 billion a year.

CONCLUSION

Can international community afford such high costs of piracy and what to do to cut them down? The answer lies primarily onshore in the South Central Somalia. There is a desperate need for stable infrastructure in this area. Steps taken to resolve the problem onshore are unfortunately costly as well. Logically in a globalized

²⁰ J. Kraska, *Freconomics*..., op. cit., p. 117.

²¹ *Maritime piracy costs global community up to \$12 billion a year*, www.eyefortransport.com, 22.01.2011.

world it should be the priority. Regrettably the world's economy has already been suffering problems since 2008 crisis, so paying further, extra costs to bring stability to Somalia, may be very difficult for many even well developed countries. On the other hand not taking any steps in terms of resolving the problem may cause even higher expenses in the future. The problem with Somali piracy is one of the most important issues in the XXI century. Maritime transport has become the back bone of our economy and we cannot allow anybody or anything to hamper it or threaten, as we simply cannot afford it. Although the steps taken seem to be expensive, not taking any steps to fight or seriously reduce this activity would mean, that we have to pay even more money for longer routes of our ships, ransoms, costly equipment to deter pirates and expensive insurance.

Many even wealthy countries in Europe such as France, Germany, Great Britain have serious problems with constructing their budgets and extra money spend on piracy might be a difficult overweigh, impossible to bare for the next year or years to come. It can also be heard that shipping must stop relaying on a limited military presence in endangered regions and deal with the problem through proper crew training and vessel design²². It is of course kind of the solution but there are also voices saying (especially BMP3) that the use of special armed guards on board the ships is not the best answer as violence causes violence, and in such a situation pirates might use arms more often to kill hostages as they do it now. Total elimination of piracy through the constant patrolling of the Gulf of Aden by using the ships involved in the ATALANTA operation and others, or in other piracy endangered regions, is rather unlikely but its limitation should contribute to resolve these issues and gain stability.

The potential disruption to supply chains could also be great. While rerouting might not greatly impact lower-value cargoes (like bulk commodities not required for a manufacturing process), the cost of consumer goods or commodities and parts needed for just-in-time manufacturing might be significantly affected. The circumnavigation routes are not only longer, and more costly, but winter storms around the Cape of Good Hope can pose a grave danger to navigation. In addition, for commercial transport, a number of ships must transit the waters off the southeast coast of Somalia. These ships carry goods and supplies, including humanitarian relief, to or from ports along the east coast of Africa.

²² Davis N., *Take responsibility for stopping piracy*, 'Lloyd's List', 6, October 2010, No. 60, p. 273.

Finally, Somali waters are some of the most abundant fishing grounds in the world. This maritime activity as well as the economic resources and the environment of the gulf must be safeguarded as well. There is also the potential that successful piracy tactics could be 'exported' to other regions and spread wildly. Having the same problem in different regions important for maritime transport would be simply impossible to overcome.

Eradication of piracy must be tackled in several ways by elimination of the procedure but also by offering Somali pirates some alternatives, work opportunities, otherwise ex-pirates are likely to slip back into a life of maritime crime. Are we prepared to pay extra money for security of maritime transport? The answer can be only one, we have to pay this money otherwise the whole economy might be endangered. The most important thing is to find the right solution and decide whether we want to cure only the symptoms of the illness or we want to heal the patient, which in this case is the country of Somalia. The problem has gone so far, that at the moment international community has to spread money in two directions: on fighting existing piracy and rebuilding states causing piracy particularly Somalia. These actions are definitely very expensive but these are the only ways to solve this problem for the future.

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MIĘDZYNARODOWY TRANSPORT MORSKI I KOSZTY PIRACTWA

STRESZCZENIE

Międzynarodowy transport morski nadal jest jednym z najważniejszych sposobów transportowania dóbr na całym świecie. Choć kryzys finansowy z końca 2008 roku zahamował rozwój tej branży, a jej stan w chwili obecnej nie jest tak dobry, to nadal odgrywa kluczową rolę w interkontynentalnym transporcie różnych towarów, od towarów masowych i skonteneryzowanego ładunku do większości wszystkich produktów energetycznych. Opisana sytuacja nie jest jedynym czynnikiem wpływającym na kondycję transportu morskiego i koszty ponoszone w związku z tym. Kolejnym istotnym elementem jest piractwo, które znacznie obciąża społeczność międzynarodową coraz to większymi kosztami. Z ogromnymi problemami borykają się również państwa, w których kwitnie ten proceder. Artykuł prezentuje wydatki ponoszone przez społeczność

międzynarodową w celu zwalczania piractwa w 2010 roku oraz prezentuje straty poniesione z powodu jego uprawiania.

Słowa kluczowe:

piractwo, transport morski, wydatki, straty.

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