

International Maritime Organization

"In the absence of justice, what is sovereignty but organized robbery?". Saint Augustine

Topic A: Combating maritime piracy and armed robbery against ships

The international community is facing large problems in bringing pirates to justice nowadays, causing substantial global economic losses. Maritime piracy consists of any criminal acts of violence or detention committed for private ends by the crew that is directed on the high seas against another ship. These acts of criminality not only endanger the lives of seafarers but also endangers the continuity of maritime routes and the economic well-being of many nations.

Despite continuous efforts from the international community, piracy and armed robbery at sea remains an ongoing issue in the present day. Numerous incidents have been reported in various regions such as the straits of Malacca and Singapore. As a consequence pirates often target commercial vessels, abduct crews, and plunder cargoes, undermining trust in maritime trade and adversely affecting the global economy. The majority of pirates operate near the major commercial routes that according to an IMO report this 2023 the routes convey 90% of the global commerce in volume and 80% in value since most nations rely on the import or export of natural resources, energy or manufactured commodities. The routes must be protected and secret to ensure global commerce and maintain economic stability. Addressing the issue of piracy is not only a matter of maritime security but also a vital step in upholding the interconnection of the world.

Piracy has a very historical and deep legacy, from the Caribbean buccaneers since the 17th and 18th century to the modern Somali pirates. After the collapsation of the Somalian government the country's continuous state of disorder would generate piracy to become a threat to global security. While consistent evolution has been made between pirates, organizations still persist to this day, seeking new opportunities to gain an economical advantage.

A total of 84 incidents of armed robbery against ships (80 actual and four attempted incidents) were reported in 2022. Of the 84 circumstances, one was an incident of piracy, involving a fishing boat in South China Sea, and 83 were armed robbery against ships. This accounts for a 2% increase in total number of incidents in 2022 compared to 2021. A total of 82 events comprising 77 actual incidents and five attempted assaults were reported in 2021.

In other situations, the incidents from the Straits of Malacca and Singapore were a total of 55, reported in the Straits of Malacca and Singapore (SOMS) in 2022. All incidents

occurred in the Singapore Strait (SS). No assault was reported in the Malacca Strait. This accounts for 65% of the total number of incidents reported in Asia, which were 84. Of the 55 situations, 35 incidents occurred in the eastbound lane of the Traffic Separation Scheme (TSS), 11 in the precautionary area, six in the westbound lane, two outside the TSS and one incident in the separation zone.

The consequences of maritime piracy are deeply concerning. They range from human lives and crew kidnapping to possession of merchandise causing elevation in transportation costs, reducing investments from other nations and jeopardizing global energy security. Furthermore these criminal acts destroy confidence in maritime trades and destabilize the economies of affected nations.

Pirates are continuing to discover new strategies to challenge the innovative security measures. With the new advances of technology these groups of people are discovering more sophisticated methods surpassing the effectiveness of the portable-solving strategies against maritime piracy and robbery.

This committee is expected to work in collaborations to address maritime piracy and armed robbery against ships. The nations are expected to enhance international cooperation, strengthen the security on critical maritime routes and promote the enforcement of essential laws and regulations. Furthermore exploring innovative strategies with the use of technology to ensure the safety of commercial routes. The IMO anticipates that this committee will take effective measures to end the problem and ensure the oceans safety and prosperity for all.

GUIDING QUESTIONS:

1. How can international cooperation be improved to combat maritime piracy effectively?
2. What measures can be taken to enhance the security of maritime trade routes in dominant piracy areas?
3. In what ways can the nation facilitate the enforcement of already established laws and regulations to combat piracy?
4. How can technology be a leverage to combat maritime piracy more effectively?
5. What role can regional governments and organizations from the affected countries play in addressing maritime piracy?
6. Evaluate a balanced approach to end piracy and respect the rights and interests of all the nations involved in maritime activities.

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