

## **PIRACY OFF SOMALIA**

### **The Legal, Military and Insurance Implications**

Wednesday 15 October 2008 3.00 – 5.00 pm

at Lloyd's Building, London EC3

#### **A SUMMARY OF THE SPEECHES AND DISCUSSIONS**

James Gosling (JCG), a partner at HFW's London office, welcomed the audience, thanked Lord Levene for the use of the rooms in the Lloyd's Building, and introduced the speakers. HFW had been involved in 12 of the 16 incidents of piracy off Somalia since June this year. The consequences of piracy would be felt by the shipping and insurance industries in additional fuel costs, increased insurance premiums, etc. So far there had been a lack of interest in help by government and regulatory authorities. Navies had also been constrained in their involvement in the Gulf of Aden. The aim of the seminar was in part to bring pressure on the relevant bodies and authorities to address the problem.

Guillaume Brajeux (GB), managing partner at HFW's Paris office, introduced the first speaker, Commander François Laurent (FL) of the French Marine Nationale. GB pointed to France's robust approach to the hijacks of vessels such as "LE PONANT" and the "CARRE D'AS". The pirates who hijacked "LE PONANT" were now awaiting trial in France. In 2007 there were 263 acts of piracy, which are thought to have cost the shipping industry around US\$1 billion.

#### **Commander François Laurent – "Legal Framework of French counter piracy operations"**

FL focused on the actions available to owners facing a hijack situation and the legal framework within which they could operate.

#### **Legal Framework**

- i. Law of Armed Conflicts (LOAC) – UN Security Council Resolutions.
- ii. United Nations Law of the Sea (UNCLOS) which covered ordinary (i.e. not wartime) hijack situations.

For the complete overview contact James McCulloch on [james.mcculloch@hfw.com](mailto:james.mcculloch@hfw.com), stating your job title and company.

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