

International Maritime Organization (IMO)



Topic: Maritime Piracy

Director: Ivy Wilson

October 10th, 2020

To Delegates of CHSMUN Novice 2020

Dear Delegates,
Welcome to CHSMUN Novice 2020!

It is our highest honor and pleasure to welcome you all to our 2020 online novice conference here at Cerritos High School. On behalf of the Cerritos High School Model United Nations program, we are proud to host our very first virtual novice 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 this wasn't what we expected, our advisors and staff have put in countless hours to ensure delegates have an amazing experience at the online conference. Our greatest hope is that from attending CHSMUN 2020, students are encouraged to continue on in Model United Nations and nevertheless, inspired to spark change in their surrounding communities. CHSMUN Novice 2020 will provide a quality experience for beginner delegates to develop 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 2020!

Sincerely,

Anjali Mani and Karishma Patel

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Secretary-Generals

A Note From The Director

Delegates,

My name is Ivy Wilson, and I'm so excited to be your chair in IMO for CHSMUN 2020! In addition to doing MUN for 4 years, I'm also a 3rd-year varsity cheerleader at Cerritos and I also dance outside of school for up to 30 hours a week. If I'm not dancing my brains out, I also have a job at a shave ice shop in Carson that's super fun! Choosing MUN as a class for my freshman year was one of the best decisions I've ever made. In addition to learning a plethora of life lessons, I've been able to learn how to collaborate with different delegates with all kinds of backgrounds and make new relationships. I've had a bunch of fun laughs and made so many memories with cool people I've met through the class. If I'm not researching real-world issues for a conference, I really enjoy doing puzzles, watching The Office, and listening to awesome music from The Gorillaz, Tame Impala, and Frank Ocean, you already know the vibes! Even though there are many moments for serious discussion when we delegate countries, my favorite part about MUN is the times in between when we are ourselves and express our own interests as people. Remember, there's always time in your work-filled schedule to relax and enjoy yourself, and if you do your best, then you've already won. I can't wait to see what ideas you all will bring to the table! My email is always open for questions, and I'm excited to see you all soon! Stay safe and wear a mask :)

Sincerely,

Ivy Wilson

Director, IMO

Committee Introduction:

In 1948, the United Nations formed the International Maritime Organization to resolve the continuing issues of ship or other nautical vessel marine and air emissions, which is responsible for controlling shipping globally. As a United Nations specialist organization, the IMO has established a structure and standards for the maritime industry that is widely applied and adopted in the 195 United Nations-related nations, including the non-Member member states: the Holy Sea and the State of Palestine. More than 80% of world trade to citizens around the world depends on international shipping and the IMO reviews all facets of international shipping to ensure this critical sector stays clean, environmentally friendly, energy efficient and stable. In either case, given the fact that safety was and remains to be the most essential responsibility of IMO, another concern rose in terms of maritime piracy and how it affects countries around the world. The increase of the amount of oil being shipped by ocean and the extent of oil tankers was of great concern, seeing as how cargo ships would be stolen and sold on

the black market, while the workers on board would be dismissed as missing persons and be sold in human trafficking rings. The IMO has also held various conventions for the purpose of discussing maritime piracy, such as the International Convention for the Safety of Life at Sea which resulted in the International Ship and Port Facility Security Code. The ISPS Code is one of many codes that IMO Member States are required to implement into their governments, which ensures that security will be strengthened in these ports.

TOPIC: Maritime Piracy

Background:

Maritime piracy, the act of robbery or criminal violence by ship or boat-borne attackers with the intention of stealing cargo, valuable items, or properties, has been fluctuating from 1995 to present day. The International Maritime Bureau (IMB) had reported 38 incidents of piracy and armed robbery at sea in the first quarter of 2019 alone, and a total of 180 incidents in 2017. Maritime Piracy differs greatly from other organized crime issues due to the fact that it's not a trafficking issue, but rather a "violent, acquisitive crime". The regions of Somalia, the Gulf of Guinea, Bangladesh, and the South China Sea have been the greatest areas of maritime piracy. The Gulf of Guinea, however, takes a strong lead at an estimated cost of \$2 billion due to stolen goods, security, and insurance. Piracy attacks peaked at roughly 350-450 during the period of 2000-2004 and then dropped by almost half in 2005. In 2008-2009, however, piracy skyrocketed once again due to the dramatic increase of piracy off the coast of Somalia. Modern crime and piracy in places like the Gulf of Guinea is said to have arisen due to higher demand for petro piracy, the piracy aimed at stealing crude oil from tankers and pipelines with the aim of illegally setting up refineries. These regions are particularly vulnerable to maritime crime and petro piracy due to weak law enforcement abilities, corrupt officials, and a severely unregulated oil market. One of the largest issues behind piracy is the amount of ransom demanded by these groups and how much they have risen over the past few years. They have risen from tens of thousands to hundreds of thousands and are now even tapping into the millions. In 2008, the average ransom was estimated to be between \$500,000 USD and \$2 million USD. Typically, the economic status has almost entirely to do with the status of piracy in one's country. In Niger, with many earning just two dollars a day, or others being unemployed, piracy is an appealing alternative to the hardships that they face. The life of a pirate typically is extremely difficult and almost always ends up in death, which has led to a lack of legal consequences. In recent years, the Gulf of Guinea has officially been branded the world's most dangerous region for piracy and kidnapping as of 2018. As of 2018, there had been over 146 incidents of piracy and armed robbery in the region, a 24% increase from 2017, and even the highest recorded level in the decade. Moreover, in the Gulf of Guinea, the basic policies in place for anti-piracy efforts are the Djibouti Code of

Conduct (DCoC), the African Union's Lomé Charter, and the Yaoundé Code of Conduct. The current situation of maritime crime and piracy is worsening due to weak law enforcement capacities, corrupt officials, high unemployment rates, and a largely unrelated oil market. This unregulated oil market currently is one of the major driving forces behind piracy around the world. For example, the Niger Delta has large amounts of offshore hydrocarbons which have contributed to even more poverty in the region, leading more individuals towards petro piracy. The Nigerian government made an effort to halt this piracy in 2009 when they introduced an amnesty and stipend for ex-Niger Delta militants, which may have slightly reduced the recruitment of some militants into piracy, but not many. Overall, many citizens of developing countries often resort to maritime piracy due to the fact that they have no better option to receive a sustainable income. This is also why pirates are so incentivized to continue maritime piracy, simply because their lives depend on it. If countries provide easier or safer alternatives for those who are involved in maritime piracy, it can be easier for pirates to abandon the practice ultimately making maritime piracy outdated and even obsolete. Despite governmental efforts, petro piracy is the current booming trend in the region since 2018 when these types of attacks skyrocketed over 60%. In the simplest terms, petro piracy is a crime where oil tankers and cargo ships are targeted for stealing oil and cargo. This crime is most prevalent in countries like Nigeria, Guinea, Togo, and West African countries. Another large issue currently adding difficulty to the situation is the difficulty to trace financial backers of maritime crime and piracy. Considering the fact that over 75% of ransom money gained is being funneled directly into the pockets of financial backers, this issue continues to gain prevalence. Financial backers also tie into the issue of kidnapping for ransom which can also be extremely costly and has seem to become much more expensive now. The average ransom is about \$5 million US dollars which creates complications for governments as well as the hostages. In order to prevent ransom and kidnappings of crews, the Malmo Declaration had a subsection dedicated to this issue specifically. The significance of this Declaration in this topic is that it puts maritime piracy into the agenda for UNEP along with other environmental crises. This is just an example of treaties and declarations that have been created to ensure the safety of the ocean and the environment, and it also shows how legislation can provide a significant impact on the safety of the countries who implement the framework into their own government.

United Nations Involvement:

The current legal system regulating maritime crime and piracy is the UN Convention on the Law of the Sea and it has been in operation since 1973. Since many nations bordering the Gulf of Guinea lack the financial capacity to push anti-piracy efforts and tend not to have stable laws or policies regarding the sea, UNCLOS established exclusive economic zones (EEZ's) in order to boost multi national capabilities. However, these EEZ's have also complicated the situation seeing as they may not promote these regions to have financial stability on their own with personal incentive to help put maritime crime to a halt. The UNODC has determined that oil vessels in this region are attacked due to "a booming black market for fuel in West Africa." The current cost of maritime crime and piracy is said to be nearly \$1 billion dollars, not including

nations that border the Gulf of Guinea which incur additional costs. The European Union has made large financial contributions towards maritime security capacity building programs in the Gulf of Guinea, donating an upwards of \$60 million. These contributions help greatly in terms of ensuring that the security in international ports continue to be strong and effective, and that they won't be underfunded, which eventually results in corruption. \$30 million of these funds are going to support the strategic implementation of the Economic Community of West African States (ECOWAS) Integrated Maritime Strategy which is a framework that addresses piracy and armed robbery as well as human and drug trafficking, illegal fishing, oil theft, illicit resource extraction, and maritime crime.

Bloc Positions:

Western Bloc: In certain instances, when pirates are caught they are just disarmed and released afterwards. The concern is that ships catching pirates do not have authority over them and the North Atlantic Treaty Organisation (NATO) does not have a functioning detention system. This is because locating and recruiting translators is complicated and expensive, and most countries are hesitant to arrest pirates because after their liberation, the nation will be saddled with the pirates. In addition, it is claimed by officials that only 10-50 percent of all pirate attacks are registered. Countries in the EU have effectively prevented and eradicated maritime piracy, which means they can potentially provide help to countries who may not have the resources to eradicate maritime piracy as quickly as them. With respect to collaboration in the fields of investigation, sentencing and incarceration, it should be remembered that numerous alleged pirates are still actually being tried in member states of the European Union. Several more are being moved from EU-NAVFOR ships to countries suffering from piracy for prosecution and have shown their ability to sue alleged pirates.

Latin America and Caribbean Bloc: Nations in Latin America and the Caribbean are particularly vulnerable to incidents of piracy. Unfortunately pirates utilize the large coasts and terrain creatively to their benefit. Piracy is rising in this area violently, as South American pirates gain access to weapons through the arms trade in South America. In 2017, in Latin America and the Caribbean, 854 seafarers were plagued by piracy and armed robbery; an rise from 527 mariners impacted in 2016. Failed boardings and assaults, as well as thefts, had a large rise.

African Bloc: Marine emission is not comparable to the Latin America and Caribbean bloc. Considered a significant challenge to them while promoting underwater emissions mitigation. South Africa places 11th in the list of sources of aquatic pollution from around the world and is active in many illicit fisheries. Historically African and Middle East nations have relied on international aid to fight piracy. For starters, with assistance from the United States, China and Germany, several African states have extended their navies. The African and Middle Eastern governments, however, do want to react successfully to piracy, and their reliance on the developed world.

Asian-Pacific Bloc: Asia houses some of the world's biggest crime hotspots. One specific challenge in Asia is that there are several territorial conflicts, so national collaboration in this area is necessary to eliminate piracy. Some nations are updating their coastal guards and police vehicles. Asian nations have taken dramatic measures over the last decade to counter piracy by capacity development, legal aid and the upgrading of their hardware and techniques. The bulk of Asian nations remain regionally and regionally available for international cooperation with foreign collaborators. Over the years, China has experienced many incidents of maritime crimes, in particular piracy-related ones. On 28 January 2000, thirteen intoxicated pirates were driven to execution in Shanwei by police officers. There was a wide empty field packed with spectators, including women and girls, who saw those 13 people kneel down and be fired 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 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 maritime piracy in the discussion on how to decrease violence in the ocean?
2. How can developing countries prevent maritime piracy without depending on their government for financial resources?
3. How can developed countries stop the increase in maritime piracy attacks around the world and help other countries who are very affected by the effects of maritime piracy?
4. What have other countries or organizations done in efforts to end maritime piracy in certain areas? How effective are these efforts, and can your country follow their doings and can other countries do the same?
5. By what methods can we eradicate maritime piracy as a whole in terms of governmental change and legislative action?
6. What is your country doing to eradicate maritime piracy in their bloc or around the world?

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