

## **Invitation to a discussion event**

# **Maritime Security as a Challenge for German Maritime Trade — Discussion of the PiraT Project's Recommen- dations for Policy and Economy —**

To mark the publication of the final publication of the PiraT Project:

Ehrhart | Petretto | Schneider | Blecker | Engerer | König  
**Piraterie und maritimer Terrorismus als Herausforderungen  
für die Seehandelssicherheit Deutschlands**  
(Demokratie, Sicherheit, Frieden, volume 204)  
Baden-Baden 2013, 368 pages., price: 59 €, ISBN 978-3-8487-0249-7

Auf dem Podium:

**Daniel Hosseus**

(Association of German Shipowners)

**Niels Annen**

(SPD)

**Burkhardt Müller-Sönksen**

(MdB, FDP)

Moderator:

**Dr. Patricia Schneider**

(IFSH)

**On 2 July 2013 at 18:00-20:30 at the IFSH**  
Beim Schlump 83, D-20144 Hamburg, Room 2-23

The discussion will be informally continued when refreshments are served at the end of the event.

Please RSVP by *30 June 2013* at [www.maritimesecurity.eu](http://www.maritimesecurity.eu).

### **The Project:**

Between April 2010 –March 2013, the Institute for Peace Research and Security Policy at the University of Hamburg (IFSH) (project leadership and coordination), the German Institute for Economic Research (DIW), Berlin, the Technical University Hamburg-Harburg (TUHH), the Bucerius Law School (BLS), Hamburg, and the Institute for Strategic Future Analysis (ISZA) of the CarlFriedrich-von-Weizsäcker Foundation (subcontractor of the IFSH), worked with financial support from the **Federal Ministry of Education and Research (BMBF)** in the framework of their research program for civil security on the PiraT project entitled: “Piracy and Maritime Terrorism as Challenges for Maritime Trade Security: Indicators, Perceptions and Courses of Action”. Mrs. Schneider was furthermore funded between April-June 2013 by the **Hamburg Authority for Academics and Research** so as to allow her to deal with the topic “Local Effects of Global Piracy: Challenges for Hamburg Actors”, and inter alia, to organise this discussion event.

The results and recommendations are summarized in a book:

### **The Book:**

Ehrhart / Petretto / Schneider / König / Blecker / Engerer:

#### **Piraterie und maritimer Terrorismus als Herausforderungen für die Seehandelsicherheit Deutschlands. Politik, Recht, Wirtschaft, Technologie**

Secure sea routes are the central requirement for the stability of supply chains. Incidents of piracy and terrorist attacks on international shipping lead to a need for risk minimization measures. As an export oriented economy, Germany is dependent on secure sea routes. German managed ships have nonetheless been victim to maritime violence. This led, inter alia, to German participation in military missions such as Atalanta, to approval of new rules for the licensing of private security providers and the pirate trial in Hamburg. Based on a common risk model and the concept of Security Governance, the subject has been addressed conceptually, empirically and practically. German shipowners and insurers were asked about their experiences; experts reviewed defense technologies; and using interviews, the responsibilities and roles of various state actors in the field of maritime security were identified for the first time. After a deficit analysis was conducted, recommendations for action from the areas of politics, law, economics and technology were developed by the 'PiraT' project network. ([Link to Nomos](#))

### **The Podium Discussion:**

The elaborated recommendations shall be discussed with representatives from business and politics, along with establishing the significance of the issue for Hamburg. With more than 120 German and many foreign shipping companies, Hamburg has the world's largest concentration of shipowners. The port of Hamburg is home to most of the German merchant fleet. Piracy in the Gulf of Aden was made relevant by, among other things, the trial of ten Somalis before the Hamburg District Court. Approval for the use of weapons on merchant ships by security companies was issued by the Hamburg Weapons Authority, that plays a central role in the often required regulation of maritime security services. The Federal Maritime and Hydrographic Agency based in Hamburg is responsible for the approval of danger prevention plans.

### **Directions:**

Directions to the IFSH can be found here: <http://www.ifsh.de/index.php/contact.html>.