DISARMAMENT AND INTERNATIONAL SECURITY COMMITTEE (DISEC)

The DISEC committee was established by the United Nations to serve as a forum for representatives from all UN member countries to debate issues of disarmament and security in an environment of equality. This committee takes measures necessary for the prevention or the reduction of international hostilities and conflict on matters that are not discussed by the United Nations Security Council.

As stated in the UN Charter, the DISEC Committee is actually called upon to "consider the general principles of co-operation in the maintenance of international peace and security" (Chapter IV, Article 11). However, unlike the Security Council, DISEC does not have the power to impose sanctions or to authorize armed interventions. As a preliminary organ, DISEC serves as the first level of discussion for most recent issues in the disarmament and security sphere, thus setting programmatic directions and giving more freedom to states to fully develop their positions. DISEC's resolutions function as „raw material", a constitutive basis for General Assembly resolutions or is submitted as recommendations to the Secretariat or the Security Council. The DISEC Committee is comprised of all member states of the United Nations, each having one vote. Resolutions are passed by a simple majority vote.

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Topic B: Maritime security – piracy and terrorism in international seas - summary

1. RELEVANCE OF THE ISSUE AND HISTORY OF THE PROBLEM

When addressing the topic of maritime security, one should clearly take into consideration the importance of seas and oceans for the international community, both for reasons of political significance and state sovereignty, but also because of their vital role as major trade routes in the current globalised world, centered on economy. Although maritime security plays an obviously significant role in the whole concept of international security, it has for long been underestimated and subsequently has become the "soft belly" of the security systems of many states. In addition, especially after 9/11, extensive counter terrorism measures and strategies have been planned and implemented, both as unilateral acts, as efforts in the context of regional integration and as harmonized efforts of the international community as a whole. Though, little attention was paid to maritime terrorism and the discrepancy between the importance of maritime security for states and its unsatisfactory condition, may present serious threats to the whole concept of international security. This is why it is considered vital that the DISEC as a preparatory committee of the General Assembly should play a more active role in the creation of a comprehensive strategy for combating piracy and maritime terrorism, providing for better security conditions in international seas and oceans. It is considered that due to the gravity and obstinacy of the problem, it should no longer be addressed on *ad hoc* basis, as it is done by the Security Council in the UN framework, but a more comprehensive and long term solution should be sought.

Piracy is one of the oldest acts of violence against the freedom of maritime communication and trade, and those committing thefts on the high seas and inhibiting trade, have been considered by sovereign states to be "enemies of humanity" and can be persecuted by every state, comprising the legal notion of universal jurisdiction. With the expansion of international sea trade, especially after the Age of discovery, rule of law and order spread by means of powerful fleets over the seas and pirate raids considerably diminished to the state of extinction. Still, acts of piracy and armed robbery against ships have been increasing nowadays in certain regions of the world and have evolved into a considerable problem for modern shipping industry. UN and International Maritime Organization (IMO) constantly alert the international community over the seriousness of this situation since piracy jeopardizes the delivery of much-needed aid to regions in a deteriorating humanitarian situation, such as Somalia, but also inhibits free trade, threatens maritime communication and endangers energy security.

In addition, the growing climate of insecurity and lawlessness in international seas may provoke a rise in maritime terrorism, which nowadays is still relevantly rare. Though, due to the characteristics of the shipping industry (i.e. big vessels with very small crew and precious cargo, new technologies etc.) and the current situation of maritime security, terrorists could find multiple "windows of opportunity" such as hijacking a vessel and using it as an attack weapon, illegal weapon and drug trafficking in cargo, piracy ransoms as means of financing terrorist organizations

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MARITIME SECURITY – PIRACY AND
TERRORISM IN INTERNATIONAL SEAS

etc. As sea trade is the backbone of international trade nowadays, maritime terrorist activities will seriously disrupt global economy having an asymmetrical effect, an important characteristic of every act of terrorism.

Examples of maritime terrorism include the tactics of Tamil Tiger guerillas in Sri Lanka, the Al-Qaeda attack in October 2000 in Aden harbour, Yemen, against the American destroyer USS Cole, nearly sinking one of the US Navy's most sophisticated warships with the simple method of small boats laden with high explosives. In 2002 a similar tactic was used to cripple and set ablaze the French-registered oil tanker, Limburg. Another example is Al-Qaeda's closest ally in Southeast Asia, the Jemaah Islamiyah, who planned to prepare for suicide attacks on US warships visiting Singapore[1]. Although multiple arrests were made, it is obvious that significant planning and training in maritime terrorism is taking place.

On the other hand, piracy raids are far more numerous and well known, being constantly present in world news on daily basis for the past 2 years. In 2008 there was a dramatic increase in pirate attacks, especially in Somalia region, which lead to the deployment of a anti-piracy EU-NATO mission under the jurisdiction of Chapter VII of the UN Charter. Individual states also have acted against piracy attacks, but still results are not visible. The curb in piracy raids in the beginning of 2009 was more probably due to climate conditions, since in the period April 10-15, there were 4 ships hijacked. This proves the need for more effective fight against piracy in the form of a comprehensive strategy, based on state cooperation in the framework of the UN.

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[1] Michael Richardson, P. Mukundan in "Political and Security Outlook 2004: Maritime Terrorism and Piracy"
http://www.iseas.edu.sg/32004.pdf

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Topic B: Maritime security - piracy and terrorism in international seas - background guide

2. DEFINITIONS:

a) Piracy

According to article 101 of UNCLOS (cited in part), piracy consists of any of the following acts:

(a) any illegal acts of violence or detention, or any act of depredation,
committed for private ends by the crew or the passengers of a private
ship or a private aircraft, and directed:
> *(i) on the high seas, against another ship or aircraft, or against persons or private property on board such ship or aircraft;*
> *(ii) against a ship, aircraft, persons or property in a place outside the jurisdiction of any State.*

This definition is adopted as functional not only by the UN, but also by the IMO and other relevant organisations. It focuses on the course of action involved and not strictly on motive. The same applies to the act of 'armed robbery against ships' which the IMO legally distinguishes as acts of piracy carried out "within a State's jurisdiction" which may include "ocean areas within a state's jurisdiction, such as ports, territorial sea, and archipelagic waters" or even "attacks on ships in internal waters such as lakes and rivers".[2]

It is important to note that in case of piracy the so called universal jurisdiction applies – on the high seas, or in any other place outside the jurisdiction of any State, every State may seize a pirate ship or aircraft and arrest the persons and seize the property on board. Though, crucially important remains the jurisdiction in case of piracy in territorial sea of a state, especially in cases of failed states or states who cannot perform their duties of suppression and seizure of piracy and international crime, and thus pose a challenge to international security.

b) Maritime terrorism

Since the notion of terrorism in general does not have a unified legal definition and is highly debatable, the same applies for maritime terrorism – it has not been mentioned in legal instruments.

Over the last decade, some legal scholars have chosen to employ Articles 3 and 4 of the 1988 SUA Convention in order to draw up an operational definition of maritime terrorism:

(a) as any attempt of or threat to seize control of a ship by force;
(b) to damage or destroy a ship or its cargo;
(c) to injure or kill a person on board a ship;
(d) or to endanger in any way the safe navigation of a ship that moves from the territorial waters of one State into those of another State or into international waters

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[2] ISEAS Working Paper: International Politics & Security Issues Series No. 1(2004) 'Ships Can Be Dangerous Too': Coupling Piracy and Maritime Terrorism in Southeast Asia's Maritime Security Framework Graham Gerard Ong
http://www.iseas.edu.sg/ipsi12004.pdf

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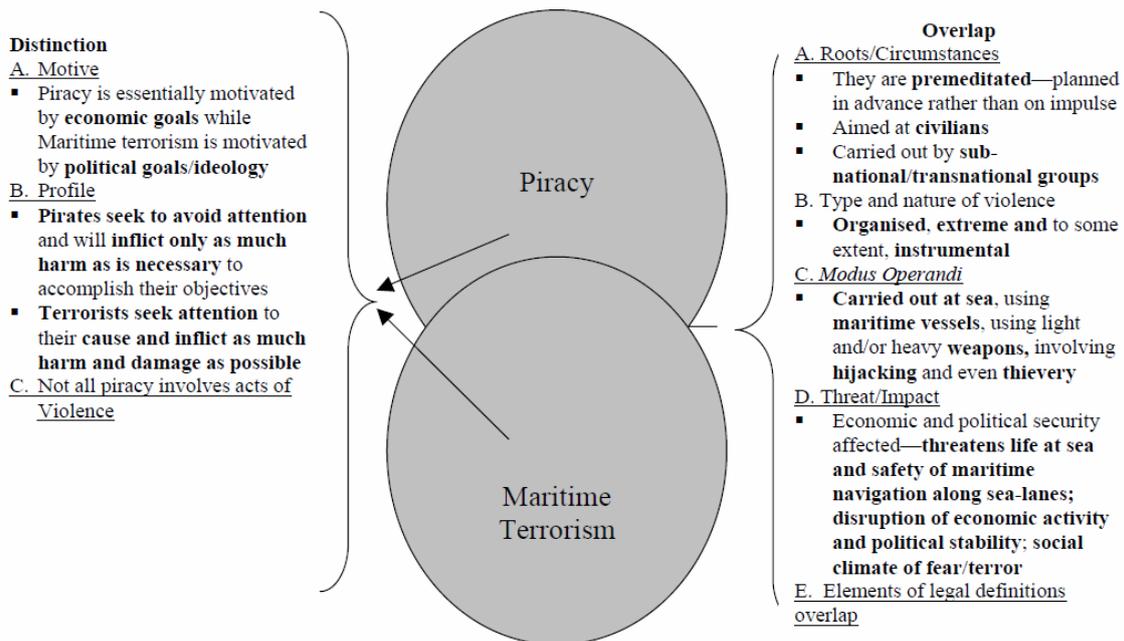*"Search Of Future Ideas, Models Us Now"*

This application is made despite the fact that the word 'terrorist' is not mentioned in the SUA Convention.

Another accepted, simpler definition is *"maritime terrorism as terrorist act and activities, which take place in maritime environment against a civilian or military vessel, but always with political ends"*[3].

c) Discretion and overlaps between the notions

The following diagram[4] offers a synoptic presentation of the definitions of piracy and maritime terrorism, their similarities and differences and helps to consider whether they should be dealt with separately or in a comprehensive matter[5] and how this affects issues to be addressed in the work of international organizations. Obviously, grey zones between the two notions exist, such as piracy for political ends, or using piracy for financing terrorism.

Diagram 1: The Overlap Between Piracy and Maritime Terrorism

Distinction
A. Motive
- Piracy is essentially motivated by **economic goals** while Maritime terrorism is motivated by **political goals/ideology**
B. Profile
- **Pirates seek to avoid attention** and will **inflict only as much harm as is necessary** to accomplish their objectives
- **Terrorists seek attention** to their **cause and inflict as much harm and damage as possible**
C. Not all piracy involves acts of Violence

Piracy

Maritime Terrorism

Overlap
A. Roots/Circumstances
- They are **premeditated**—planned in advance rather than on impulse
- Aimed at **civilians**
- Carried out by **sub-national/transnational groups**
B. Type and nature of violence
- **Organised, extreme and** to some extent, **instrumental**
C. *Modus Operandi*
- **Carried out at sea**, using **maritime vessels**, using light and/or heavy **weapons**, involving **hijacking** and even **thievery**
D. Threat/Impact
- Economic and political security affected—**threatens life at sea and safety of maritime navigation along sea-lanes; disruption of economic activity and political stability; social climate of fear/terror**
E. Elements of legal definitions overlap

3. CAUSES OF PIRACY

Causes and factors influencing piracy are multiple and complex, but they can be roughly divided into two large groups – factors related to the maritime environment and factors related to the littoral environment.

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[3] www.maritimeterrorism.com

[4] As presented in ISEAS Working Paper: International Politics & Security Issues Series No. 1(2004) 'Ships Can Be Dangerous Too': Coupling Piracy and Maritime Terrorism in Southeast Asia's Maritime Security Framework Graham Gerard Ong http://www.iseas.edu.sg/ipsi12004.pdf

[5] The debate of "coupling or decoupling" as presented in the aforementioned article.

As for the first group, it is a common truth that 75% of global maritime trade passes through a handful of relatively narrow shipping lanes, and this fact combined with their geographical specifications, make them an easy field for action of pirates and other insurgents threatening both international trade and international security.

Another reason which partly explains piracy attacks is the profitable cargo modern ships are carrying – either it is crude petrol or liquefied gas, or humanitarian aid, as it is the case in the Somali waters; this presents a serious temptation and easy source of income for pirates.

Another explanation of the surge of attacks in 2008 is the finding of effective attack pattern – the mother ship, usually masked as a traditional fishing *dhow,* carrying firearms and hooks, and speedboats that are used for the attack. This is the method used by the Somali pirates, but also the criminals acting in the Malacca and Singapore straits, the so called *lunen,* have a very effective attack tactics.

As for the second category, the littoral environment, it is believed that poverty, underdevelopment and failed states are a factor contributing seriously to the increase of piracy. In the case of Somalia for example, the grave humanitarian situation, the failed state and the extreme poverty of the population pushes the population to crime as a source of income. Somalia has no functioning government since 1991; the Transitional Federal Government (TFG) was established in 2004, but lacks capacity and legitimacy. As a consequence, there is no navy patrol or coastal guard, and the police force is not functioning in the semi autonomous regions of Eyl and Puntland, where pirates find save haven.

In addition, after the tsunami of December 2004, the fishing industry has suffered severely. Some of the pirate groups depict themselves as protectors of local population and distribute the ransom from hijacked ships amongst the population, but most of them use it for proper enrichment.

Also, in some cases piracy serves political aims – for example in Nigeria, the majority of the ships attacked are related to the petrol industry and the main demands of the hijackers have political character.

4. CURRENT SITUATION AND TRENDS [6]

In 2008, 293 pirate attacks have been reported to the IMB, which shows an 11% increase from 2007, due to the unprecedented number of attacks in the Gulf of Aden. The trend from 2206 and 2007 shows an increase in piracy attacks in a global scale.

According to the IMB report, the Somali pirates have reached an unprecedented skillfulness, whilst the Somali government maintains its inability to react and suppress these criminal actions, thus requiring robust international cooperation as the only means to restore safety and security in this major maritime trade route.

The second most dangerous area remains Nigeria, although there attacks occur mainly in ports and anchorages within its territorial waters. In contrast, attacks off the East coast of Africa take place in high seas, i.e. international waters. Another difference is that in Nigeria is reported

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[6] As presented in the 2008 IMB report http://www.icc-ccs.org/

piracy with at least partially political motives, whilst in Somalia the motives are purely financial and attacks are aimed as well at vessels delivering humanitarian aid. Furthermore, in Nigeria kidnapping of the crew is common and it is alleged to be targeted against the oil industry striving for a political change. The nature of attacks indicate that the pirates and/or robbers were always armed and ready to attack and injure the crew, thus making the element of violence an imminent one.

The positive side of 2008 is the decrease of attacks in certain areas, such as Indonesia, due to its tireless efforts against piracy. The Malacca straits are another region witnessing decrease in attacks, though this is not true for the Singapore straits and Malaysia. The reduction witnessed is a cumulative result from littoral states coordinated efforts and the vigilance of ship crews.

5. PIRACY PRONE AREAS [7]

Africa – 64% of all attacks

Gulf of Aden and Somalia

The most dangerous region in the world concerning piracy in the recent years is undoubtedly Somalia and the Gulf of Aden and it gravely affects world trade, since 10% of global maritime trade passes through these waters. Although piracy in Somalia is not a new phenomenon, since 2005 there is a constant rise in attacks incidence, reaching an explosive number 115 attacks, and 46 ships hijacked for 2008[8]. After the deployment of the EU Naval Force Atalanta and the unilateral state patrols, the number of attacks has decreased provisionally, though, it proves to be due more to weather conditions or other irrelevant factors, having in mind the exacerbation of violence in the beginning of April.

Attacks occur both off the Eastern and the Northern coast of Somalia. The difference between the two areas is in the impact they have - attacks off the Eastern coast of Somalia mainly affect local population, since they hamper the delivery of humanitarian aid, whilst attacks off the Northern coast (Gulf of Aden – the entrance to the Red sea and the Suez channel) mainly affect international trade from Middle East and South East Asia to Europe. [9]

Pirate attacks usually occur at steaming ships, from fast moving speedboats, with the use of AK 47, man portable air defense systems and other firearms. The attacks against USA and French ships in April had a more violent nature, accompanied by political declarations of revenge by pirates due to their losses during operations implemented by the US navy force. According to the 2008 pattern, accidents occur most often in September and November, with a second peak in April and October.

West Africa (Nigeria)

Two decades ago West Africa, especially Nigeria, had the highest reported number of pirate attacks and armed robberies. Due to decisive action of the Nigerian authorities with the combined

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[7] For detailed statistics, diagrams and description of pirate attacks check http://www.icc-ccs.org/index.php?option=com_content&view=article&id=30&Itemid=12

[8] http://ec.europa.eu/transport/maritime/events/doc/2009_01_21_piracy/international_maritime_bureau.pdf

[9] http://www.diis.dk/graphics/Publications/Briefs2009/bmo_piracyofsomalia2.pdf

resources of the navy, police and customs, collected enough intelligence to swoop on piracy bases and the outlets, which were used for disposing of the stolen goods. The result was a decrease in attacks, though in the last years there is again a slight increase since the authorities have diminished their attention.

South East Asia and Indian Sub Continent (Bangladesh, Indonesia, Malacca Straits, Malaysia, Philippines, Singapore straits, Vietnam)– 30% of all attacks

Over a quarter of the world's trade, half its oil pass and much of its LNG pass through the Malacca and Singapore Straits and more than 80% of the oil imported by Japan, South Korea and China comes from the Persian Gulf via this waterway. Although over 600 miles long, the straits are congested and only 1.5 miles wide at their narrowest point in the Phillips channel near Singapore, the world's busiest port with a population of four million. As many as 50,000 large ships use the waterway each year.[10]

In the 90s there was a rapid rise in pirate attacks in the Malacca strait region, which drew the attention of littoral states authorities. Due to its specific characteristics (very busy shallow, narrow and long waterway), pirate raids were highly effective and their combating required the joint efforts of all states from the region. The adoption of numerous resolutions in the IMO recommending measures to prevent and suppress piracy and armed robbery against ships, the establishment of coordination centres and joint coordinated patrols resulted in remarkable decline, though after the vigilance of states diminished, attacks rate rose again. In the last years, attacks have multiplied and have become more violent, requiring once again the attention and measures of littoral states, this time in order to develop a comprehensive long term strategy which will provide both safe maritime navigation and will diminish the threats for international security which piracy poses.

Furthermore, of all the major international straits, the Malacca and Singapore Straits are the most vulnerable to attack and the easiest for a terrorist group to block. If regional terrorist groups are able to sustain their operations, the likely trend for maritime terrorism in Southeast Asia will probably be suicide attacks on commercial and military vessels, or hijacking ships for the purpose of suicide attack, smuggling weapons and drugs or seeking ransom.

6. EFFORTS TO COMBAT PIRACY AND MARITIME TERRORISM

a) Legal framework
The international legal framework for controlling maritime piracy largely consists of treaties and conventions which either set out rules for combating maritime piracy or impose obligations upon

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[10] As presented in ISEAS Working Paper: International Politics & Security Issues Series No. 1(2004) 'Ships Can Be Dangerous Too': Coupling Piracy and Maritime Terrorism in Southeast Asia's Maritime Security Framework Graham Gerard Ong http://www.iseas.edu.sg/ipsi12004.pdf

contracting countries to control maritime piracy unilaterally or collectively[11]. Also, it includes the resolutions of international organizations such as UN and IMO on the issue.

- **United Nations Convention on the Law of the Sea (UNCLOS)1982**
http://www.un.org/Depts/los/convention_agreements/texts/unclos/UNCLOS-TOC.htm
Comprehensive international legal framework considering all activities at sea. The articles referring to piracy are 101-107.

- **Convention for the Suppression of Unlawful Acts Against the Safety of Maritime Navigation 1988 (SUA Convention)**
http://www.imo.org/Conventions/mainframe.asp?topic_id=259&doc_id=686)
The main purpose of the SUA treaties is to ensure that appropriate action is taken against persons committing unlawful acts against ships (and fixed platforms on the continental Shelf, according to its Protocol), which include the seizure of ships by force, acts of violence against persons on board ships, and the placing of devices on board a ship which are likely to destroy or damage it. The treaties oblige Contracting Governments either to extradite or prosecute alleged offenders. Entered into force on 1 March 1992.

- **UN resolutions**
GA 54/31 http://www.un.org/ga/search/view_doc.asp?symbol=A/RES/54/31&Lang=E
The GA calls upon member states to continue their cooperation with IMO, to implement its guidelines on preventing and investigating piracy and armed robbery and to become parties of the SUA Convention.

UNSCR 1851
http://daccessdds.un.org/doc/UNDOC/GEN/N08/655/01/PDF/N0865501.pdf?OpenElement
The SC expresses its concern upon the dramatic increase of pirate raids and notes that such attacks have become more sophisticated and daring, illustrated by the hijacking of the big tanker Sirius star and welcomes the launch of the EU operation Atalanta. It calls upon all states and international organizations combating piracy to take actively part in combating piracy by deploying naval vessels, military aircrafts and by seizing every suspicious vessel. Emphasis is put on international cooperation, both between affected states, and with littoral states of the region.

UNSCR 1838
http://daccessdds.un.org/doc/UNDOC/GEN/N08/538/84/PDF/N0853884.pdf?OpenElement
On the basis of UNSCR 1816, the next UNSCR resolution, 1838 of October 2008, is adopted under the jurisdiction of Chapter VII of the UN Charter, i.e. involving the use of force, and calls upon states to take part actively in combating piracy by deploying naval vessels and military aircraft, in accordance with international law, in order to protect both maritime communication, and especially the humanitarian aid convoys of the World Food Programme.

UNSCR 1816
http://daccessdds.un.org/doc/UNDOC/GEN/N08/361/77/PDF/N0836177.pdf?OpenElement
The SC expresses concern to pirate attacks against ships in Somali territorial waters, recalls the UN Convention on the Law of the Sea (UNCLOS), calls for measures to repress piracy "including but not limited to boarding, searching, and seizing vessels engaged in or suspected of engaging in acts

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[11] http://www.southchinasea.org/docs/Mo,%20Options%20to%20Combat%20Piracy%20in%20SEAsia.pdf

of piracy", stresses upon international cooperation of states actively involved in commercial shipping, international organizations and the Somali government (TFG). This is the basis to authorize other states to

(a) Enter the territorial waters of Somalia for the purpose of repressing acts of piracy and armed robbery at sea, in a manner consistent with such action permitted on the high seas with respect to piracy under relevant international law; and

(b) Use, within the territorial waters of Somalia, in a manner consistent with action permitted on the high seas with respect to piracy under relevant international law, all necessary means to repress acts of piracy and armed robbery;

This is the first decisive SC resolution on the matter, contrasting with previous resolutions such as UNSCR 1772 of August 20, 2007, where states whose vessels are operating near Somalia are encouraged "to be vigilant to any incident of piracy and to take appropriate action".

b) International cooperation

International cooperation is twofold - first, cooperation between private companies and organizations (e.g. IMB and IMO) and second, collective acts performed by countries and government-based international organizations (e.g. IMO and ASEAN, EU etc.). The second type of international cooperation also extends to joint efforts of neighboring countries to combat maritime piracy.

- International Maritime Organization (IMO) www.imo.org

Established in 1948 and functioning since 1959, IMO is a specialized agency of the United Nations with 168 Member States and three Associate Members. Its main task has been to develop and maintain a comprehensive regulatory framework for shipping, including safety, environmental concerns, legal matters, technical co-operation, maritime security and the efficiency of shipping. The IMO has adopted numerous resolutions, drawing the attention of the UN to the grave situation of piracy attacks, especially in the Somali region, on its impact on humanitarian situation, on maritime trade and on international security. The IMO has also created detailed guidelines for states on preventing piracy and is currently working on guidelines for Governments on investigating pirate attacks. After the repetitive calls for action on the piracy issue by IMO, the United Nations Security Council has adopted numerous resolutions aiming to deal with the issue.

-   International Maritime Bureau (IMB) www.icc-ccs.org

The International Maritime Bureau (IMB) is a specialized division of the International Chamber Of Commerce (ICC) established in 1981 to assist states, organizations and shipping industry actors to fight against all types of maritime crime and malpractice, protecting the integrity of international trade. It has three main areas of expertise: information collection, analysis and dissemination to members regarding threats to maritime trade; education and consultancy how to diminish vulnerability; and, as one of the principal areas, suppression of piracy.

Concerned at the alarming growth in the phenomenon, this led to the creation of the **IMB Reporting Centre**[12] in 1992. The Centre is based in the Bureau's Far East Regional Office in Kuala Lumpur, Malaysia and maintains a constant watch on the world's shipping lanes, reporting pirate attacks to local law enforcement and issuing warnings about piracy hotspots to shipping. It is financed by voluntary contributions from shipping and insurance companies, and its services are free of charge to all vessels irrespective of ownership or flag. Specific Piracy Reporting Centre tasks are to report piracy incidents and armed robbery at sea to law enforcement agencies, locate vessels

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[12] http://www.icc-ccs.org/index.php?option=com_content&view=article&id=30:welcome-to-imb-piracy-reporting-centre&catid=28:home&Itemid=12

that have been seized by pirates and recover stolen cargoes, help to bring pirates to justice, assist owners and crews of ships that have been attacked and collate information on piracy in all parts of the world.

c) Regional cooperation

European Union & NATO

The Maritime Security Centre – Horn of Africa (MSCHOA) (http://www.mschoa.eu/About.aspx) has been set up by the EU as part of a European Security and Defence Policy initiative to combat piracy in the Horn of Africa. It is a Coordination Centre dedicated to safeguarding legitimate freedom of navigation in the light of increasing risks of pirate attack against merchant shipping in the region of the Gulf of Aden, the Horn of Africa and Somalia, in support of the UN Security Council's Resolutions (UNSCR) 1814, 1816 and 1838. MSCHOA builds up a picture of vulnerable shipping in these waters and their approaches and coordinates with a range or military forces operating in the region (notably **EU NAVFOR**) to provide support and protection to mariners.

In November 2008, the Council of the European Union took a major step further by setting up a naval mission – **EU NAVFOR ATALANTA** – to improve maritime security off the Somali coast by preventing and deterring pirate attacks and help safeguard merchant shipping in the region. From mid-December 2008, an EU Naval Task Group, supported by maritime patrol aircraft, operates in the region.

The next reaction came from NATO with the deployment of Standing NATO Maritime Group 2 (SNMG-2) for Operation Allied Provider off the Somali coast, thus protecting the World Food Programme (WFP) humanitarian vessels against pirate attacks.

Asia

The IMB has established a piracy reporting centre in Kuala Lumpur which has increased the public awareness of the real danger and risk of modern maritime piracy both in human terms and to the national economies of the relevant Southeast Asian country. Its work will constitute part of any effective future international piracy control mechanism and its major contribution can be in its efforts to draft a model law on piracy control for consideration by IMO.

The major government organizations which have significant impacts on piracy control are Association of Southeast Asian Nations (ASEAN) and IMO. In addition, ASEAN has developed close cooperation with a number of neighboring countries.

Another initiative is the Regional Cooperation Agreement on Combating Piracy and Armed Robbery against ships in Asia (RECAAP), which was concluded in November 2004 by Asian 16 countries under the auspices of IMO. Also, interesting example of interstate cooperation is the bilateral accord between Indonesia and Singapore reached in February 2001 which allows

Indonesian seafarers to work on Singapore-registered vessels in a bid to increase employment opportunities for Indonesian seafarers and to reduce the so-called "poverty-driven impetus" to commit crime.

African

The countries in the region of the Indian Ocean and the Red sea have adopted a Code of conduct against piracy, on the high level meeting convened by IMO in Djibouti in January 2009. Nine countries - Djibouti, Ethiopia, Kenya, Madagascar, Maldives, Seychelles, Somalia, Tanzania and Yemen - have already signed the Code, which calls for shared operations, such as nominating law enforcement or other authorized officials to embark in the patrol ships or aircraft of another signatory. The Code is open for signature by the 21 countries in the region[13].

d) Unilateral actions

Due to both to security and trade considerations, such as the great problems piracy incidents cause to international shipping and international security there was a strong reaction from states on their own, apart from the cooperation schemes implemented.

More than nine states have deployed missions in the region of Somalia to fight against piracy. France has been very active, capturing more than 70 pirates. The USA have deployed the multilateral Combined Task Force 150 (http://www.hoa.africom.mil/), under the auspices of the US Combined Joint Task Force – Horn of Africa (CJTF-HOA), associated with the Operation Freedom – Horn of Africa (OEF-HOA), which has a counter terrorism mandate. Other states with military presence in Somali waters are China, Russian Federation and Japan.

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[13] http://allafrica.com/stories/200901300758.html

Suggested Reading and Additional Sources - mandatory

Topic B: Maritime security – piracy and terrorism in international seas

1. Brian Jenkins, "Who has the will to fight piracy"

2. Michael Richardson, P. Mukundan in "Political and Security Outlook 2004: Maritime Terrorism and Piracy"

3. Graham Gerard Ong, ISEAS Working Paper: International Politics & Security Issues Series No. 1(2004) 'Ships Can Be Dangerous Too': Coupling Piracy and Maritime Terrorism in Southeast Asia's Maritime Security Framework

4. Born Moller, Piracy off the coast off Somalia, DIIS Working paper

5. Roger Middleton, Piracy in Somalia: Threatening global trade, feeding local waters, Chatham house papers

6. International Maritime Bureau reporting Centre in Kuala Lumpur – maps, life piracy reports etc.

7. IMO resources on piracy (comprehensive list)

8. IMO on piracy and armed robbery at sea

9. IMO on piracy and armed robbery and piracy off Somalia

10. Maps and statistics – for general info

11. Reported Incidents of Somali Pirate Attacks and Hijackings in the Gulf of Aden for 2008

12. Resources on South China Sea

13. Maritime security information site

14. Resources on Maritime terrorism

15. UN Atlas of the Oceans – Piracy and Armed robbery at sea

16. Video resources and articles on piracy

17. Worldwide terrorism incident database

18. EU seminar on piracy