

# International Maritime Organization (IMO)

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**Topic A: Maritime Piracy**

**Topic B: Oil Pollution in the Ocean**

**Director: Ivy Wilson**

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**POSITION PAPERS DUE on October 17th by 11:59 pm to Committee Email**

October 24-25, 2020

To Delegates of CHSMUN Advanced 2020

Dear Delegates,  
Welcome to CHSMUN Advanced 2020!

It is our highest honor and pleasure to welcome you all to our 2020 online advanced 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 advanced 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. With this strong circuit consisting of 6 schools and over 500 delegates, CHSMUN Advanced 2020 will provide a quality experience for intermediate 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 Advanced 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

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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 A: 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.

## Case Study: Gulf of Guinea

Pirate incidents had happened in the region and the Master had directed security steps to be enforced as per the Ship Safety Strategy. The pirates seized possession of the vessel through this, then transferred the shipment to another ship. The whole crew was put with their hands bound in the mess area. Two ABs were moving to the poop deck and forecastle but the main deck was also to be tracked. On the poop deck, forecastle and fencing around the submarine, the crew lined the deck and were wrapped with a single coil of barbed wire; they secured all the doors and switched all the exterior lights on. The chief officer found that a few lights had been disabled and ordered the Bosun to patch them. The main engine was operated such that the vessel could navigate quickly and routine patrols were performed by two ABs on deck. A tiny boat gradually entered the submarine, just after midnight. This halted halfway around the damaged lights where the freeboard was just 2 metres. The boat did not give the radar a reliable echo reading, because it was constructed of wood and clashed with the choppy water. The five people on board were pirates, and they were armed with machine guns. They worked their way back to the poop deck and saw the AB listening. The pirates asked that the AB carry them to the bridge or destroy him. The AB opened the door into the house and guided the pirates to the road. Once the pirates had built the bridge they requested to send the Chief Engineer to the bridge. Once he returned he was attacked and threatened he would be killed if he attempted to hack the generator and if they tampered with the turbines they would destroy every worker. The Second Officer was instructed to bring two of the pirates to the Master's cabin, while the other three stood with an AB and the Chief Engineer on the Bridge. The Master had been forcibly woken up, beaten and forced to open the safe and give the pirates all the gold. More pirates had come before the Master was carried to the Bridge.

The pirates had gained complete control over the ship, and they were able to escape swiftly by moving to another cargo ship they passed ten hours after the initial attack. Countries around the Gulf of Guinea unfortunately deal with these attacks frequently, and it's difficult to prevent it since it happens so quickly. While this ship had a security system on it, the pirates were able to find the source and destroy it before they stole the ship. Even though most ports have port security, they usually are only effective after the fact, and they aren't able to help ships as they are being raided in the middle of the ocean. Also, pirates have airtight plans that work very consistently that work around the measures that countries may put into place for protection. Ultimately, there has yet to be an effective and efficient solution that helps cargo ships before, during and after a pirate attack.

## 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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## TOPIC B: Oil Pollution in the Ocean

### Background:

Oil pollution — petroleum hydrocarbons — can enter the marine environment from a wide variety of sources including transportation (tanker operations or accidents, bilge and fuel oil, non-tanker accidents and atmospheric emissions), from fixed installations (coastal refineries, marine terminals) and from other sources ( e.g. municipal or industrial waste, urban or river run-off) along with natural inputs. The entire international community is affected by the health of the ocean in one way or another. Close to 44 percent of the world today lives in coastal areas. The ocean accounts for 90 per cent of global transport; it's a vast highway transporting container ships from Beijing to Sydney to San Francisco. The ocean bounty provides livelihoods to nearly 200 million worldwide fishermen, and is responsible for feeding more than one billion people. Carbon leaks are one of the largest causes of contamination across the seas. The Deepwater Horizon scattered 4.9 M barrels of crude oil into the Gulf of Mexico in 2010. The BP Deepwater Horizon oil leak triggered the release of more than 2.6 million gallons of oil into the Gulf of Mexico for almost three months. This oil leak was the second largest in the history of mankind. The deliberate release of more than 6 million barrels of oil into the marine environment during the Gulf War of 1991 was a main point in history that caught the public eye on the issue of oil pollution in the ocean. 8,332 animals were harmed by the spill and 11 people were killed. Although oil spills are devastating in the severity of their impact on the environment, they represent only about 12 percent of the sea oil. The ocean harbors, ecologically, the growing biodiversity of any ecosystem on the planet. Hundreds of thousands of distinct organisms have been detected in the ocean to date; furthermore, scientists expect that millions of species live in the deep recesses of the ocean floor, which are only waiting to be discovered. However, these innovative discoveries are put to a halt daily when millions of tons of oil spill into the ocean every single day. When looking into the different problems that are caused from oil pollution in the ocean, there is a diversity in what needs to be resolved. Not only are their financial issues of petro piracy involved with oil pollution, but there are also environmental issues that can be irreversible if this issue is not fixed in a timely fashion. Researchers plunged shovels and picks into the earth on Alaska 's rugged beaches and drilled 6,775 pits, regularly finding oil a dozen years after the notorious Exxon Valdez leaked its load. More than an ocean away on France's

Breton side, scientists surveying the destruction following another major oil spill find that food chain disruptions continued for more than a decade. This is just one example of how oil pollution affects smaller ecosystems in the ocean, and eventually lead to irreversible consequences, like the extinction of countless species and the demolition of homes for marine life. In addition to environmental issues, there are also plenty of economic downfalls that come with oil pollution. The discovery of oil in the Gulf during the 1930s and 1940s contributed to a major increase in trade. This development is largely responsible for the immense economic prosperity and geopolitical significance now synonymous with the area. So the Gulf region's socio-economic development is highly dependent on its marine quality of the environment. Considering that about 49 percent of the world's oil production comes from the Gulf States and passes through the Gulf, its pollution liability is about 48 times higher than any other similar area on earth. The Gulf is thus perhaps the world's most chronically oil-polluted marine area, even before the war. In other areas, fisheries are endangered as a multi-million dollar sector, and artisanal fisheries as a tool of great social significance. This is because the spills of oil are harmful to coral reefs, mangrove and seagrass areas. These habitats provide habitat and grounds for a variety of economically important species of fish and shrimp. Marine oil spills can have a major impact on marine life, as well as on the coastal economic activities and communities that exploit the sea's resources. Oil toxicity effects generally depend on a variety of factors including the oil composition and characteristics (physical and chemical), condition, exposure routes and regimen, and oil bioavailability. In addition to the normal environmental pressures of popular areas like the Gulf, a variety of socio-economic effects are expected owing to the various anthropogenic behaviors related to oil spills. These are summarized by the threat posed by the fish industry and desalination plants, which supply areas like the Gulf region with the freshwater of most populations, in addition to different forms of ecotourism, like scuba diving tourism. These areas depend on the ocean for most of their economic flow, which is why this issue is extremely prevalent in these areas since they're a detriment to their communities.

## United Nations Involvement:

The UN has taken various measures to protect the ocean from various crises, including oil pollution. In 1982, the international community adopted the Convention on the Law of the Sea, which applied maritime law to foreign waters so as to include the tools of the sea and the Universal Agreement for the Avoidance of Contamination by Boat, 1973, should be used safely and equally. Additionally, many countries have come together, increasing international cooperation for eradicating this global issue. One of the biggest territories that's most affected by oil pollution is the Arctic. With the increasing global temperatures, the United States, the Russian Federation, Norway, Denmark and Canada both came to the realization that a need for effective national monitoring is a critical step that needs to be taken into account. The Treaty of Ilulissat established relationships and dialog between all those nations. In terms of resources, the United Nations have participated in the collaboration of various organizations and government agencies. Some of these include Helsinki Commission, Mediterranean Action Plan (MAP), and Commission for the Protection of the Black Sea. Some government agencies include Australian Maritime Safety Authority: Search and Rescue and Oil Spills, Environment Canada, and the

Ministry for the Environment in Iceland. The significance of these agencies is that they are within a government of a developed country, therefore they have some sort of financial capacity to assist smaller or less developed countries in eradicating this issue around them.

## Case Study: Lomonosov Ridge in the Arctic

Separating the Amerasian Basin from the Eurasian Basin, the Lomonosov Ridge is a 1,800km long ridge near the Arctic. Although many countries are affected by oil pollution, the largest threat arises from increased continental shelf claims over this ridge. The issue that arises from Lomonosov Ridge is the continuous maritime territorial dispute due to the fact that it would give the nation owning it almost half of the Arctic region, including its oil. Countries like Denmark, Canada, and the Russian Federation declare that the ridge is an extension of their continental shelf. In 2004, Denmark ratified UNCLOS and submitted claims of the Lomonosov Ridge, and is trying to prove that part of the ridge is an extension of Greenland, which is Danish territory. However, Russia is enraged because Canada's claim infringes into that of Russia's continental shelf claims. Therefore, Russia is arguing that the ridge is their territory by stating that it is an extension of the Siberian continental shelf, arguing that the ridge is the natural element of Russia's continental margin. Additionally, a recent military growth in the region by Russia, demonstrated through the creation of military bases and large scale activities, has resulted in increasing doubt over its territorial desires. After collecting scientific proof, Denmark, Canada and Russia have all introduced submissions to the Commission on the Limits of the Continental Shelf (CLCS) pertaining to occupying this underwater mountain range that extends across the Arctic Ocean. As a result, many negative effects have put a toll on the Arctic territory not just in the ocean but on land. By sending people to the Arctic and having these territorial disputes, it interrupts the ecosystems there and even creates oil spills that are extremely difficult to fix due to the abnormal temperatures.

One of the more controversial actions taken on by the government of Russia in this region was an undersea expedition called Artika 2007. Here, Russian scientists collected samples of soil to further research their claims on Lomonosov Ridge and put a flag under the North Pole. Russia and Denmark both claim to have evidence that proves that some part of this range is their continental shelf, making it their sovereign territory. In addition, Canada claims that this ridge overlaps the Danish ones at the southern end of the ridge. The overlapping claims to the Lomonosov Ridge results in the possibility of disputes. Regardless, this just shows how quickly a territory can be ruined when it becomes collateral damage to manpower and politics.

## Bloc Positions:

**Western Bloc:** Seeing as how most countries in this bloc have the economic and financial capacity to contribute to mitigating oil pollution in the ocean, there have been many ways that these countries have done this. In the past, the US has built close alliances with Western Europe through diplomatic contacts to assist in European Integration policy reforms. Their current natural resource supplies may help the rest of the world move away from the strong fossil-fuel dependency. While moving away from the usage of fossil fuels is a difficult task, it can reduce transportation of oil around the world, making the issue easier to control and eventually eradicate. In 1975, NATO released a press service resolution that contained their opinions and ideas on marine pollution. Some of these solutions include programmes designed to eradicate oil pollution and amendments to the Convention for Prevention of Pollution of the Sea by Oil. It also called for increased research on scientific aspects of oil pollution and its impact on the ocean, which is extremely beneficial to the international community.

**Latin America and Caribbean Bloc:** Many countries in Latin America rely heavily on ecotourism and biodiversity for their economy. Many tourists come to Latin America to see its beautiful landscape, but oil pollution puts a detriment on the economy since it ruins the landscape. In 2019, there was a major oil spill in the South Atlantic Ocean near Brazil, where more than 4000 tons of crude oil were sticking to the coast from August to past November. Brazil is a prime example of a country that has a government that won't be much help in a crisis like this. Jair Bolsonaro, president of Brazil, was criticized among other government officials for not responding quickly enough to the issue, and for not taking the issue as a priority. While Navy fleets were sent out to break up large patches of oil in the ocean, they weren't released until November, almost 4 months after the oil was introduced to this part of the ocean. In the Caribbean, there are many small islands and banks that hold small communities that depend on water not just for survival, but for financial income. This is why the Caribbean has taken many preemptive measures towards preventing oil pollution around them. One of these measures include the Caribbean Environment Programme, which has a sub programme for assessing and managing environmental pollution. This programme is affiliated with UNEP and has coordinated activities related to Oil Spills Protocol and implementing training programmes in places like Curacao, where they need a marine pollution emergency response centre.

**African Bloc:** Many countries in Africa rely on outside trade and imports for their resources, but this also means that they can be negatively affected by countries that are more developed than them. For example, in June of 2020, South Sudan experienced heavy oil spills coming in from China, as they were being trailed by the exports coming in from that country. To respond to this issue, Sudanese human-rights groups stated that they are seeking an injunction to stop major Chinese petroleum companies from exporting heavy (and potentially dangerous) amounts of oil in such short amounts of time. The group, Hope for Humanity Africa, is currently expecting a \$720 million compensation for the damages done to the land by the oil in the ocean. Officials say that grazing land around the coast has been ruined, meaning that animals around this area that may be hunted for food can become poisonous or it can ruin food chains in the ecosystems, and ultimately affect the food for humans. In other words, oil pollution can go as far as affecting humans and their basic necessities, and it should be eradicated in a timely fashion, especially in places where they are still developing.

**Asian-Pacific Bloc:** In Asia, there are two major oil spills recorded every year around their coasts. Many Asian citizens follow a regimented pescatarian diet, meaning they eat mainly seafood or food from the ocean. Seeing as how there are many oil spills in the ocean around this area, it can affect their diet, their health, and ultimately affect populations around the continent. However, popular countries like China strongly support the usage of fossil fuels and the exportation of fossil fuels, especially oil. Since they have access to so much oil on land, much of their trade involves major oil companies, such as China Petroleum Corp. and Petroliam Nasional Bhd.. Companies like these export so much oil that it has become the bloodline of the country's colossus of an economy. While it hosts the most amount of people in the world, an Asian country's policy can vary as to whether or not they care more about its people or its economy.

## Basic Solutions:

As stated before, there are many different problems that arise when oil pollution hits a state or country. There are environmental, economic, and criminal issues that can be solved through legislation, monitoring systems, prevention, and different forms of improvement. Some examples of implementing legislation for eradicating oil pollution is the Bonn Agreement. In 1969, the North Sea Oil Contamination Cooperation Agreement (Bonn Agreement) was formed to assist in the safety of the North Sea region's maritime resources in the event of accidents concerning oil pollution. For many decades the Bonn Agreement has played a major role in controlling emissions in the area. However, since this agreement is from over 50 years ago, there's a possibility that it may be outdated, which means that new legislation is still a feasible solution. Some examples of environmental solutions include more general applied environmental modeling, which equally involves Environmental Information Systems (ENVISs), is addressed in where the question is approached from a socio-economic environmental point of view and the decision-making strategy reflects an aggregation of tools and analyzes to solve the real-world problems, including feedback from related stakeholders. Another is an oil spill prediction service that has been set up in the Mediterranean Sea, known as the Mediterranean Decision Support System for Marine Safety (MEDESS-4MS), whose underlying concept is the integration with the Copernicus Marine Environmental Monitoring Service (CMEMS) of existing regional models and national ocean forecasting systems. This is one of the many monitoring services that have been implemented in order to focus awareness on the issue so that organizations can discuss further collaboration and actions against oil pollution.

## Questions to Consider:

1. How can administrative responsibilities be held in areas that may have been negatively affected by oil pollution and have corrupt governments or unstable living conditions? In other words, how can an organization against oil pollution in the ocean stay effective in areas that may be developing?
2. What is your country's policy towards oil pollution in the ocean, specifically on solutions to eradicate it?

3. How can you implement your country's policy into different international discussions regarding oil pollution, and how can they contribute to collaborations in the future?
4. Is your country personally affected by oil pollution or is its maritime relations affected, whether it be trade, cargo or transportation?
5. How can your country contribute to preventing further pollution and remedy some of the damage that's already been done to the ocean? (financially, environmentally, socially, etc.

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