



DAISMUN XV

**Commission on Crime Prevention and
Criminal Justice**

*Reducing Piracy off the Coast of Somalia and in the
Gulf of Guinea*

Chair Report



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FORUM: Commission on Crime Prevention and Criminal Justice (CCPCJ)

ISSUE OF: Reducing Piracy off the Coast of Somalia and in the Gulf of Guinea

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POSITION: Deputy President

Introduction to Committee:

The Commission on Crime Prevention and Criminal Justice (CCPCJ) was established in 1992 and is a very important body within the United Nations, contributing much to the strengthening of international cooperation in crime prevention and reform of criminal justice systems. It falls under the Economic and Social Council and is tasked with laying down policies and strategies that combat transnational organized crime, ensure the rule of law, and protect human rights in justice systems worldwide. The Commission deals with issues ranging from human trafficking, drug trafficking, terrorism, and corruption to the call for fair, transparent, and effective criminal justice systems. The CCPCJ brings member states and experts together through yearly sessions and dialogues to share best practices, propose solutions, and support the implementation of international conventions on reducing crime and strengthening the effectiveness of the justice system. In an ever-growing global society, the CCPCJ lies at the center of the crusade against crime and for the delivery of justice to all.

Introduction to Topic:

Piracy in Somalia and the Gulf of Guinea has now turned into a menacing threat to maritime trade, security, and regional peace across the world. The annual piracy incidents cost billions of dollars to the global economy each year by crippling international shipping lanes and destabilizing regions. Poverty, weak governance, and the absence of law enforcement create an environment where piracy can thrive. The lack of economic opportunities and political instability force many Somali citizens, especially youth, to resort to piracy as a means of survival. The absence of a strong central government and ineffective legal systems allow pirate groups to operate with impunity, further perpetuating the cycle of crime and insecurity, criminal networks are becoming increasingly adept at attacking cargo ships and oil tankers off the Gulf of Guinea. The CCPCJ should concern itself with the very roots of piracy, which are poverty, inadequacies within the legal system, and questions of governance. That means, in brief, the international community must work to create specific strategies that can help in decreasing piracy, securing regional stability, and protecting vital global trade routes.

History of Topic:



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The Rise of Somali Piracy — Piracy off the coast of Somalia became an important international issue during the first decade of the 2000s. With the collapse of the central government in 1991, the country of Somalia sank into anarchy and criminality, allowing organized crime the perfect conditions in which to thrive. The first armed men to strike were fishermen from Somalia, incensed at the practice of illegal fishing and dumping of toxic waste by vessels from other nations. This soon led to the organization of well-structured pirate gangs that hijacked ships for ransom.

The world became aware of the sophistication of the pirates after high-profile, dramatic hijackings, such as the 2008 seizure of the MV Faina, which was carrying military weapons, and the 2009 hijacking of the Maersk Alabama. Somali pirates took Captain Richard Phillips hostage in the Maersk, Alabama, incident, which was later portrayed in the film *Captain Phillips*. However, U.S. Navy SEAL shooters stepped in, killed three pirates, and freed Phillips. The 2010 hijacking of the South Korean oil tanker MV Samho Dream, which was transporting crude oil valued at \$160 million, was another noteworthy incident. Before South Korean Navy commandos carried out a risky military operation to free the crew and reclaim the tanker, it had been detained for several months. Equipped with "mother ships" to extend their reach far from Somalia's coast, Somali pirate groups deployed advanced military weapons and GPS technology, allowing them to conduct long-range, highly coordinated attacks on international shipping.

Gulf of Guinea Piracy: A Rising Threat — Piracy in the Gulf of Guinea has emerged as a significant threat since the late 2010s, and it is quite different from the piracy seen off the coast of Somalia. While Somali pirates mainly aimed for ransom, those in the Gulf of Guinea tend to focus on hijacking vessels and stealing valuable cargo, especially oil. By the late 2010s, this region had become the most dangerous piracy hotspot in the world, responsible for over 90% of global sea kidnappings.

A notable incident was the hijacking of the MT Kerala tanker in 2013, which marked a sharp increase in pirate activity. The tanker, carrying oil, disappeared off the coast of Angola and was later found in Nigerian waters with its cargo siphoned off. This incident underscored the growing sophistication of piracy in the Gulf of Guinea, as pirates successfully manipulated the ship's tracking systems to evade detection. The attack raised concerns over regional security and led to increased pressure on governments to strengthen maritime law enforcement. It also prompted greater international cooperation, such as the Yaoundé Code of Conduct, aimed at enhancing intelligence sharing and joint naval operations to combat piracy.

Global Consequences of Piracy — The economy has been greatly impacted by piracy, particularly in the international shipping industry. At its height in 2011, Somali piracy alone caused billions of dollars in losses, according to the International Maritime Bureau. This covers both direct expenses like paying the ransom and indirect expenses like higher insurance rates,



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delayed shipping, and the need for pricey security measures like armed guards. Because pirates primarily target ships carrying precious crude oil, the repercussions of piracy on the oil and gas sector are especially severe in the Gulf of Guinea. These interruptions underline how vital it is to safeguard vital international commerce routes and how crucial international cooperation is to maintaining marine security.

International and Regional Response — The international community has made significant efforts to combat piracy. The United Nations has enacted several resolutions, including UNSCR 1816 (2008) and UNSCR 2039 (2012), which empower naval forces to take action against pirates in Somalia and the Gulf of Guinea. Furthermore, the Djibouti Code of Conduct and the Yaoundé Code of Conduct have been established to strengthen regional cooperation, enhancing maritime security through joint patrols, information sharing, and capacity-building among the affected nations.

However, challenges remain. Although innovations from the private sector, like ship protection technologies, have contributed to lowering piracy risks, ship operators' adherence to security measures is often inconsistent. Many operators hesitate to invest in security due to high costs and the difficulties of enforcing international standards across various shipping routes.

Recent Developments — In 2023, piracy in the Gulf of Guinea saw a resurgence, with a reported increase in attacks targeting offshore oil platforms and tankers. One notable incident occurred in April 2023 when pirates hijacked a Greek-owned oil tanker off the coast of Nigeria, holding the crew for ransom before releasing them after several weeks. This event highlights that, despite regional efforts and some declines in piracy, the threat remains significant, especially for the oil trade in West Africa.

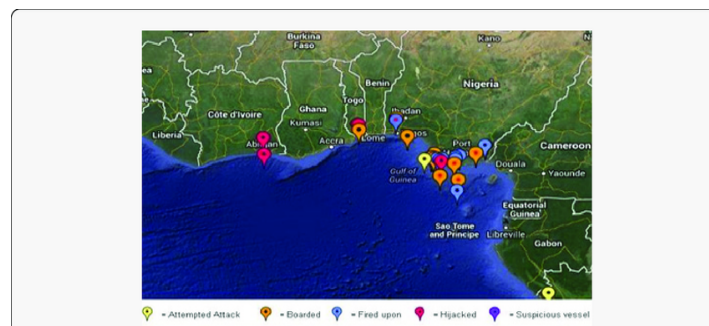


Figure 1: Map illustrating piracy hotspots in Somalia and the Gulf of Guinea



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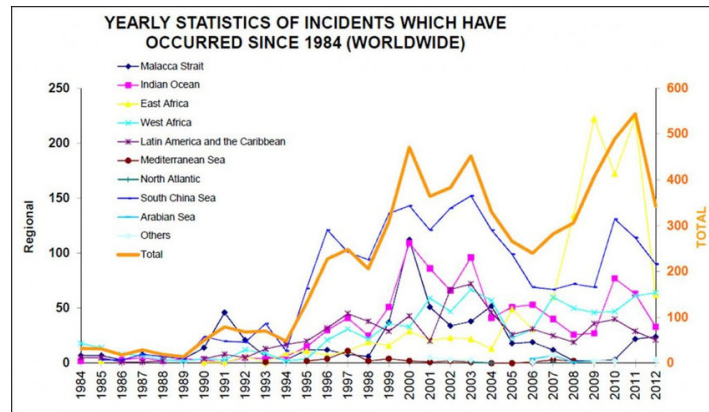


Figure 2: Trends in global piracy attacks from 2008–2012

Key Terms:

Maritime Piracy — The act of attack or hijacking of a vessel at sea to steal cargo taking hostage either the vessel or its crew for ransom or other criminal purposes. Normally, piracy occurs in waters that are not within the jurisdiction of any one state, which often means international waters.

Territorial Sea — Up to 12 nautical miles of sovereignty; COCO vessels may pass, but non-commercial vessels may be challenge.

Contiguous Zone — Coastal states have limited sovereignty for a nautical mile, where they can enforce laws on customs, immigration and sanitation.

Exclusive Economic Zone (EEZ) — A maritime zone established by the United Nations Convention on the Law of the Sea (UNCLOS) extending 200 nautical miles from the coast of a given sovereign state; within which area that state has special rights to explore and exploit marine resources, including fisheries, mining, and oil extraction.

High Seas — Water beyond the EEZ is open to all states.

United Nations Convention on the Law of the Sea (UNCLOS) — A global agreement that gives a lawful structure for the rights and duties of countries in their usage of the oceans of our planet, setting up rules for sea borders, care of nature, and resource handling.

Djibouti Code of Conduct — A regional agreement officially signed by countries from the East African and Gulf of Aden and Indian states to combat piracy and armed robbery against ships. It focuses on information sharing, training, and coordinated maritime patrols.



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Yaoundé Code of Conduct— This is a mutual arrangement signed by Western and Central African countries in 2013 to combat piracy and maritime crime in the Gulf of Guinea. It fosters regional collaboration, law enforcement, and resource sharing.

Ransom — A total of money demanded by hijackers to hand over a seized ship or protect its crew or cargo from themselves. Ransoming, as the main source of income, has seen an increase in Somali piracy.

Armed Robbery at Sea— This is a kind of piracy in which an attack takes place within the territorial waters of a specific country. It is typically not the same as standard maritime piracy, which happens in areas that are beyond any state’s territorial waters.

Regional Maritime Security Frameworks — Maritime organizations are the ones established to make sure that the maritime region is secure. To clarify, examples include the Indian Ocean Commission (IOC) for East Africa and Economic Community of West African States (ECOWAS) in the Gulf of Guinea region.

Private Security Measures — Armed guards, safe shipping corridors, and defensive hardware are being increasingly employed by commercial vessels to repel pirates. These security measures have become routine for ships passing through high-risk areas.

Illegal, Unreported, and Unregulated (IUU) Fishing — A very significant cause of piracy, as in Somalia, illegal fishing by foreign vessels depleted local fish stocks, so some fishers began to see piracy as an alternative livelihood.

Gulf of Guinea— A region in West Africa, from Senegal to Angola, viewed as the piracy hotbed of the world, attacking mainly oil tankers.

NATO Operation Ocean Shield— International naval task force under the NATO umbrella that operated from 2009 to 2016 as part of the global campaign against Somali piracy, undertaking patrols, surveillance, and escorts in the Gulf of Aden and off Somalia.

Major Parties Involved:

1. Supranational Organizations

United Nations (UN)— The UN has also played a very significant role, mainly through the United Nations Office on Drugs and Crime and the International Maritime Organization, through



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capacity-building programs, anti-piracy legislation support, and the coordination of international naval efforts such as the Combined Task Force 151.

European Union (EU) — In 2008, the EU launched Operation Atalanta, also known as EU NAVFOR, off the coast of Somalia. The mission was meant to protect vessels that were considered vulnerable, deter acts of piracy, and eventually enhance the capacity for enforcing maritime law in the region.

African Union (AU)— The African Union has supported various regional initiatives, such as the Djibouti and Yaoundé Codes of Conduct, which call for cooperation among African states in combating maritime crime.

International Maritime Organization (IMO) — The International Maritime Organization (IMO) is a United Nations specialized agency responsible for the safety and security of shipping and the prevention of marine pollution by ships. It plays a significant role in coordinating international efforts to combat piracy, working with member states to enhance maritime security through legal frameworks, capacity-building initiatives, and naval cooperation. The IMO has been instrumental in implementing anti-piracy measures such as the Djibouti Code of Conduct, which strengthens regional cooperation in the fight against piracy, particularly off the coast of Somalia.

2. National Governments and Government Agencies

United States (U.S.) — The US Navy and Coast Guard have contributed to international anti-piracy missions, especially through coalitions such as NATO and CMF. The US has also financed various regional capacity-building programs.

Somalia — On the receiving end of much piracy, Somalia has partnered with international organizations in developing coastal security forces for better governance of root causes: illegal fishing and weak law enforcement.

Nigeria — The Nigerian Navy is at the vanguard in combating piracy in the Gulf of Guinea. Nigeria has also engaged regional partners through the Yaoundé Code of Conduct to improve maritime security.

China— China has deployed naval forces to protect its commercial interests in piracy-prone regions, including anti-piracy patrols off the Somali coast.



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3. Independent Entities and Non-Government Organizations (NGOs)

International Maritime Bureau (IMB) — It is a specialized division of the International Chamber of Commerce, which monitors and reports on incidents of piracy globally. It also advises vessels on ways to avoid attacks.

Oceans Beyond Piracy (OBP) — This is an NGO involved in analyzing the economic and human cost of piracy, supporting sustainable solutions, and promoting the welfare of seafarers who suffered from pirate attacks.

One Earth Future Foundation — Through programs like OBP, this foundation promotes multilateral solutions to maritime security and the reintegration of coastal communities affected by piracy.

Shipping Companies and Private Security Firms — The majority of shipping companies employ private security contractors to embark armed guards and defensive systems on vessels transiting through piracy hotspots.

Problems Raised:

Piracy as a Reflection of Socioeconomic Inequalities— Both Somali and Gulf of Guinea piracy are linked to deeper socioeconomic problems. In Somalia, years of conflict and abject poverty have made many view piracy as one of the few survival options. Similarly, in the Gulf of Guinea, high unemployment and significant wealth disparity create an environment conducive to criminal activities. The roots of piracy thus necessarily involve improvement in governance, reduction of corruption, and economic development in these vulnerable areas for any effective combat against piracy. International development programs aimed at creating employment opportunities, infrastructure development, and sustainable economic growth are important steps in reducing the attraction of piracy as a means of livelihood.

Consequences of Piracy: Regional Instability— Piracy off the coast of Somalia and the Gulf of Guinea has reduced regional stability, disrupted maritime trade, and thus had impacts on the livelihoods of millions dependent on coastal economies. Pirates targeted international shipping lanes, adding to security risks and increased costs for shipping companies. The general shortage of resources or capability to tackle piracy effectively caused regional governments to strain resources from the issue. Resulting instability allows organized criminal networks to flourish and further weakens state authority while threatening global trade.



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Humanitarian and Environmental Consequences— Piracy off the coast of Somalia and in the Gulf of Guinea reduces regional stability, interferes with maritime trade, and thus hurts the livelihoods of millions dependent on coastal economies. Pirates targeted international shipping lanes, adding to security risks and increasing costs for shipping companies. The problem was even leading to strained resources for regional governments because of a general lack of resources or capability to tackle piracy effectively. A consequence of such instability is that organized criminal networks have thrived, weakening state authority even more and threatening global trade.

Lack of Adequate International Coordination and Enforcement — One of the hindrances in tackling piracy effectively is the lack of adequate mechanisms for international coordination and enforcement. Although regional task forces and naval patrols have been deployed, partial cooperation among the affected nations and international organizations resulted in gaps in coverage. Other legal jurisdiction challenges, such as the problems in prosecuting captured pirates under international law, further complicate the issue. There was no case apparent of shared intelligence and resources amongst governments, private companies, and NGOs; therefore, a wholesome approach to root out piracy was missing, and that is how piracy continued.

Economic Impact — The effects of piracy have more impact than just regional instability and humanitarian issues. The International Maritime Bureau estimated that Somali piracy cost the world economy about \$6.9 billion in 2011, accounting for ransom payments, increased shipping costs, and security measures. Piracy incidents have gone up in the Gulf of Guinea; this region now accounts for 90% of the kidnappings occurring worldwide in recent years. This is a very disturbing trend indeed, which demands an immediate and unified response from the international community to prevent further economic damage and protect vital shipping routes essential to world trade.

Previous Attempts to Resolve the Issue:

Anti-piracy efforts off the coast of Somalia and the Gulf of Guinea have centered on international naval patrols, regional cooperation, and development projects to address the root causes of piracy. Perhaps the most visible initiative is Combined Task Force 151 (CTF 151), a multinational force established by the international community to strengthen security in the waters off Somalia. This multinational naval force has taken up widespread patrols to deter the pirates and guard the vital shipping routes; as such, piracy has fallen off dramatically after 2010.

In the Gulf of Guinea, the so-called Yaoundé Code of Conduct has been the keystone regional framework for enhanced cooperation by West African nations since its adoption in



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2013. The Code incorporates coordinated maritime patrols, information sharing, and collective efforts at strengthening regional security. That has enhanced local forces' capacity to operate effectively and built a more coherent approach to combating piracy in the Gulf of Guinea.

The United Nations Office on Drugs and Crime (UNODC) has also contributed in its own way to the strengthening of judicial systems in countries affected by piracy. Technical assistance programs conducted by UNODC helped in enhancing the ability of the legal systems to prosecute captured pirates by providing training and resources for more effective trials and law enforcement. However, most of this fail to tackle the very socio-economic drivers of piracy-poverty, lack of opportunities, and poor governance-so solutions tend to be short-term.

Apart from international and governmental efforts, private entities, particularly shipping companies, have taken measures in reducing piracy risks. To date, numerous shipping companies have resorted to various piracy deterrence measures through using private armed security teams, Best Management Practices (BMP) by utilizing razor wire, secure areas for crews, and avoiding areas of known high risk. In using these BMPs and security measures, piracy has somewhat been reduced in specific areas; however, their partial application along with high costs make them out of reach for many smaller shipping companies. This, in turn, has made piracy continue to flourish in other areas where such practices are not put into place thus leaving the industry at risk.

Other than these, NGOs have been trying to eliminate the socio-economic reasons that cause piracy to begin with. Many NGOs are involved in community development, education, and livelihoods for people in regions prone to piracy. For example, NGOs like the Somali-based Save Somali Women and Children have been working to educate the youth and equip them with vocational skills, hence giving them alternatives from piracy. Other organizations have worked on advocacy campaigns to push for better governance, law enforcement, and economic development in both Somalia and the Gulf of Guinea. However, the scale of the problem means that NGO efforts are often limited by resources, and widespread change requires more substantial, coordinated global interventions.

Despite these efforts, piracy continues to persist due to inconsistent enforcement, piecemeal solutions, and the failure to address root causes such as poverty, weak governance, and lack of economic opportunity. More coordinated, comprehensive approaches-incorporating both security measures and development programs-are necessary to fully address the issue.

Timeline:

Date	Event
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January 2009	Combined Task Force 151 (CTF-151) established – A multinational naval task force created to combat piracy off the coast of Somalia.
April 2009	Maersk Alabama hijacking – Somali pirates hijack the Maersk Alabama in the Gulf of Aden, drawing global attention. The incident is later dramatized in the movie Captain Phillips.
October 2011	UN Security Council Resolution 2015 adopted – Calls for greater international cooperation in tackling piracy, emphasizing legal action against perpetrators.
June 2013	Yaoundé Code of Conduct adopted – West and Central African nations agree on a regional framework to combat piracy and armed robbery at sea in the Gulf of Guinea.
September 2015	Piracy off Somalia declines – Increased international naval patrols and onboard armed security measures lead to a significant reduction in Somali pirate attacks.
October 2020	Piracy surges in the Gulf of Guinea – The region becomes the world’s most dangerous maritime piracy hotspot, accounting for over 90% of global sea kidnappings.
July 2022	West African regional cooperation strengthens – New security frameworks and intelligence-sharing efforts improve maritime security, but piracy continues to disrupt global trade.
Present	Ongoing anti-piracy efforts – International, regional, and private-sector initiatives focus on strengthening security, enhancing legal frameworks, and addressing the root causes of piracy.

Possible Solutions:

The following are some of the solutions that the Deputy President recommends being included in the draft resolution. However, she would want to recommend that all the delegates do extra research through reliable sources such as UN, governmental organizations and international news media so they better equip themselves for the conference.

1. **Strengthen Regional and International Cooperation** — Encourage the expansion and funding of multinational naval task forces patrolling piracy hotspots, such as CTF-151. Facilitate partnerships among affected nations for the purpose of sharing intelligence, resources, and best practices. Promote the implementation of region-specific agreements to help combat piracy through joint efforts, such as the Yaoundé Code of Conduct.
2. **Root Causes of Piracy to Be Addressed through Socioeconomic Development** — Support alternative livelihood programs for communities that engage in piracy through economic development, education, and employment opportunities. Cooperate with international



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organizations to improve access to basic services and economic equality in countries like Somalia and the Gulf of Guinea.

3. **Enhance Maritime Security Infrastructure** — Due to CCPCJ’s limited funding in MUN, efforts to improve maritime security should focus on cost-effective and collaborative measures rather than large-scale infrastructure projects. Instead of directly financing security initiatives, CCPCJ can advocate for public-private partnerships, regional cooperation, and external funding from organizations such as the International Maritime Organization (IMO) and the United Nations Office on Drugs and Crime (UNODC).
4. **Legal Frameworks for Prosecution of Pirates Should Be Promoted**— Assist countries to develop or enhance legal frameworks to effectively prosecute piracy cases. Support regional tribunals or use international mechanisms to ensure a harmonized judicial process for captured pirates, reducing impunity.
5. **Engage the Private Sector**— Engage shipping companies in the implementation of best practices, including armed security on board, safe sea lanes, and convoy systems. Provide incentives for private actors to invest in counterpiracy measures and to partner with governments in seeking sustainable solutions.
6. **Raise Awareness and Capacity Building**— Conduct seminars and training for local authorities, police, and shipping staff on anti-piracy measures, together with international organizations, so they can learn how to counter such attacks or piracy.

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