



Maritime security and surveillance: p.16 – 24

I have come to realise over the last month that insurance is an absolutely vital necessity. It used to be one of those grudge payments, but my recent experience shows that negligence, criminal elements, wear and tear as well as human error all have a role to play in sneaking up and derailing our day-to-day routines.

So perhaps our feature on marine insurance is well timed for this issue. A contribution from Marsh clearly outlines the need to fully understand what we require from our policies. A clear picture of what is covered and what is not is crucial before calamity strikes.

Interestingly, however, international reports suggest that claims are down on previous years (when measuring 2014 against its predecessors) and the International Union of Marine Insurance's (IUMI) statistics confirm a reduction of losses in the shipping sectors. More interesting is the reported increase in the percentage of the frequency of heavy weather and grounding related total losses.

On a rather different note, but in an attempt to mitigate major losses by Ghana, the Special Chamber of the International Tribunal of the Law of the Sea (ITLOS) did not rule in favour of Côte d'Ivoire and order the complete halt of existing offshore exploration and drilling in a disputed marine area between the two countries. Instead the Chamber ordered that no new drilling take place, but acknowledged that to halt or remove current operations would place an unfair burden on Ghana.

The maritime domain remains an important strategic, economic and challenging area for many African countries. Much of the continent's wealth can be capitalised by claiming sovereignty of the extended continental shelf – but the responsibility to police and govern this domain is questionable in many regions.

The lack of naval capability has led to

overfishing, illegal fishing, piracy, hijacking, smuggling and oil theft. Maritime security and surveillance will continue to be a headache for Africa for some time and security experts suggest that private security companies offer an opportunity for the continent to plug gaps.

Dirk Siebels, Associate Analyst, Risk Intelligence believes that Africa and African governments need to be open to exploring the opportunities that exist to use Private Maritime Security Companies' (PMSC) expertise in fields ranging from training to logistics.

In a conversation I had with a stalwart of the industry, I was not that surprised to learn anecdotally that some collusion still exists between criminal elements and the enforcers. In some cases there is outright bribery taking place – while in other cases patrol crews are intimidated to believe that the lives of their families may be in danger if they do not supply patrol information.

In the light of these allegations, it is satisfying to see some news headlines that detail arrests of marine poachers whether at sea or on land in South Africa recently.

Our feature on Maritime Security explores some of the themes dominating discussions in the African domain, but real collaboration seems key to the successful eradication of criminal activities at sea. Inter and intra governmental cooperation coupled with private sector involvement will mean more eyes at sea.

So until the next issue – stay safe, collaborate and prosper. ■

Colleen Jacka, editor

## EDITOR'S CHOICE

### RECOMMENDED READS:

The inclusion of the small-scale fisher into the ambit of fisheries management has been a challenge. Read Claire Attwood's views on the current process on page 8

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