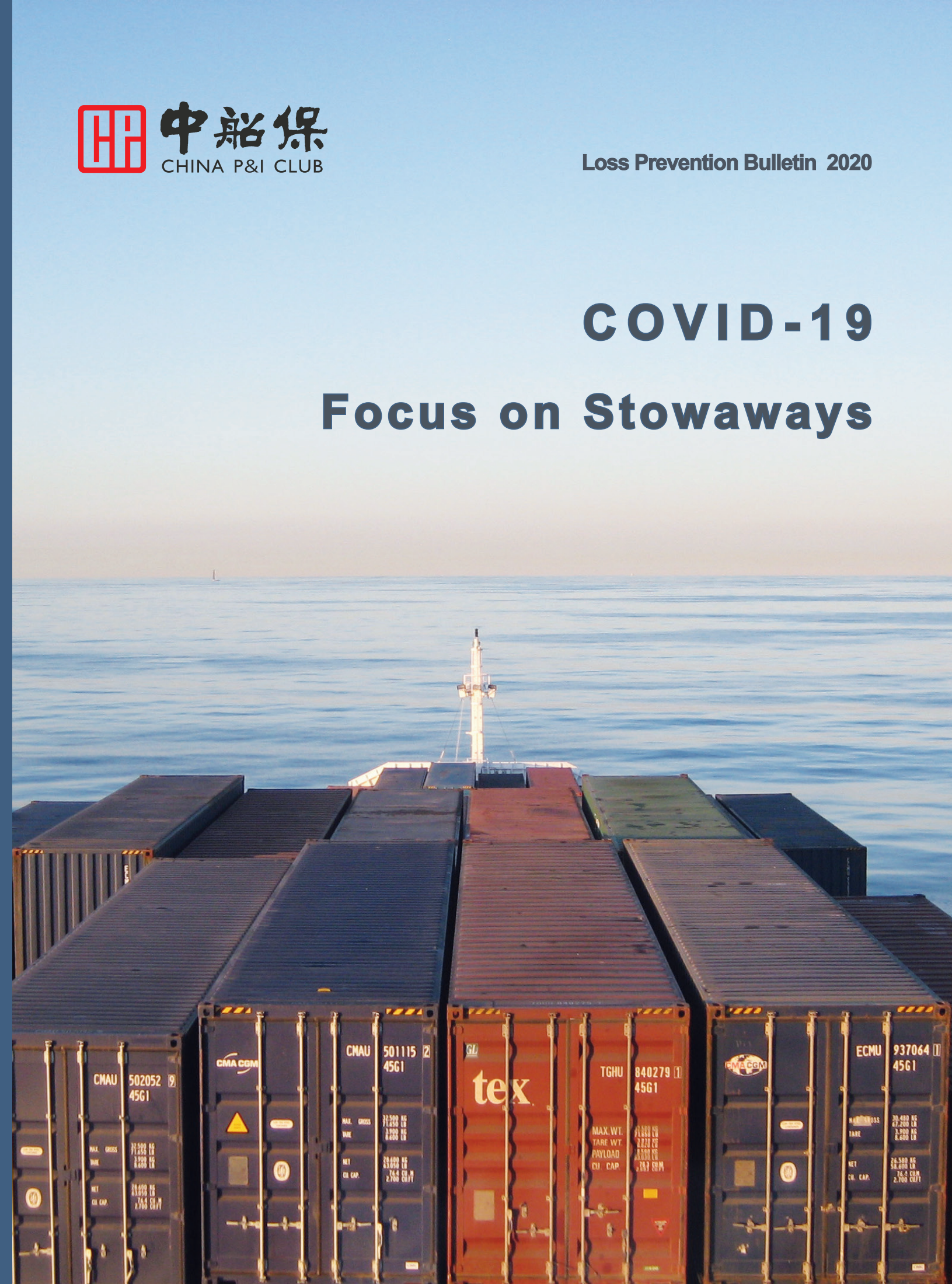


COVID-19

Focus on Stowaways



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Introduction

Stowaways have been a long-standing issue for the shipping industry. Management of stowaway incidents could be more challenging than ever with the outbreak and rapid spread of COVID-19 around the world. Repatriation of a stowaways from a vessel during this period will develop into a difficult situation, causing delay and significant costs and expenses. This guidance is produced to bring to Members' attention this problem and provide a practical approach to deal with stowaways.

The 1965 *Convention on Facilitation of International Maritime Traffic* (FAL Convention) defines a stowaway as: "A person who is secreted on a ship, or in cargo which is subsequently loaded on the ship, without the consent of the shipowner or the Master or any other responsible person and who is detected on board the ship after it has departed from a port, or in the cargo while unloading it in the port of arrival, and is reported as a stowaway by the Master to the appropriate authorities."

With the implementation of the *International Ship and Port Facility Security Code* (ISPS Code) in July 2004, and the IMO's efforts on setting out the *Revised guidelines on the prevention of access by stowaways and the allocation of responsibilities to seek the successful resolution of stowaway cases* which has

been incorporated in the FAL Convention since 2003 to provide associated guidance and working with several countries through seminars to help address the problem of stowaways, the number of incidents has nearly halved during the 11-year period from 2007 to 2017 as per IG data (Figure 1). Despite the reduction in the number of incidents, stowaway cases still represent a very significant cost for shipowners and their P&I Clubs. Meantime a stowaway is sometimes a threat to the crew and can result in an administrative burden plus a risk of fines or sanctions from Port Authorities. Sometimes stowaways become "stranded" on ships for lengthy periods of time and because of their desperate situation, some commit acts that place themselves and the crew at risk.

	2007	2011	2014	2017
Number of incidents	842	774	503	432
Number of stowaways	1,955	1,640	1,274	1,420
Total cost (US\$ million)	14.3	15.3	9.3	9.5
Cost/incident (US\$ thousand)	17.0	19.8	18.5	22.0
Cost/stowaway (US\$ thousand)	7.3	9.3	7.3	6.7
Stowaways/incident	2.3	2.1	2.5	3.3

Figure 1

Stowaway Hot Spots

Stowaway incidents can occur everywhere, whilst it is generally known that the highest risk is at ports of poorer countries or countries experiencing political turmoil where actual security may still be below standard and allow stowaways' access to ships through their ports. Referring to IMO Document FAL 43/13 which provides an analysis of claims data collated by the IG on stowaway cases in the policy years commencing 20 February 2007, 2011, 2014 and

2017 respectively (Figure 2&3) and stowaway cases from 2018-2019 on IMO GISIS reported by Member Governments and international organizations (Figure 4&5), the African continent is still a high risk area, especially Nigeria and South Africa. Meanwhile the ports of wealthier European countries are often used as transit points by persons seeking passage to the UK or North American harbours in recent years due to political instability.

African Ports

West Africa and South Africa are hot spot areas with very high risks of stowaway boarding. Below areas and ports will probably continue to be high-risk for the near future:

- Algeria: Mostaganem
- Benin: Cotonou
- Cameroon: Douala
- Democratic Republic of Congo
- Ghana: Tema, Takoradi
- Guinea: Conakry
- Cote-Ivory: Abidjan
- Kenya: Mombasa
- Liberia: Buchanan
- Morocco: Casablanca
- Mozambique: Maputo
- Nigeria: Lagos
- Senegal: Dakar
- Sierra Leone: Freetown
- South Africa: Cape Town, Durban, Richard Bay, Port Elisabeth
- Togo: Lome



- Tunisia: Rades/Tunis
- United Republic of Tanzania: Dar es Salaam, Mtwara

Europe for refugees and economic migrants from Syria, Iraq, Iran and Afghanistan due to political instability.

European Regions

Stowaways from European ports have increased noticeably in recent years. First, the high number of stowaway cases from European ports have exclusively involved stowaways boarding RORO ferries (usually hiding in trailers) which vessels have all been trading from the listed boarding ports to the United Kingdom. Second, Turkey and Greece are the natural crossing points into

- Belgium: Ghent
- Denmark: Esbjerg
- France: Cherbourg, Fos-sur-Mer, Port of FOS
- Germany: Bremerhaven, Cuxhaven
- Greece: Patras, Igoumentsa
- Netherland: Rotterdam
- Spain: Bilbao, Ceuta, Vigo
- Turkey: Istanbul, Mersin, Ambarli, Hereke, Pendik, Yalova

Central America, the equatorial regions of South America, the Caribbean

It should not be forgotten that stowaways may also board vessels in these areas although there is a decline in numbers in recent years.

- Columbia: Santa Marta
- Dominican Republic: Catalina, Rio Haina
- Ecuador: Guayaquil
- Honduras: Puerto Castilla
- Trinidad and Tobago: Port-of-Spain, Point Lisa

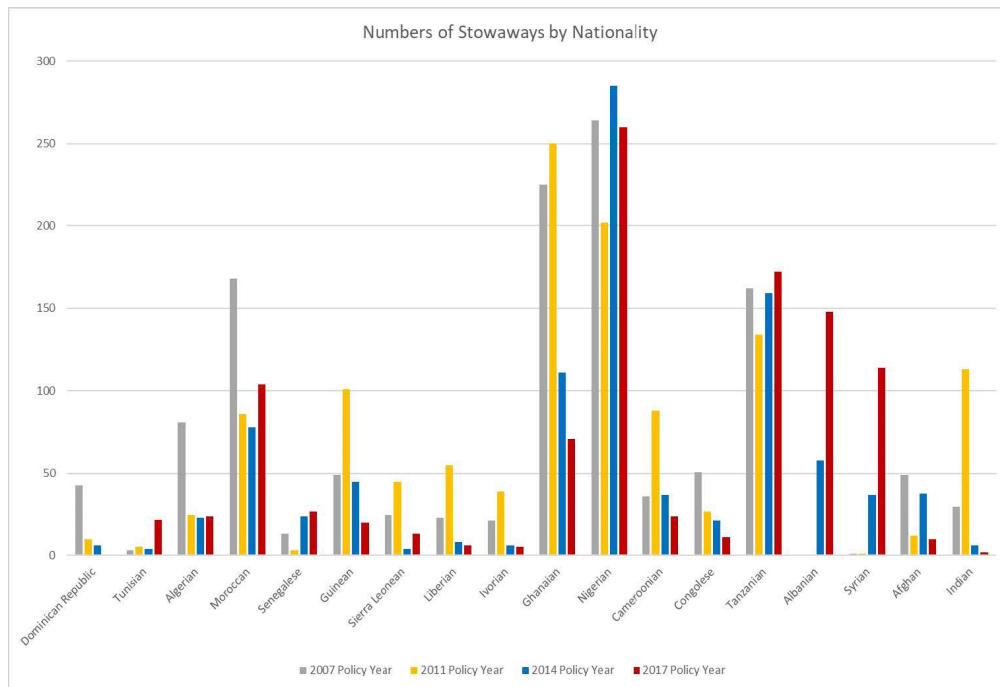


Figure 2

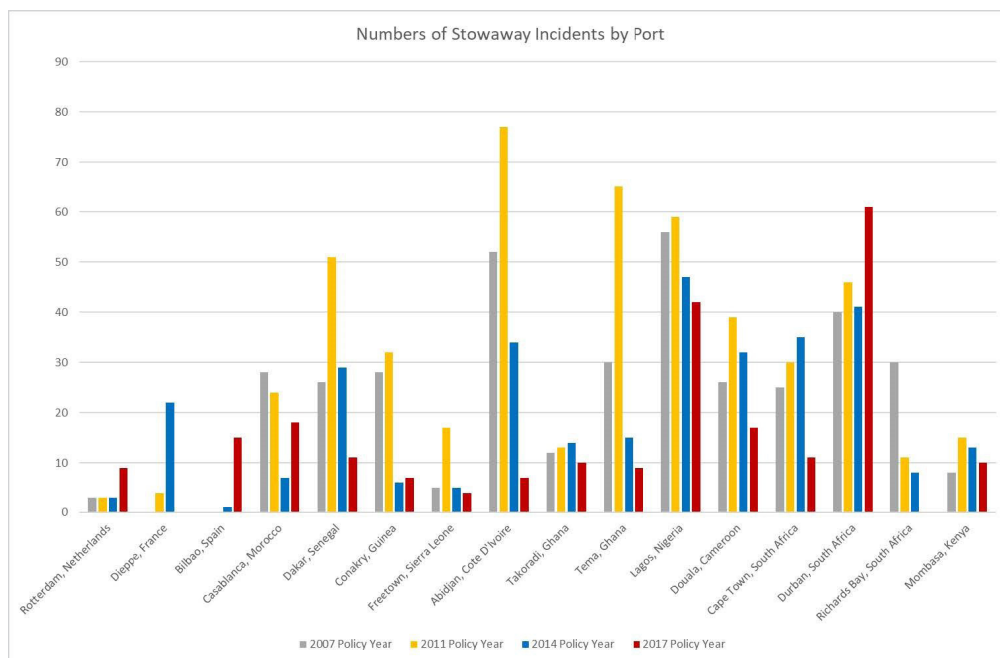


Figure 3

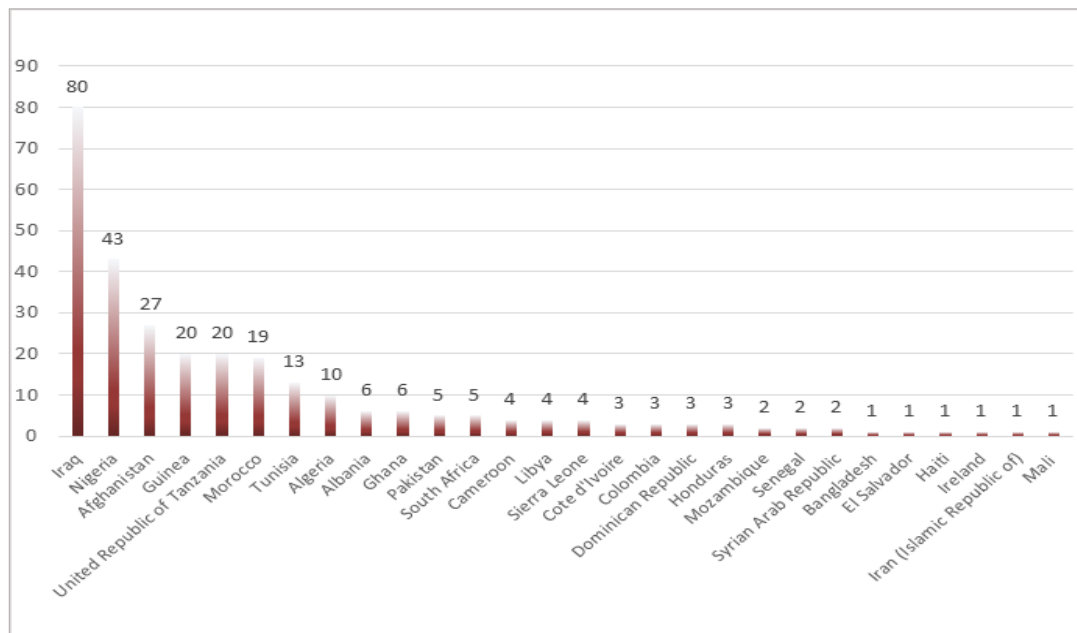


Figure 4

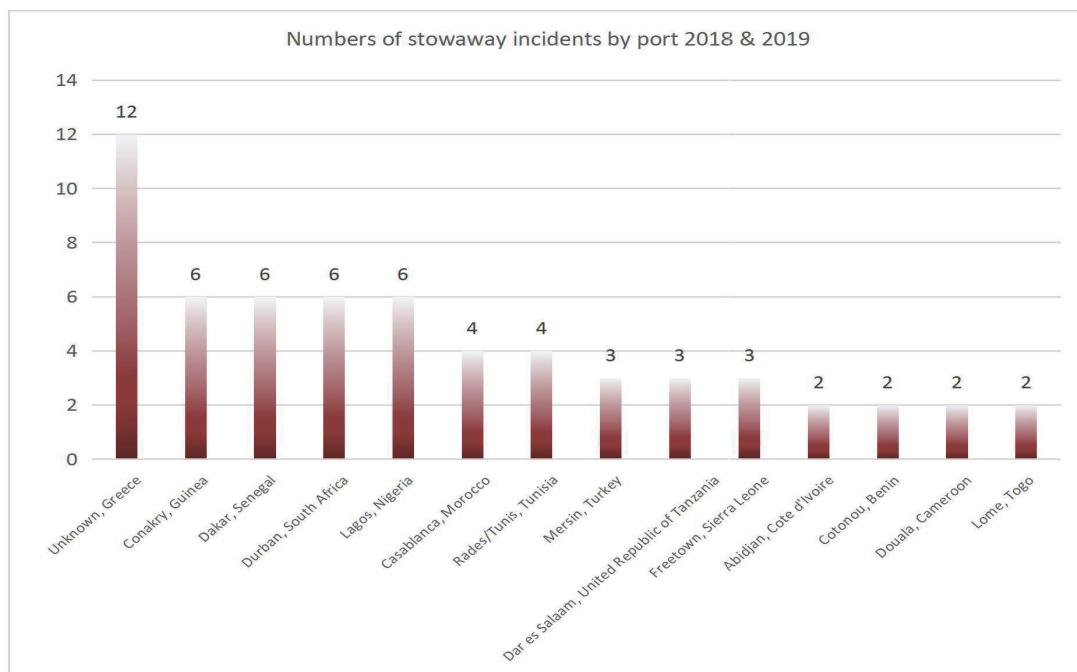


Figure 5

The Master should always be aware of regional hot spots for stowaways and put in place measures to prevent stowaways gaining access to the ship when operating in high risk areas. However, Members and Masters should be aware that there is almost no port in the world which can be considered completely safe and therefore it is necessary to remain vigilant at all times.



Types of Stowaways

People stow away on ships for many reasons but usually they are attempting to leave a region of conflict, instability, or social or economic deprivation for a country where they expect there to be stability, opportunity and a better way of life. They can be:

Refugees

Refugees will be attempting to escape war, civil unrest, or political or religious persecution. These stowaways tend to be impulsive and often have no papers.

Economic migrants

Economic migrants may simply be moving in an attempt to obtain a better standard of living and whilst some may attempt to stow away for a free passage. They are not necessarily illegal.

Asylum seekers

Asylum seekers are refugees trying to reach a country where asylum may be granted, or economic migrants claiming asylum so as not to be repatriated. They will often try to conceal their true identity or adopt the nationality of an area where there is conflict.

Illegal immigrants

In contrast, most illegal immigrants usually do not intend to make their presence known to the authorities, hoping to enter a country undetected.

Criminals

Perhaps the most worrying category are the criminals who may be violent and uncooperative and may be involved with drug transportation, human trafficking or other illegal activities.

Professional stowaways

These stowaways tend to reappear every few months. They take advantage of the fact that a ship is often not allowed to leave port until confirmation is received that the stowaway has been handed over to the immigration authorities in their home country. The professional stowaways virtually blackmail the shipowner by acting up and refusing e.g. to board a plane, until such time as the shipowner or the P&I Club agrees to pay a “daily allowance” (typically in the range of a couple of thousand dollars). The amount paid is usually enough to sustain the stowaway in his home country until the next stowaway trip.

Stowaways Boarding Methods

Stowaways will try to get on board using every conceivable method, some of which constitute a danger to the health and safety of the stowaway himself (most stowaways are male). Some of the most commonly applied stowaway boarding methods include:

- climbing from mooring ropes/anchor chain
- swimming or using a small boat to reach the seaward side of the vessel and climbing aboard using ropes or hooks during alongside or sailing out from port
- taking advantage of ladders and ropes left hanging over the ship's side, such as pilot ladders, Jacob's ladders and manropes
- using gangway after pretending as stevedores or suppliers or Agent boarding clerk with false ID
- in an unguarded moment, simply walking up the gangway or step across the ship's side
- coming together with cargo being loaded after hiding inside trucks and containers – open top or open sided containers are particularly at risk
- targeting vessels with ro-ro ramps or cargo side doors, recognising that it is not easy for the crew to police these areas effectively when open for cargo operations
- getting external support of port workers, watchman or crewmember
- swimming or using a small boat to climb on to the rudder to either just stand on top of the rudder or enter the rudder trunk, often while the ship is manoeuvring in or out of port
- charging up the gangway and pushing aside the gangway watch (this method is often used by "professional stowaways" e.g. in South African ports where a trespasser is often considered a stowaway from the moment he gets onboard)

After boarding, they may gain access to the unauthorized areas in the ship like engine room, paint locker, steering flat etc. Since the stowaways want to remain undetected, they will try their level best to hide in such areas which are rarely accessed or inspected by ship staff. Generally, stowaways board and hide in the following areas:

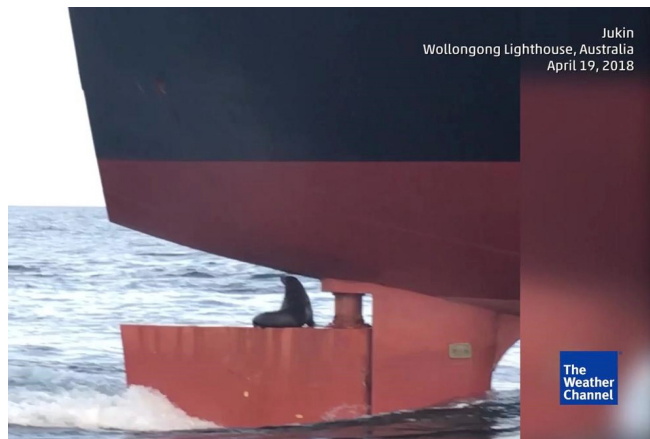
Log cargo on deck	Deck crane
Cargo hold	Cargo hold ventilator
Bilge well	Under container
Container (Open Type)	Car deck ventilators
Forecastle	Trailer
Storeroom	Paint locker
Anchor pipe	Chain locker
Lifeboat	Void space
Monkey island	Case for safety net, etc.
Engine room	Funnel
Rudder trunk	Steering gear flat
Tunnel/duct keel	After rope store

Prevention Measures

Preventing stowaways from coming on board is preferable compared to having to deal with them after they have boarded. When calling at ports and during stay in ports, where there is a risk of stowaway embarkation, operational arrangements and/or ship security plans should at least be equivalent to those contained in the relevant text of paragraph B/9 of the ISPS Code. In addition to the guidance given in the ISPS Code and the *IMO Revised guidelines on the allocation of responsibilities to seek the successful resolution of stowaway cases*, the following specific measures can be considered subject to the risk assessment.

Prior to arrival

- The Company Security Officer (CSO) should provide the Master with the latest information regarding the stowaway risk in each port, and the port agent or local P&I correspondent may be contacted for further advice.
- Before arriving at a high-risk port, the Master should warn the crew about the possibility of stowaway attempts; educate all crews onboard and make awareness of the problem.
- Assign security duties and make sure they understand what they have to do.
- The ship should be equipped with sufficient securing tapes, wires, padlocks, stickers and seals (container door seals are very useful) to indicate that spaces have been inspected and subsequently sealed shut.
- Ensure that adequate security arrangements are in place which, as far as practicable, will prevent intending stowaways from getting aboard the ship.



While at anchor

- Maintain a good visual and radar watch for approaching small craft.
- Illuminate areas over the side as far as practicable.
- If an approaching small craft is spotted at night, use the Aldis lamp as a searchlight to check what they are doing.
- Illuminate the main deck and all possible boarding points.
- Stow and secure all overboard rope ladders such as pilot ladders, Jacob's ladders, and manropes.
- If it is necessary to rig the accommodation ladder for boarding purposes, hoist it well clear of the water when not in use.
- Fit covers over the hawse pipes and consider operating the anchor wash system as a further deterrent.
- A roving patrol should check the main deck, forecastle, and poop deck at regular intervals. Roving patrols may also be carried out immediately after sailing until such time as the vessel is full away on passage.

While alongside in port

- At any level of security, access to the ship should be tightly controlled by limiting the number of access point to one only and ensuring it is secure.
- The crew should keep a vigilant gangway watch, maintaining a written record of everyone who boards and leaves the ship. Only authorized persons should be allowed on board and identification documents should be scrutinized carefully.
- Prior to each shift the stevedoring company should be asked how many stevedores have been assigned to the vessel. A headcount should be taken when the stevedores arrive as potential stowaways may try to mingle among them. Another headcount should be taken when they leave, adjusted to take account of any stevedores who may have boarded or departed in the interim.
- Lock all doors, hatches, and means of access to holds or stores, which are not used during the ship's stay in port. Portholes and windows should be closed and secured if accessible from deck. However, accommodation and machinery space doors must be capable of being opened from the inside in the event of an emergency.
- Decks should always be well lit at night. Cluster lights may also be placed over the ship's side to illuminate the surrounding water.
- The mooring areas should be monitored closely, particularly at night. Rat guards should be securely fitted to all lines to make access more difficult. Hawsepipe should be also be covered and secured in position to prevent climbing through anchor chain.
- Any overboard rope ladders such as pilot ladders, Jacob's ladders and manropes should be hauled up and secured.
- If the vessel has a low freeboard, the crew should watch out for persons attempting to step across from the quay on to the main deck in order to bypass the vessel's security arrangements.
- The outboard side of the hull and overboard forward and aft should be illuminated, particularly in the vicinity of mooring lines. Additional lights should be rigged if necessary. Such areas should also be checked for the presence of small craft during routine patrols.
- Maintain adequate means of communication. Watch keepers should promptly report anything unusual including suspicious behaviours, seals





attached to windows, ports, doors, or containers which are no longer intact, seals that appear to have been tampered with and access arrangements that may have been breached.

- Beware of shore watchmen as sometimes they help stowaways to board.
- Watch keepers should keep in mind that vulnerable cargoes such as bagged products, logs, empty containers, and trailers may increase the risk of stowaway attempts.
- Misleading information may sometimes be used to deter potential stowaways. For example, a port or country of limited appeal may be displayed on the ship's sailing board. Inaccurate signs may be posted, or false announcements may be made stating that all holds will be fumigated upon completion of cargo operations.

Prior to departure

- A ship-specific check list should be available and divide the ship into sections or areas so that a thorough stowaway search can be carried out systematically prior to departure. Breaking the ship into three areas, for example, and having each area searched simultaneously by a team under the guidance of an officer is the most efficient method of ensuring an effective search. Meanwhile it is very important that the Owner, Master (and

charterer) allow sufficient time for a thorough stowaway search.

- Close attention should be paid to the areas where stowaways commonly hide such as rudder trunk, void spaces, funnel casings, hold vent shafts, chain lockers, deck cargo, lifeboats, empty containers and open top containers. Vulnerable trailers and any loaded containers found with broken seals should also be checked. If the vessel is equipped with cargo cranes, the search should include the inside of the cabs and pedestals, the winch beds and the upper reaches of the cranes in the vicinity of the vents.
- Upon confirming that there is no one in such areas as cargo holds, stores and mast house, lock them up as soon as the search is done. However, areas which were previously inspected, locked, and sealed whilst in port should be opened and checked prior to departure as stowaways have been known to overcome such arrangements.
- When entering spaces such as chain lockers, duct keel, holds containing oxygen-depleting or toxic cargoes and adjacent compartments, the vessel's procedures for entering enclosed spaces as set out in the Safety Management System must always be followed.
- Make misleading broadcasts, for example enter cargo holds with a loud hailer to announce falsely that the space is about to be fumigated or sound emergency alarm and whistle, followed by the announcement of an "Emergency" or a "Fire" on board in the appropriate languages.
- If available, employ stowaway search companies to assist crew, such as DOG SEARCH. However, Members and Masters should keep in mind that even professional search companies using dogs do not always detect stowaways. As an extra precaution, the crew should carry out a final thorough stowaway search before the vessel sails.

Meanwhile it's strongly recommended that before a stowaway search company is appointed, their terms and conditions should be fully reviewed. This is to ensure that the shipowner has a right of recovery in the event of stowaways being discovered, and the search company having failed to detect them.

- An extensive search should be carried out before leaving port limits, drift in a safe place after drop-off of last out-bound pilot, so that if any stowaways are found, they can be disembarked at the same port.
- The Master should acknowledge that he is satisfied that a thorough stowaway search has been carried out, keep a record of the fact and enter a remark in

the official log book.

- In order to mitigate any penalties that may be imposed following a successful stowaway attempt, all shipboard stowaway searches made prior to and after departure, including details of the areas checked and all other precautions taken by the ship to prevent stowaways from boarding, should be recorded in writing. Such details may include accommodation/gangway watch arrangements, the employment of private security guards, identity checks, security rounds, accommodation entrance restrictions, illumination arrangements and the securing and sealing of access doors, cabins, storerooms and holds.

MEASURES if Stowaways Found on Board



Stowaways found in port or prior to departure

- Notify Owner, P&I Club, agent, and Port Authorities as early as possible to return the stowaway. If disembarkation offshore is required, suitable launch should be arranged.
- Proper personal protection, including surgical masks, gloves

and protective suits should be in place before being exposed to stowaways to prevent the spread of infectious disease.

If the attempted stowaway is discovered before sailing or while the ship is still in the territorial waters of the

State of the port of his or her embarkation, or in another port in the same State, FAL Convention recommends that State of embarkation should apprehend and detain the stowaway while no charge is to be imposed on the shipowner

in respect of detention or removal costs, and no penalty is to be imposed.

- Despite FAL Convention recommendations, many countries/areas usually impose fine and/or remove cost to Owners.
- Members/Masters should keep in mind that stowaways, especially foreign citizens are still not allowed to land in some countries, such as South Africa, even they are discovered at the same port.

Stowaways found at sea

- If one or more stowaways are found after sailing, another search should be carried out immediately.
- The Master should contact the shipowner without delay. The Club should be informed immediately thereafter to report the number of stowaways found, the ship's position, details of any cargo on board and the vessel's itinerary so that the Club can consider the best options which may include returning to the previous port or diverting to another port en route. Other Materials such as the Stowaway Questionnaire may be forwarded later.
- Collect stowaway evidence as per Appendix I and each stowaway should be interviewed individually as per the Stowaway Questionnaire in Appendix III. Once it is completed, the same should be reported to the Owner, the Club, next port agent and Port Authority so that repatriation can be prepared in advance.
- The Master should also produce a statement of the incident, confirming whether preventative procedures were followed.
- The shipowner should also inform the vessel's flag state.
- If it is impossible to communicate with the stowaway, an interpreter should be engaged ashore in order to gain an initial impression and obtain some basic information about the stowaway.
- Search the location where the stowaway was found in order to look for identification papers, personal belongings, weapons, and drugs which left behind by the stowaway. It should be remembered that stowaways may hide or destroy their identity papers and withhold information about their country of birth to try and avoid being repatriated.
- If drugs are found on the stowaway, take photographs and/or videos, and make a note of the circumstances in which the drugs were found.
- Care of stowaways on board

If stowaways are found, the Master needs to take action that follows the company's procedures and IMO guidelines. Ship operators and ships' crews have a duty to treat stowaways in their care humanely, whilst having due regard for the safety of others on board.

 - 1) Keep stowaways in a secure area or in a spare cabin or an area that is dry, warm and well ventilated, with proper sleeping facilities, if available, and access to toilet facilities, and adequate food and water for them to remain healthy.
 - 2) Separate stowaways, one cabin for one person, if possible. Cabins should be simply furnished and



any items that may be used by a stowaway to harm themselves or others should be removed.

3) Treat them well and fairly, for example, giving access to reading materials. Reassuring stowaways that they are to be well treated can render them more compliant, less of a problem and less of a security and safety risk. Video evidence of the stowaways being treated fairly should be taken during the course of the voyage as stowaways may sometimes allege that they were mistreated or harmed while on board to elicit sympathy from immigration officials or in an effort to postpone or avoid repatriation. Officials from immigration authorities or human right organizations might board the vessel to investigate whether stowaways are maltreated in some ports.

4) Wear disposable mask and gloves when handling a symptomatic stowaway (or a stowaway boarded at endemic zones for contagious diseases). Take the following actions to prevent the spread of disease until his health status can be determined:

- monitor the stowaway's status and measure his body temperature;
- isolate where the stowaway is at and cut

off the AC return airway there;

- disinfect the sewage treatment system and avoid direct exposure to it;
- report the stowaway's health status to the Owner and Port Authority and request shore medical assistance if necessary.

5) Inform stowaways of the emergency procedures in the event of a fire or abandon ship.

6) Stowaways should be guarded as closely as possible while the vessel is in port to prevent them from jumping ship which may render the ship operator liable to heavy fines for allowing "illegal immigrants" into a country. Moreover, if the stowaways are recaptured, the ship operator will also be held liable for all future expenses inclusive of guards costs. In some ports, stowaways might be kept by local police department temporarily after berthing to prevent them from escaping from the ship and sent back on board until the ship's departure.

7) Stowaways should not be allowed to carry out manual work on board, even if they wish to do so. However,

they may be requested to keep their accommodation clean and tidy.

8) Do not allow crew to become familiar or friendly with the stowaways.

- In the unfortunate event of a dead stowaway being found, the body should be searched for any form of identification and a written statement should be made by the person(s) who made the discovery. Statements should also be taken from any other stowaways on board. The body should be preserved until it can be landed ashore and returned to the deceased's family. Dead stowaways should never be buried at sea as the authorities may wish to investigate the incident to rule out foul play.



Repatriation

- After all interested parties have been notified, the Club will consider the most appropriate course of action, liaising with local Club correspondents as necessary. Once a port of disembarkation has been agreed, the Master will be advised of the repatriation arrangements that have been made.
- Repatriating stowaways is seldom easy. Some countries may not allow stowaways to disembark if they do not possess identification papers, and others may not grant such permission even if the stowaways have valid travel documents. In such cases it will be necessary for the stowaways to remain on board and, depending on the country, the local authorities may order the shipowner to employ security guards to ensure that they do not escape. However, if a vessel is trading to the same ports on a regular basis it may be possible for the stowaways to remain on board until the ship reaches the place where they embarked.
- Any disembarkation must be carried out officially in the presence of the vessel's local agents or P&I correspondents. Indeed, in some cases, whereas the Master is of good faith, the

stowaway has been known to have been handed over to people alleging to be local Authorities and the Master had handed over money to people who have released the

stowaway unofficially, causing dire consequences. When investigations are thereafter made by the Police, the vessel can enter into extreme difficulties.

- Repatriation of a stowaway from a foreign port can be both time consuming and expensive. In the case of shipowners operating liner services there is an alternative way of returning the stowaways to the port where the stowaway first boarded. Provided it is safe for the crew, the vessel and the stowaway, the stowaway remains on board until the ship returns to that port, although it would be necessary to advise and obtain approval from the immigration authorities at all intermediate ports.
- A stowaway may seek political asylum when the vessel arrives in port. In these circumstances, the immigration authorities will frequently take responsibility for the stowaway. It is possible to involve the United Nations High Commissioner for Refugees (UNHCR) should the authorities



refuse to disembark a stowaway who it is felt has a genuine case for asylum. The local authorities may in some cases demand a guarantee or other form of security from the shipowner, to cover all or part of the costs of detention and repatriation. If the stowaway is not granted asylum, the immigration authorities will make the necessary arrangements for repatriation of the stowaway back to the country of origin. However, the shipowner will most likely be held liable for the repatriation expenses.

- Vessels should not call at unscheduled ports to land stowaways unless instructed to do so by the shipowner after liaising with the Club, and only after any contractual issues have been discussed and agreed. If it is approved to divert the vessel to land the stowaways, Member/Master is required to collect all information in accordance with Appendix II Diversion evidence and report to Club.

P&I Cover for Stowaways

Once the Club is provided with collected evidence concerning the stowaway's identity, along with the ship passage plan, it will initiate the following process:

- 1) Discuss with shipowners to confirm the country of nationality/citizenship of the stowaway and prepare for repatriation.
- 2) Approach the relevant country's embassy or consulate to verify the nationality/citizenship of the stowaway and apply for temporary travel documents.
- 3) Contact the immigration authorities for consent on repatriation of the stowaway.
- 4) Make further arrangements for repatriation.

As provided in CPI Rules 2019/20 – Rule 3 Section 10, Stowaways and refugees,

“Expenses, other than those covered under Section 9 of this Rule, incurred by the Member in discharging his obligations towards or making necessary arrangements for stowaways or refugees or persons saved at sea, but only if and to the extent that the Member is legally liable for the expenses or they are incurred with the approval and agreement of the Managers in writing and they are not recoverable from any third party.

PROVIDED ALWAYS that

There is no cover under this Section for consequential loss of profit or depreciation arising from the rescue of refugees.”

The Club provides compensation for the following costs incurred by Members in terms of dealing with stowaways:

- meal expenses for stowaways on board (as per seafarer standard)
- repatriation expenses including flights and accommodation expenses (single-trip for stowaways and round-way for escorts)
- expenses relating to return of the stowaways, including charges by relevant authorities and costs incurred by local agents and lawyers
- pocket money for stowaways
- diversion expenses – covered in accordance with CPI's Rule 3 Section 9 Diversion expenses
- port state penalties for having stowaways on board – covered in accordance with CPI's Rule 3 Section 20 Fines

Update Stowaway in Some Countries/ Areas Provided by Local Correspondents

Cameroon (Provided by TCI Africa, Douala)

- Stowaway incidents have significantly declined in Cameroon ports. This is mainly due to the local police involvement in securing ports area.
- There are no mandatory prevention measures required by local authorities including watchman arrangement.

- No fine is applied by Cameroon authorities for landing a stowaway.

Cote D'Ivoire (Provided by TCI AFRICA CI)

- To date the number of stowaways embarking from the port of Abidjan has considerably decreased.
- There are no mandatory prevention measures

required by local authorities including watchman arrangement.

- There is no fine imposed by the Port Authorities for stowaway discovered before sailing from Cote D'Ivoire, but fine of EUR 1524.50 per stowaway will be imposed if stowaways are from other ports.

Kenya (Provided by Protecting and Indemnity (K) Ltd)

- The risk of stowaways to vessels berthed within the port is low. However, vessels that berth at the Mbaraki Wharf, the Base Titanium Terminal and at the buoys have a high risk of having stowaways.
- The port of Mombasa operates within the ISPS Code. While access into the port is only for authorized persons, occasionally unwanted persons and stowaways breach the port security. It is therefore highly recommended that vessels calling Mombasa employ gangway watchmen who help in screening unauthorized persons from accessing the vessel and who assist in stowaway search at the end of the vessel's stay at Mombasa prior to departure.
- There are no fines, only facilitation fees to the Immigration Department and the Marine Police to land the stowaway, payable per stowaway.

Morocco (Provided by MACLAIMS MARITIME MOROCCO)

- There is generally a moderate risk of stowaways in Moroccan ports. However, it has recently been experienced in Casablanca port several cases of stowaways.
- There are no mandatory prevention measures required by local authorities including watchman arrangement.
- Moroccan authorities only allow landing of Moroccan stowaways. It means in practice that in case a non-Moroccan stowaway would board a



vessel in a Moroccan port, it will not be possible to disembark him. Local authorities will require that the Moroccan citizenship of the stowaway is established, either in case the vessel returns or call a Moroccan port after an interview from Moroccan police, or if local correspondents manage to obtain the stowaway ID documents (from his family or from the local Moroccan Embassy, however, this second option usually takes several weeks). No fine is applied by Moroccan authorities for landing a stowaway.

Nigeria (Provided by West Africa Marine P&I NIGERIA)

- There is about one incident a month which are usually from Lagos. There are very few incidents elsewhere as ships usually go through long River journeys before getting to open sea. The majority of boardings are at Lagos by open boat as the vessel slows for dropping off pilot when the stowaways jump onto the rudder and hide in the rudder trunk. Most vessels sail in ballast so expose the rudder but may not have an accessible trunking.
- Watchmen are mandatory for each vessel but keep poor control over locals who can be stowaways posing as stevedores.
- There is a statutory fine of USD 2,000 per stowaway even boarded.

Senegal (Provided by TCI AFRICA DAKAR)

- Stowaways are often discovered onboard ships leaving Dakar although there is a decline in numbers due to reinforced access control by Port Authorities.
- The Port Authority request all arrived vessels to hire watchmen throughout the call and to also conduct a stowaway search prior to departure.
- Disembarkation of stowaway boarding at Dakar, the Port Authority, Police and Health services must be notified of any stowaway discovery in order to obtain landing permission. The absence of a proven stowaway-search will result in a fine to be imposed by the Port Authority in case stowaways are thereafter discovered from Dakar. The fine usually ranges from XOF 1,000,000 (EUR 1,524.4) to XOF 5,000,000 (EUR 7,622.4). Disembarkation of stowaways boarding from a port other than Dakar is no longer accepted by Dakar Port Authorities.

SIERRA LEONE (Provided by Africa Marine Services (Europe) Limited)

- Stowaways are often discovered onboard ships leaving Port of Freetown.
- There are no mandatory prevention measures required by local authorities including watchman arrangement.
- Landing stowaway boarding at Sierra Leone, Compulsory Formalities for identifying stowaway – stowaways are interviewed by Immigration and then they must be documented by SL Immigration.
- Landing stowaway from a port other than Sierra Leone, Compulsory Formalities for identifying stowaway – stowaways are interviewed by Immigration and then they must be documented by their own Embassy or High Commission if they have no travel documents.
- No fines are levied for stowaways. Stowaways can only be disembarked during daylight hours. There is no requirement to use a particular escort company.

South Africa (Provided by P&I Associates (Pty) Ltd)

- The stowaway situation at South African ports has not changed over the last few years. Stowaway attacks happen on a frequent basis especially at Durban. The security at the ports are adequate, however there are still cases of trespassers or potential stowaways gaining access to vessels at the port.
- The current ruling in South Africa is **“Should any unlawful person gain access onto a ship in a South African port, the person will automatically be deemed to be a stowaway unless the vessel can provide photographic, video or 3rd party evidence (terminal security) that the stowaway attempted to board the vessel in Durban”**.
- The private security guards are strongly recommended to be appointed to guard the vessel during the duration of her port stay. There should be three private security guards guarding the vessel at all times, one to control the gangway and the other two to patrol forward and aft of the vessel. It's also recommended that a professional stowaway search using dogs be conducted prior to the vessel's departure. Note that the appointment of a stowaway search company and private security are not mandatory requirements by the Port Authorities but a recommendation to P&I Clubs and their Members.
- **Stowaways are no longer permitted to be landed in South Africa.** Therefore, should an illegal foreigner gain access to the vessel he will not be permitted to be landed. The vessel will have to sail with the stowaway on board and he will have to be disembarked at another port, hence our recommendation to appoint private guards. It is therefore essential that no unauthorised person should be permitted to board a vessel. Any visitor to a vessel must produce a Transnet National Ports Authority (TNPA) permit.

Appendix I

People – stowaway evidence
<p>Details of all preventative measures taken to prevent stowaways boarding, including:</p> <ul style="list-style-type: none"> • watch arrangements • access restrictions • lighting • areas that were sealed off – such as the accommodation block, or holds not in use, and by what means.
Details of ship operator's stowaway procedures and advice, such as fleet notices.
Details of stowaway searches.
Record of completed stowaway checklists.
<p>Details of stowaways found, including:</p> <ul style="list-style-type: none"> • number of stowaways • when stowaways were found • where stowaways were found • possessions – whether these were on the stowaway's person or found after a further search • any documentation belonging to the stowaways.
Details of efforts made to establish their identities.
<p>Details of arrangements for stowaway's treatment whilst on board, including:</p> <ul style="list-style-type: none"> • record of food, water and clothing provided to the stowaways • any medical treatment given to the stowaways • record of where the stowaways were kept and the security arrangements in place • any additional security arrangements put in place, for example employment of shore security guards.
Record of relevant log book entries.
Witness statements – including statements from those who discovered the stowaways and any further information offered by the stowaways.
Details of the state of health of stowaways and details of any urgent medical assistance required.

Personal details of each stowaway					
1.	full name	15.	marks / characteristics	29.	employer's name
2.	passport type photograph	16.	religion	30.	employer's address
3.	place of birth	17.	language(s) spoken	31.	date and time found
4.	date of birth	18.	home address	32.	place of hiding
5.	nationality	19.	father's name	33.	port of boarding
6.	gender	20.	father's birthplace	34.	date and time of boarding
7.	description	21.	mother's name	35.	method of boarding
8.	age	22.	mother's birthplace	36.	reasons for boarding
9.	height	23.	parent's address	37.	identity document
10.	weight	24.	marital status	38.	type
11.	complexion	25.	name of spouse	39.	number
12.	hair	26.	nationality of spouse	40.	place of issue
13.	eyes	27.	spouse's address	41.	date of issue
14.	form of face	28.	occupation	42.	date of expiry

Appendix II

Diversion evidence
Details of reason for diversion.
Record of communications – record of correspondence and communications with ship operators and other parties in relation to the diversion, including notes of any telephone conversations.
Record of position of ship when diversion commenced.
Record of date and time when diversion commenced.
Record of distance steamed and time taken to reach diversion destination.
Record of position, date and time diversion completed.
Record of distance steamed and time taken to return to original voyage plan.
Details of any port expenses.
Record of oil and water statements from point of diversion to regaining original voyage.
Details of fuel used during diversion.
Details of seamen's wages, stores and provisions used during the diversion.
Details of all cargo owners.
Cargo manifest or bills of lading.

Appendix III

Stowaway Questionnaire

SHIP DETAILS					
Name of ship			IMO Number		
Flag			Port of registry		
Company			Company address		
Agent in next port			Agent address		
IRCS			INMARSAT Number		
Name of master					
STOWAWAY DETAILS					
Date/time found on board			Place of hiding		
Port of boarding			Date/time of boarding		
Intended final destination			Stated reasons for boarding the ship		
Photograph of stowaway					
Right		Front		Left	
Surname			Given name		
Name by which known			Gender		
Date of birth			Place of birth		
Claimed nationality			Country of domicile		
Religion			Home address		
Height (cm)		Weight (Kg)		Complexion	
Color of eyes		Color of hair		Form of head/face	
Marks/characteristics [e.g. scars, tattoos, etc.]					

First language	Spoken	Read	Written	Other language	Spoken	Read	Written
ID-document type	Passport			ID Card		Seaman's Book	
ID-document No.							
When issued							
Where issued							
Date of expiry							
Issued by							
Father's name				Father's birthplace			
Mother's name				Mother's birthplace			
Parent's address							
Marital status				Name of spouse			
Nationality of spouse				Spouse's address			
Occupation				Employer's name			
Employer's address							
OTHER DETAILS							
Method of boarding, including other persons involved (e.g. crew, port workers, etc.) and whether they were secreted in cargo / container or hidden in the ship							
Inventory of stowaway's possessions							
Statement made by stowaway							
Statement made by master (including any observations on the credibility of the information provided by the stowaway)							
Date(s) of interview(s)							
Stowaway's signature				Master's signature			
Date				Date			

China Shipowners Mutual Assurance Association , founded in Beijing on 1 January 1984 under the approval of the State Council of the People's Republic of China, is a non-profit mutual marine insurance organization. It safeguards the prestige and interests of its members under the laws and regulations of China, as well as the applicable international laws and practices. The Association is registered as a social organization at the Ministry of Civil Affairs in accordance with regulations of the State Council, and under the supervision and operational guidance of the Ministry of Transport of China.

The Association provides its members with a package insurance solution, which includes one-stop claims handling service and a variety of insurance products such as P&I, Hull & Machinery, FD&D, Charterers Liability Covers and War Risks. Over the past 36 years, with its service upgraded and reputation built at home and abroad, the Association has endeavored to become the largest P&I insurer in China and one of the leading underwriters in China's marine hull market.

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