

# IMO

*Novice  
Specialized*



**TOPIC:** Combating Piracy in the Malacca Strait

**CHAIRS:** Aidan Merriman, Cameron Fraenkel

LAIMUN XXIX

*December 2-3*

# ☛ LAIMUN XXIX ☛

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**LAIMUN XXIX**

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## Letter from the Secretaries-General

Dear Delegates,

On behalf of our entire staff, it is our pleasure to welcome you to Session XXIX of the Los Angeles Invitational Model United Nations (LAIMUN) conference. LAIMUN XXIX will take place on Saturday, December 2 and Sunday, December 3 of 2023 at the Mira Costa High School (MCHS) campus.

Our staff, composed of over 120 MCHS students, has been working tirelessly to make your debate experience the best it can be. You will find your dais members to be knowledgeable about the issues being debated and MUN procedure. We pride ourselves in hosting a conference that is educational and engaging, and we hope you take advantage of that as you prepare and debate.

At LAIMUN, we value thorough research and preparation. We ask that delegates write position papers following [these directions](#). The deadline to submit position papers to be considered for Committee and Research Awards is Friday, November 24 at 11:59 PM PT. The deadline to submit to be considered for Committee Awards is Thursday, November 30 at 11:59 PM PT.

We also encourage all delegates to read the [LAIMUN Rules of Procedure](#) for conference-specific information and as a reminder of points and motions that can be made during committee.

Feel free to reach out to our staff with any questions or concerns you may have. Delegates can find their chairs' contact information next to their committee profile and the Secretariat's email addresses on the staff page. Any member of the LAIMUN staff will be happy to assist you.

We look forward to seeing you in December!

Sincerely,

Akash Mishra and Lily Stern  
Secretaries-General, LAIMUN XXIX  
[secretarygeneral@mchsmun.org](mailto:secretarygeneral@mchsmun.org)



## Introduction to the USG

Hi Delegates!

My name is Aidan Tacinelli and I am honored to welcome you to LAIMUN XXIX! In my fourth and final year of Model UN at Mira Costa, I am the Under Secretary-General of the Specialized Branch, and I cannot wait to see what everyone has prepared for debate.

In the Specialized Branch, we have selected extremely current and pressing topics that will require research and preparedness. Be sure to bring your creative solutions, accurate country policy, and active enthusiasm to each of your respective committees. All of our chairs are excited to see the level of debate brought about by delegates, and are ready to accommodate you in any way that they can.

With that being said, we want to create a safe space for everyone to share their ideas and form solutions as a community. Please do your part in being respectful to other delegates and your chairs. Every staff member is held to a high level of professionalism, which you can return by dressing appropriately and following LAIMUN's guidelines.

We do not tolerate plagiarism or pre-written resolutions in any aspect. If any delegate is found to have plagiarized on their position paper, resolutions, or even speeches, they will be disqualified from receiving committee awards.

Don't forget to submit your position papers, prepare your speaking, and print out any papers you may need.

I can't wait to see each committee's resolutions and the passion that comes along with them. If you have any questions, you can reach me at [specialized@mchsmun.org](mailto:specialized@mchsmun.org)! You can also look on the LAIMUN XXIX website to email any of your chairs or other members of our secretariat.

Best of luck,

Lily Stern and Akash Mishra  
Secretaries-General

Aidan Tacinelli  
Under-Secretary General

## Introduction to the Dias

Hello delegates!

My name is Aidan Merriman, and I am so excited to be your head chair for LAIMUN XXIX! I am a senior at Mira Costa High School and have been in the MUN Program here for the past 4 years. Sadly this is my last year chairing LAIMUN so let's make IMO Advanced the most fun committee there is! I have had some amazing experiences in MUN over the years, and have gained crucial skills for my future that I couldn't have gained outside of MUN. Speaking to rooms of over 200 people, making connections with strangers before committee, and working on elaborate research papers are some of the greatest things you can do to prepare yourself in life. In addition, I have formed unbreakable bonds with the people in MUN, and I will always cherish MUN for that. Outside of mun, I am the founder and president of our school's Business Ventures Club, and it brings me great joy to see the progress we've made in the business world. Some of my favorite hobbies include golfing, basketball, working out, and spending time with my friends and family. I am really looking forward to all of the creative solutions proposed and the ideas expressed in debate! If you are inquisitive about anything else about us, committee, or the topic, don't be afraid to reach out to [imo.nov.laimun.xxix@gmail.com](mailto:imo.nov.laimun.xxix@gmail.com) and we will appreciatively answer all of your questions!

Warmest Regards,

Aidan Merriman

# ΦΨ LAIMUN XXIX ΦΨ

Hello Delegates!

My name is Cameron Fraenkel and I will be one of your co-chairs in the International Maritime Organization Novice at LAIMUN XXIV. I am looking forward to seeing you all debate! I am a junior at Mira Costa and this will be my third year in the Model UN program. This will be my third year working in the Specialized branch at LAIMUN! Some of my favorite conferences were WMHSMUN at William and Mary College and BMUN at UC Berkeley!

In addition to MUN, I am a second degree black belt in Tae Kwon Do and I love to go to the gym! I have two great pyrenees dogs and a cat. Along with that, I love spending time with my friends whenever I get the chance, going to the beach, and listening to music.

In IMO Novice, we made sure to make our topics as relevant and interesting as possible. This issue will allow for all countries in our committee to succeed with their policy on the prevailing subject at hand. I am hoping to see a wide range of creative, thorough, and fun subtopics and solutions. I can't wait to see what you have to bring. Best of luck and be sure to reach out with any questions or concerns!

Best regards,

Cameron Fraenkel

## Committee Description

The International Maritime Organization is a specialized agency of the United Nations. Created in Geneva in 1948, with the first meeting occurring 10 years later in March of 1958, it operated there until 1982 when its headquarters was moved to Lambeth, London. The IMO consists of 4 pillars: the International Convention for the Safety of Life at Sea, the Convention for Standards of Training and Certification and Watchkeeping for Seafarers, the International Convention for the Prevention of Pollution from Ships, and the Maritime Labour Convention.<sup>1</sup> These 4 pillars serve a vital role in the levels of safety and environmental protection seen across the shipping industry today.

Since its creation, the IMO has had a major influence on the proceedings of global shipping and maritime security. The committee's initiatives encompass a broad range of critical issues, including ship design and construction, navigation, marine environmental protection, and the facilitation of international maritime transportation. The IMO sets standards for these issues and regulates shipping so the shipping industry proceeds safely and productively. The standards IMO sets would not be possible without a mutual, global effort to uphold the Conventions and drive further improvements, so the agreements made by countries in the IMO are incredibly important. Shipping is a truly international industry that can only operate with these mutual agreements from countries' respect to regulations and standards, so it is vital that countries in the

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<sup>1</sup> *International Maritime Organization*. <https://www.imo.org/>. Accessed 14 Oct. 2023.

IMO maintain a respectable and cooperative policy.<sup>2</sup> In the absence of the IMO, the shipping industry faces an imbalanced competitive landscape, and the committee acts as the platform for the enforcement of these elements. Through promoting collaboration among its member nations, the IMO strives to establish a stable and eco-friendly maritime sphere that maintains the utmost benchmarks for safety, protection, and accountability worldwide.

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<sup>2</sup>*Introduction to IMO*. <https://www.imo.org/en/About/Pages/Default.aspx>. Accessed 14 Oct. 2023.



## Topic: Combating Piracy in the Malacca Strait

### I. Background:

Dating back to the 1300s BCE, pirates were documented in the Mediterranean sea, conducting shipping attacks in North Africa. Whether it is recorded on clay tablets or through the internet, piracy continues to be a prevalent issue throughout thousands of years. With growing technologies and increasing amounts of competition during the 17th and 18th centuries, sailors found ways to legalize acts of piracy in this “golden age.” During this time, there are over 5,000 pirates recorded to be in the international waters.<sup>3</sup> Whether they were Muslim corsairs or Christian corsairs, pirates from all over would all use oar-powered boats to cut off sailors and sell the passengers as slaves. People became pirates because they wished to improve the difficult living conditions that arose from stagnant occupation. These caused overcrowding and displacement of smaller farmers, especially in England. Before being able to live independently, adolescents were able to become a sailor easier than seven-year long apprenticeships.

More recently, shipowners have brought up arming their ships, as there have been severe attacks that have needed military defense. Shipowners believe that governments are not taking enough action to stop piracy in international waters. One reason that they are unable to defend their ships well is because of technological advancements that have allowed for there to be a reduced number of crew on watercraft. This leaves most ships easily outnumbered when there

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<sup>3</sup>Durrant, Geraldine. “The Golden Age of Piracy.” *Royal Museums Greenwich*, <https://www.rmg.co.uk/stories/topics/golden-age-piracy>.

are groups of pirates heavily armed with sometimes even double the amount of people on board. Additionally, 80% of pirating occurs on ships that are anchored, not at sea.<sup>4</sup> Pirates will loot these ships and steal any valuable items, ranging from expensive pieces of jewelry to stewed away cash. On top of robberies, modern pirates– similar to those throughout the ages– continue to steal, murder, and attack those around them. In 2020 alone there were 229 piracy attacks where hundreds of people were hostages and trade flows were disrupted according to the IMO.<sup>5</sup> Even in the mid-20th century, piracy was evident. Along with these malicious attacks, many shipping lines hire people short-term, which could include terms ranging anywhere from a few months to a single day. This causes difficulties when trying to keep track of shipping companies' crews in this globalized society. An additional issue that arises is the fact that many ship captains have no immediate relation to the company they work for, leading to complications in crew ability. If the captain was given the ability to choose his crew, then they may not have any contact whatsoever to the shipping company which allows pirates to continue with their crimes with no repercussions. In order to lessen pirates' abilities to conduct crimes without being caught, reformation needs to occur within the crews of major vessels..

Severity behind piracy in the Malacca Straits heightened in 1954, when people from Northern Vietnam fled to Southern Vietnam to escape prosecution from the Viet Minh regime and the communist government. Sometimes on these extremely dangerous ventures,

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<sup>4</sup>McCauley, Adam, and Edgar Su. "Pirates in Southeast Asia: The World's Most Dangerous Waters." *TIME*, <https://time.com/piracy-southeast-asia-malacca-strait/>.

<sup>5</sup>"Practice makes perfect: simulated trials in East Africa aim to help prosecute pirates." *unodc*, 18 August 2022, [https://www.unodc.org/unodc/en/frontpage/2022/August/practice-makes-perfect\\_-simulated-trials-in-east-africa-aim-to-help-persecute-pirates.html](https://www.unodc.org/unodc/en/frontpage/2022/August/practice-makes-perfect_-simulated-trials-in-east-africa-aim-to-help-persecute-pirates.html).

Chinese-Thai fishermen who were also pirates would attack these refugees. They would kill anyone who they believed were hiding any valuables. If they were not killed, there was a chance the pirates would kidnap the refugees. The stories from the Vietnamese boat people also mentioned how hatchets were thrown at them as a warning.<sup>6</sup> According to the UNHCR, It is recorded that between 200,000 and 400,000 boat people have died at sea with thousands of these deaths being caused by pirates.<sup>7</sup> Due to encounters and statistics like those pertaining to Vietnamese boat people, it is no surprise that the Malacca Straits is one of the most pirate-infested areas in the world.

The territorial waters that the straits reside in are controlled by Singapore, Indonesia, and Malaysia. The safety of these straits is at the responsibility of these countries. In Singapore, there are hundreds of boats going in and out of their ports every day. Since 1986, for shipping, they have had the busiest port globally. Yearly, they have about 140,000 vessel calls.<sup>8</sup> This has allowed for much prosperity, as they have been named the “Best Global Seaport” in 2022.<sup>9</sup> This award not only recognizes Singapore’s contributions to the global supply chain, but also recognizes their influence in maritime transformation. While this country has had great successes through the sea, the Malacca Strait continues to serve as a perilous place. Between the years of 1995 and 2013, 41% of the world’s pirate attacks occurred in Southeast Asia.<sup>10</sup> Whether this is

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<sup>6</sup>Quach, Samantha. “The Vietnamese Boat People: A Story of Trials and Tribulations.” *Pacific Atrocities Education*, 11 July 2019, <https://www.pacificatrocities.org/blog/the-vietnamese-boat-people-a-story-of-trials-and-tribulations>.

<sup>7</sup>“ACNUR México.” *ACNUR*, <https://www.acnur.org/mx/>.

<sup>8</sup>“Global Connectivity | Maritime & Port Authority of Singapore (MPA).” *Maritime and Port Authority of Singapore*, <https://www.mpa.gov.sg/maritime-singapore/what-maritime-singapore-offers/global-hub-port>.

<sup>9</sup>“The best ports in the world in 2022.” *Proseretek*, 5 October 2022, <https://prosertek.com/blog/best-ports-2022/>

<sup>10</sup>Placek, Martin. “Pirate attacks - statistics & facts.” *Statista*, 9 March 2023, <https://www.statista.com/topics/1290/pirate-attacks/#topicOverview>.

because of the favorable location or conditions people are in, it continues to be a costly problem. The One Earth Future Foundation conducted a study which found that maritime piracy cost the international economy between \$7 to \$12 billion dollars in 2012.<sup>11</sup> This is worth more than forty countries' GDPs, including states from Africa like Sierra Leone and the Central African Republic to islands in Central America such as Haiti and St. Vincent and the Grenadines.<sup>12</sup> All and all, the costliness and corruption caused by piracy in the Malacca Straits is a significant issue that the international community continues to deal with day by day.

## **II. UN Involvement:**

The United Nations Office on Drugs and Crime has a Global Maritime Crime Program that has been working to help by strengthening and coordinating attempts to stop piracy. In 1977, there was a Tripartite Ministerial Meeting about the safety of navigation in the Straits of Malacca, with specific attention to Indonesia, Malaysia, and Singapore. This meeting in Jakarta focused on the safety, security, and environmental protection of the three states. They agreed to establish a mechanism to meet on a regular basis with user states to discuss any issues and to further promote cooperation in keeping these straits open.<sup>13</sup> Various meetings have continued to take place through the IMO, but other than re-affirming sovereignty, rights, and jurisdiction, there has not been any substantial action that has taken place. There are aids to navigation funds, but Japan is the only consistent user state that has been providing financial assistance.

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<sup>11</sup>Bowden, Anna. "The Economic Cost of Maritime Piracy 2010." *One Earth Future*, 13 January 2011, <https://oneearthfuture.org/publication/economic-cost-maritime-piracy-2010>.

<sup>12</sup>GDP by Country." *Worldometer*, <https://www.worldometers.info/gdp/gdp-by-country/>.

<sup>13</sup>"." *Singapore Meeting on the Straits of Malacca and Singapore*, September 2007, <https://www.mpa.gov.sg/docs/mpalibraries/media-releases/older/spore-mtg-co-op-mechan-070904.pdf>.

More broadly, in 2000, the General Assembly passed resolution 55/25 which was a convention against transnational organized crime, addressing the protocols taken to prevent, suppress, and punish trafficking. They focused on the smuggling of migrants as well through land, sea, and air. This helped shed light on the increasing number of organized crime groups, as many pirates are becoming more advanced and are considered to be organized criminals. For example, dirty money gained from hijacking and ransom operations has been valued between \$339 and \$413 million dollars.<sup>14</sup> This information was found by using “Pirate Trails,” which is information that the UN collected through former pirates, people in the government, and bankers to investigate the flow of money in order to catch the Somali pirates. This was only successful because of the coordinated international action that took place in order to find the illicit funds being sent. Ensuring that the information provided is legitimate and strengthening measures taken to monitor financial flows is still needed in many countries, despite the numerous achievements that have arisen.

More recently, in 2021, the UNODC Executive Director, Ghada Waly said, “To advance development and promote prosperity, we must combat immediate threats to maritime security, while building local capacities and empowering coastal communities to manage the problem sustainably over the long term. This requires meaningful investment, commitment, and political will. Working together, we can keep our seas safe and free from crime.”<sup>15</sup> This is attempted to be

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<sup>14</sup>“Pirate Trails' tracks dirty money resulting from piracy off the Horn of Africa.” *unodc*, 4 November 2013, <https://www.unodc.org/unodc/en/frontpage/2013/November/pirate-trails-tracks-dirty-money-resulting-from-piracy-off-the-horn-of-africa.html>.

<sup>15</sup>“Global Maritime Crime Programme - United Nations.” *unodc*, <https://www.unodc.org/unodc/en/piracy/index.html>.

achieved through the UNODC's Global Maritime Crime Programme. This was established in 2010 as a prosecution model for piracy. It has assisted in providing adequate criminal justice support for the Indian Ocean region. While they have supported East Africa most extensively, they have been working to improve and expand their work throughout all six oceans globally. They have conducted visit, board, search, and seizure training, or VBSS training, for boarding teams from Malaysia and the Philippines in 2022. While they continue to provide education on how to combat maritime crime, it still prevails as an ongoing issue.

### **III. Topics to Consider:**

#### **A. Economic Implications**

It is evident that the Malacca Strait is one of the busiest Straits in the world, as roughly 24,446 container ships and 100,000 vessels passing through annually<sup>16</sup>. Thus, any disruption is sure to lose oil, consumer goods, and life— all of which damage the global economy. Because of the frequent flow of ships, there is more opportunity for pirates to hijack ships, for many of these trade ships are without proper defense to deter attacks. In addition, roughly 25% of all the world's traded goods pass through the strait, giving an incentive for criminals to cause havoc in the name of plunder. While it may seem odd for pirates to target this region, there are several economic explanations to why it is such a hotspot. For one, the increasing demand for

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<sup>16</sup>*The strait of malacca and the Indo-Pacific region: Between regionalization and Maritime Trade*. ISPI. (2022, December 9).

<https://www.ispionline.it/en/publication/strait-malacca-and-indo-pacific-region-between-regionalization-and-maritime-trade-32052>

Calamur, K. (2017, August 23). *High traffic, high risk in the strait of Malacca*. The Atlantic.

<https://www.theatlantic.com/international/archive/2017/08/strait-of-malacca-uss-john-mccain/537471/>

commodities and goods within the region causes an increase in traffic through the strait.

Indonesia, classified as an emerging market economy, continues to rapidly grow its economy, for it is the 16th largest economy in the world by nominal GDP, the 7th in terms of GDP, and largest economy in Southeast Asia. In 2022, the Indonesian economy grew by 5.3% and has been similar to that in previous years, highlighting their growth financially and economically each year. Considering that its economy is growing much quicker than even a healthy economy should grow, this continued development means more Indonesian goods are produced and more are shipped in. Thus, it is evident that this increased trade will lead to more piracy, for more ships means more raiders.

In addition to Indonesia's economic development, Singapore, a prosperous nation located in the strait, has recently announced it will be constructing an absolutely massive, fully automated container port. The Tuas Port will be one of the most technologically advanced and sustainable ports in the world, leading many economists to estimate that Singapore will become the leading transshipment hub in Asia.<sup>17</sup> It is predicted to be an extremely efficient and busy port, leading the Malacca Strait to see a major increase in its traffic. While Singapore handled 37.2 million twenty foot-equivalent units as of 2021, the port, when fully operational in 2040, will have the capacity to handle 65 million TEUs annually. Moreover, in both of these instances, this increased amount of imports and exports means more container ships, more trade vessels, and—consequently—more pirates, unless this dilemma is properly dealt with. When

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<sup>17</sup> 1, P. S. (n.d.). *Singapore inaugurates first phase of massive Tuas Container Port*. The Maritime Executive. <https://maritime-executive.com/article/singapore-inaugurates-first-phase-of-massive-tuas-container-port>

developing solutions, it is important to develop comprehensive plans that are scalable to the rapid economic development occurring in many Southeastern Asian Countries.

## B. Understanding the Malacca Strait Region

To grasp the severity of the topic, one must first understand the geographic region in which the Malacca Strait resides. The Strait of Malacca is 500 miles long, with a width fluctuating between 40 and 155 miles. With its location in Southeast Asia, it sits in between the Malay Peninsula to the northeast and the island of Sumatra to the southwest.<sup>18</sup> While on paper this seems insignificant, it serves as the main shipping channel between the Indian and Pacific Oceans, making it one of the most significant shipping lanes on the global stage. The main countries located in the strait and which are severely affected by piracy include Indonesia, Malaysia, Singapore, and Thailand. To understand the economic significance, several large port cities reside in the region, making the strait crucial to residing countries.

When crafting solutions, it is important to keep in mind regional powers and their interests. In order to reduce lost product and profits, Thailand has proposed to create a canal through the Isthmus of Kra, which China has even offered to cover the costs— however— this project will likely not come to fruition due to large financial and ecological costs. Another solution proposed would be to build an oil pipeline through the same isthmus. If developing a solution of the like, it is important to survey the massive ecological costs and financial burden, or finding a way to cut the expense of both these areas.

## C. Ensuring Regional and Maritime Security

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<sup>18</sup> Encyclopædia Britannica, inc. (2023, May 31). Strait of Malacca. Encyclopædia Britannica. <https://www.britannica.com/place/Strait-of-Malacca>



The incentive to steal products, paralleled with inadequate military defense from neighboring nations, explains the alarming amount of pirate attacks and the danger posed by these attacks. It is no wonder that the region had 69 pirate attacks: 48 of them occurring in international waters, 13 in territorial waters, and 8 near port areas.<sup>19</sup> In comparison, another hotspot of piracy attacks, the South China Sea, experienced 16 piracy attacks, 9 in international waters and 7 near port areas. While Piracy in the Northern areas of the South China Sea can be significantly reduced because of China's military strength, the Malacca Strait suffers from inadequate border and maritime security, since Indonesia, Singapore, and Malaysia lack the necessary equipment and navies to reduce piracy. The constant flow of ships passing through the Strait requires extensive funds to maintain security, and with many, if not most, of the ships delivering their cargo to other countries, such extensive funds for a robust maritime patrol would come with little economic benefit.<sup>20</sup> Thus, when creating security solutions, it is important to consider the affordability of ensuring security among these nations and potentially using an outside body to monitor the waters, all at the same time as avoiding sovereignty complications.

While increasing security through preventative military measures is imperative, it is important to understand the root motivation for piracy. While Indonesia has a massive economy, its vast number of people, at 254 million, leaves a GDP per capita at \$4,333 dollars in 2021.<sup>21</sup> As

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<sup>19</sup> Placek, M. (2023, March 9). *Piracy attacks in Asia by location*. Statista. <https://www.statista.com/statistics/1122021/piracy-attacks-asia-by-location/>

<sup>20</sup> Author, Guest. "IT'S THE ECONOMY: EXPLORING INDONESIA'S PIRACY PROBLEM." *Center for International Maritime Security*, 24 Dec. 2014, [cimsec.org/economy-stupid-exploring-indonesias-piracy-problem/](http://cimsec.org/economy-stupid-exploring-indonesias-piracy-problem/).

<sup>21</sup> *GDP per capita (current US\$) - Indonesia*. World Bank Open Data. (n.d.). <https://data.worldbank.org/indicator/NY.GDP.PCAP.CD?locations=ID>

a result, 60% of Indonesians in coastal communities will consider the option of piracy to provide for their basic needs. When addressing the root causes of piracy, economic solutions that reduce poverty and piracy simultaneously will be effective.

#### IV. Case Study: Somali Pirates

When formulating solutions for piracy in the Malacca Strait, it is important to look at the past and see where piracy used to pose a threat but is now under control or non-existent. In a more recent piracy issue, Somali pirates in the Gulf of Aden used to pose a massive threat to maritime trade. After the collapse of the Somali State in 1991, an adequate government and a navy capable of sanctioning and removing pirates was non-existent, leading to an escalation of piracy in the Indian ocean, more specifically in the Gulf of Aden. Like the Malacca Strait, the Somali pirates found significant opportunity in ships passing through a valuable trade route—the Red Sea from the Suez Canal, which carries 12% of global trade.<sup>22</sup> However, as these attacks mounted, the United Nations began to work to create global solutions to reduce these events, such as Resolution 1816<sup>23</sup>, Resolution 1851<sup>24</sup>, and coordinated military efforts, especially Operation Atalanta, which was a European Union military mission to protect vessels delivering aid to Somalia. These solutions and more alike were successful at slowly deterring piracy in the region, for no successful hijackings have been reported since 2017 and attacks have declined

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<sup>22</sup> Brigham, Dr. “The Suez Canal and Global Trade Routes.” *U.S. Naval Institute*, 29 Aug. 2022, [www.usni.org/magazines/proceedings/2021/may/suez-canal-and-global-trade-routes#:~:text=Today's%20shortest%20sea%20route%20between,12%20percent%20of%20global%20trade](http://www.usni.org/magazines/proceedings/2021/may/suez-canal-and-global-trade-routes#:~:text=Today's%20shortest%20sea%20route%20between,12%20percent%20of%20global%20trade).

<sup>23</sup> “UN Official Documents.” *United Nations*, 2 June 2008, [www.un.org/en/delegate/page/un-official-documents](http://www.un.org/en/delegate/page/un-official-documents).

<sup>24</sup> “UNSCR Search Engine for the United Nations Security Council Resolutions.” *UNSCR*, 16 Dec. 2008, [unscr.com/en/resolutions/1851](http://unscr.com/en/resolutions/1851).

sharply since 2013.<sup>25</sup> Because of the immense success from reducing Somali piracy in the Gulf of Aden, it makes a great example for dealing with piracy in the Malacca Strait. While there has been a decline, incidents soared to 358 attacks between 2010 and 2015.<sup>26</sup> This led to the UN unanimously adopting a resolution in which the Security Council renewed their authorization for international naval forces fighting piracy off the coast of Somalia in 2021. They realized that their previous resolutions did not apply to supplies of weapons or military equipment, along with assistance for Member States, showing how they found issues with past solutions and resolved them to further improve the issues occurring.

## V. Guiding Questions

1. Does piracy pose a significant threat to your country's maritime trade?
2. Has your country combatted piracy in the past?
3. What are some economic solutions to alleviate the desire for impoverished people to resort to piracy?
4. What are some ways to improve international relations in order to lessen discrepancies occurring in international waters?
5. How has maritime piracy ecologically affected the Malacca Straits?

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<sup>25</sup> ISSAfrica.org. "Is Somali Piracy Finally under Control?" *ISS Africa*, 21 Apr. 2022, [issafrika.org/iss-today/is-somali-piracy-finally-under-control](https://issafrika.org/iss-today/is-somali-piracy-finally-under-control).

<sup>26</sup>"Somalia - number of piracy attacks 2022." *Statista*, 1 August 2023, <https://www.statista.com/statistics/250867/number-of-actual-and-attempted-piracy-attacks-in-somalia/>. Accessed 17 September 2023.

6. What legal frameworks and international conventions have already been implemented addressing piracy, and how can these be strengthened or changed to better address piracy?

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