

CERRITOS CONFERENCE 2021

Novice



4th SPD

TOPIC:

PIRACY IN THE GULF OF GUINEA

DIRECTOR: IRENE YEO

October 9th, 2021

To Delegates of CHSMUN Novice 2021

Dear Delegates,
Welcome to CHSMUN Novice 2021!

It is our highest honor and pleasure to welcome you all to our 2021 novice conference here at Cerritos High School. On behalf of the Cerritos High School Model United Nations program, we are proud to host this conference, where you will become more knowledgeable on international issues, participate in intellectually stimulating discussions, and create new and everlasting friendships.

The CHSMUN program continues to compete around the world as a nationally ranked MUN program. Our delegates utilize diplomacy in order to create complex solutions towards multilateral issues in the global community. Our head chairs are selected from only the best seniors of our program, undergoing a rigorous training process to ensure the highest quality of moderating and grading of debate. Furthermore, all the topic synopses have been reviewed and edited numerous times. We strongly believe that by providing each and every delegate with the necessary tools and understanding, he or she will have everything they need to thrive in all aspects of the committee. We thoroughly encourage each delegate to engage in all of the facets of their topic, in order to grow in their skills as a delegate and develop a greater knowledge of the world around them.

Although there will be a few changes to our conference due to Covid-19, our advisors and staff have put in countless hours to ensure delegates have an amazing experience. Our greatest hope is that from attending CHSMUN 2021, students are encouraged to continue on in Model United Nations and nevertheless, inspired to spark change in their surrounding communities. With this strong circuit consisting of over 500 delegates, CHSMUN Novice 2021 will provide a quality experience for beginner delegates to enhance their speaking and delegating skills.

If you have any questions, comments, or concerns, please contact us! We look forward to seeing you at CHSMUN Novice 2021!

Sincerely,

Anushka Panjwani & Naima Dellawar

sg.cerritosmun@gmail.com

Secretary-Generals

Dear Delegates,

I'm Irene Yeo (pronounced YO like yo-yo) and I am so excited and honored to be your director for 4th SPD of CHSMUN 2021. I am currently a senior and this is my fourth-year in MUN and I have to say that it has been the most stressful, yet also rewarding four years of my school life. Outside of school, I am working part-time at a Korean restaurant (Sommunan :)). If there is one thing special about me, it is that I can fall asleep anywhere and any time, literally. I love to spend time hanging out with my friends while getting food, biking, thrifting, or going on picnics, but I also love my alone time, probably taking a long 4-hour nap or binge watching Criminal Minds. Through this program, I have learned to speak to others, discuss issues on a national level, and most importantly, found myself becoming more confident in being able to become who I am. When I first joined freshman year, I felt very awkward and shy when I met people from other schools, but I've learned to enjoy the new meetings I've had with other students because you will find yourself recognizing faces in future conferences. I hope that you don't think of this conference as an opportunity for you to earn more awards, but enjoy it and see it as an experience to advance your skills! Don't be too stressed about this and simply try your best! If you have any questions about the topic or committee, feel free to email us anytime!

Sincerely,

Irene Yeo

Director, 4th SPD

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Committee Introduction:

The Special Political and Decolonization Committee is the UN General Assembly's fourth committee (SPD or SPECPOL). This committee was formed in 1993 as a result of the merger of two committees that widened the scope of their work from a prior focus on world decolonization in the twentieth century. Many former European colonies, notably those on the African continent, gained independence thanks to the decolonization committee's efforts. While SPECPOL continues to be interested in decolonization, with hearings on Western Sahara, Gibraltar, and other topics, the focus on decolonization has shifted. SPECPOL has taken on a role in monitoring the situation in Israel and Palestine, alongside UNRWA and the Special Committee to Investigate Israeli Practices Affecting the Human Rights of Palestinian People and Other Arabs of the Occupied Territories. Due to the largely obsolete focus of decolonization and the merger of two committees, this committee is flexible in terms of the topics it considers and will frequently focus on the political aspects of a situation rather than the broad humanitarian issues covered by the rest of the general assembly. SPECPOL has already provided recommendations to the UN Security Council through a number of resolutions that have the authority to call for action from other UN entities. The subjects for action span from the

Israeli-Palestinian conflict to decolonization and African political challenges, as well as the usage of space.

Topic: Piracy in Gulf of Guinea

Background:

Since 1982, piracy has been defined as “any illegal acts of violence or detention, or any acts of depredation, committed for private ends by the crew or the passengers of a private ship or a private aircraft,” by the United Nations Convention on the Law of the Sea. In the first quarter of 2019, the International Maritime Bureau (IMB) recorded 38 occurrences of piracy and armed robbery at sea, compared to 180 instances in 2017. Piracy has been particularly prevalent in Somalia, the Gulf of Guinea, Bangladesh, and the South China Sea. Due to stolen products, security, and insurance, the Gulf of Guinea takes a significant lead at an estimated cost of \$2 billion. During the years 2000-2004, the number of pirate assaults peaked at 350-450, then plummeted by about half in 2005. However, due to a huge upsurge in piracy off the coast of Somalia in 2008-2009, piracy increased once more.

Modern piracy has emerged in regions like the Gulf of Guinea as a result of increased demand for petro piracy, which involves stealing crude oil from vessels and pipelines in order to set up illicit refineries. Due to inadequate law enforcement capabilities, unscrupulous politicians, and a poorly deregulated oil industry, these countries are particularly prone to maritime crime and petro piracy. The amount of ransom requested by these organizations, and how much it has escalated in recent years, is one of the most serious concerns surrounding piracy. The average ransom in 2008 was projected to be between \$500,000 and \$2 million dollars. Piracy is a tempting alternative to the challenges that many people, with many earning only two dollars a day or being unemployed. A pirate's existence is notoriously tough and nearly invariably ends in death, which has resulted in a lack of legal repercussions. As of 2018, the Gulf of Guinea has been officially designated as the world's most hazardous zone for piracy and abduction. There were over 146 occurrences of piracy and armed robbery in the region in 2018, a 24 percent rise from 2017 and the highest level in the decade.

The Djibouti Code of Conduct (DCoC), the African Union's Lomé Charter, and the Yaoundé Code of Conduct are also in existence for anti-piracy activities in the Gulf of Guinea. Due to inadequate law enforcement abilities, corrupt authorities, high unemployment rates, and a mostly linked oil market, the current condition of maritime crime and piracy is deteriorating. One of the key driving causes behind piracy across the world is the uncontrolled oil industry. The Niger Delta, for example, has a considerable amount of offshore hydrocarbons, which has contributed to even greater poverty in the region, encouraging more people to engage in petro piracy. In 2009, the Nigerian government tried to stop piracy by introducing an amnesty and

stipend for ex-Niger Delta militants, which helped to curb the recruitment of some militants into piracy, but not many. In general, many inhabitants of underdeveloped nations turn to maritime piracy because they have no other viable choice for earning a living. This is also why pirates are so motivated to pursue piracy on the high seas: their lives are on the line. If governments give simpler or safer alternatives for individuals involved in maritime piracy, it may be simpler for pirates to leave the practice, eventually rendering piracy obsolete. Despite government attempts, petro piracy has been a burgeoning trend in the region since 2018, when such assaults increased by more than 60%.

Petro piracy is a crime in which oil tankers and cargo ships are targeted for the theft of oil and cargo. Nigeria, Guinea, Togo, and other West African countries have the highest rates of this crime. Another major issue that is complicating the situation right now is the difficulty in tracing the financial sponsors of maritime crime and piracy. Given the fact that over 75% of ransom money is routed straight into the wallets of financial backers, this problem is only growing in popularity. Financial backers also bring up the issue of abduction for ransom, which can be incredibly expensive and has recently become much more so. The typical ransom is around \$5 million USD, which causes problems for both governments and captives. The Malmo Declaration featured a chapter dedicated to this problem expressly to avoid ransom and crew kidnappings. This Declaration is significant in this regard since it places piracy on the UNEP's agenda alongside other environmental concerns. This is only one example of the treaties and declarations that have been made to secure the safety of the ocean and the environment, and it also demonstrates how law may have a huge influence on the safety of the countries who adopt the framework.

United Nations Involvement:

The UN Convention on the Law of the Sea, which has been in effect since 1973, is the current legal structure for controlling piracy. Because many countries surrounding the Gulf of Guinea lack the financial resources to support anti-piracy activities and lack consistent maritime laws and regulations, the present cost of piracy is estimated to be approximately \$1 billion, not adding the additional expenditures incurred by countries bordering the Gulf of Guinea. The IMB Piracy Reporting Centre (IMBPRC) has worked to provide governments, maritime industries, and response agencies in a 24-hour manned centre, with transparent data in regards to armed robberies on ships since 1991. The prompt transmission of reports and liaison with response agencies by the IMB PRC, its transmissions to shipping through the Global Maritime Distress and Safety System (GMDSS) Safety Net Services and email alerts to Company Security Officers, all provided free of charge, helped respond globally to piracy and armed robbery and the safety of seafarers.

The Security Council Resolution 2018 must be taken into consideration amongst international communities, as it has successfully unified regional States to design concrete steps

and protocols to combat piracy in the Gulf of Guinea. Alongside the well-known United Nations Convention on the Law of the Sea, adopted in 1982, in 2015, the General Assembly of the United Nations agreed to create a legally binding international instrument under UNCLOS on the protection and sustainable use of aquatic biological diversity in areas outside national jurisdiction. Resolution 72/249, adopted in 2011, states that countries agreed to the conservation and sustainable use of marine BBNJ, marine genetic resources, including questions on benefit-sharing (MGR), Area Based Management Tools (ABMT), environmental impact assessments (EIA), and capacity-building and the transfer of marine technology (CB&TMT).

Case Study: Gulf of Guinea

Frequent pirate attack incidents occur in the Gulf of Guinea in which it covers nearly half, marking 43% of all piracy incidents reported in 2020. Many times, there are crews of pirates that have been raided from the decks of their ships. Often, even in cases of cargo ships, the pirates are driven to commit this crime by physically hurting the crew members and raid them of their possessions. The pirates had total control of the ship and were able to flee quickly by transferring to another cargo ship 10 hours after the original raid.

Countries in the Gulf of Guinea are sadly subjected to these attacks on a regular basis, and preventing them is impossible due to the speed with which they occur. Despite the fact that this spacecraft had a security system, the pirates were able to locate and destroy the source before stealing the ship. Despite the fact that most ports have port security, it is typically only useful after the fact, and it is unable to assist ships being attacked in the midst of the ocean. Additionally, pirates have well-thought-out schemes that work past any protective measures that nations may implement. Finally, an effective and efficient way to assist cargo ships before, during, and after a pirate attack has yet to be developed.

Bloc Positions:

Western Bloc: When pirates are apprehended in certain cases, they are simply disarmed and freed. The problem is that ships arresting pirates don't have power over them, and NATO doesn't have a working detention system. This is due to the difficulty and expense of discovering and employing interpreters, and most governments are unwilling to arrest pirates for fear of being stuck with the pirates after their release. Furthermore, officials believe that approximately 10-50 percent of all pirate incidents are recorded.

Nations in the EU have successfully prevented and eradicated maritime piracy, indicating that they may be able to assist countries who lack the resources to eradicate maritime piracy as swiftly as they have. In terms of collaboration in the areas of investigation, sentencing, and

prison, it's worth remembering that many suspected pirates are still being tried in European Union member states. Several more are being transferred from EU-NAVFOR ships to piracy-stricken countries for prosecution, and they have demonstrated their capacity to suit accused pirates.

Latin America and Caribbean Bloc: Piracy is extremely dangerous for countries in Latin America and the Caribbean. Regrettably, pirates take use of the wide coastline and terrain to their advantage. Piracy is on the rise in this region, as South American pirates acquire access to firearms through the South American arms trade. Piracy and armed robbery claimed the lives of 854 sailors in Latin America and the Caribbean in 2017, up from 527 in 2016. The number of failed boardings and attacks, as well as thefts, has increased dramatically.

African Bloc: The emissions from the sea are not similar to the bloc of Latin America and the Caribbean. While promoting underwater emissions abatement, this is seen as a serious obstacle for them. South Africa is ranked 11th on the list of global sources of aquatic pollution and is involved in a number of illegal fisheries. Historically, countries in Africa and the Middle East have relied on foreign assistance to combat piracy. To begin with, various African countries have expanded their warships with the help of the United States, China, and Germany. The governments of Africa and the Middle East, on the other hand, seek to respond effectively to piracy and their reliance on the developed world.

Asian-Pacific Bloc: Asia is home to some of the world's most dangerous crime regions. One particular problem in Asia is the existence of various territorial conflicts, necessitating state cooperation in this region in order to eradicate piracy. Coastal guards and police vehicles are being updated in certain countries. Over the recent decade, Asian countries have made significant steps to combat piracy by building capacity, providing legal assistance, and improving their gear and procedures. The majority of Asian countries are still accessible for international collaboration with foreign collaborators on a regional and regional level. Maritime crimes, particularly piracy-related ones, have occurred often in China throughout the years. On January 28, 2000, police officials in Shanwei drove thirteen inebriated pirates to their deaths. A large vacant field was crowded with witnesses, including ladies and girls, who saw the 13 individuals kneel and be shot one by one.

Basic Solutions:

In efforts to maintain the safety of cargo travelling overseas, there are many different factors that play into finding solutions that will effectively reduce the danger and violence in the ocean. Be sure to focus on legislation that can be implemented in areas that are largely affected

by maritime piracy. Another solution that can be implemented efficiently is increased security in ports, as well as increased monitoring on boats as well as members of the crew for the ship. Organizations such as the AMLA, an anti-laundering service that provides proper insight on laws and regulations, can assist nations to correctly shut down accounts of infidelity. Another solution known as “Pirate Trails” which uses data and evidence from interviews with former pirates, government officials, bankers, and others involved in countering piracy, investigates the flow of ransom money paid out to Somali pirates operating in the Indian Ocean. While these are two main aspects that a delegate can focus on when researching, always look for different perspectives that may shed light on different aspects of the topic.

Questions to Consider:

1. How can we include the governments of countries who are most affected by piracy in the discussion on how to decrease violence in the ocean?
2. How can developed countries stop the increase in piracy attacks around the world and help other countries who are very affected by the effects of piracy?
3. What have other countries or organizations done in efforts to end piracy in certain areas? How effective are these efforts, and can your country follow their doings and can other countries do the same?
4. By what methods can we eradicate piracy as a whole in terms of governmental change and legislative action?

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