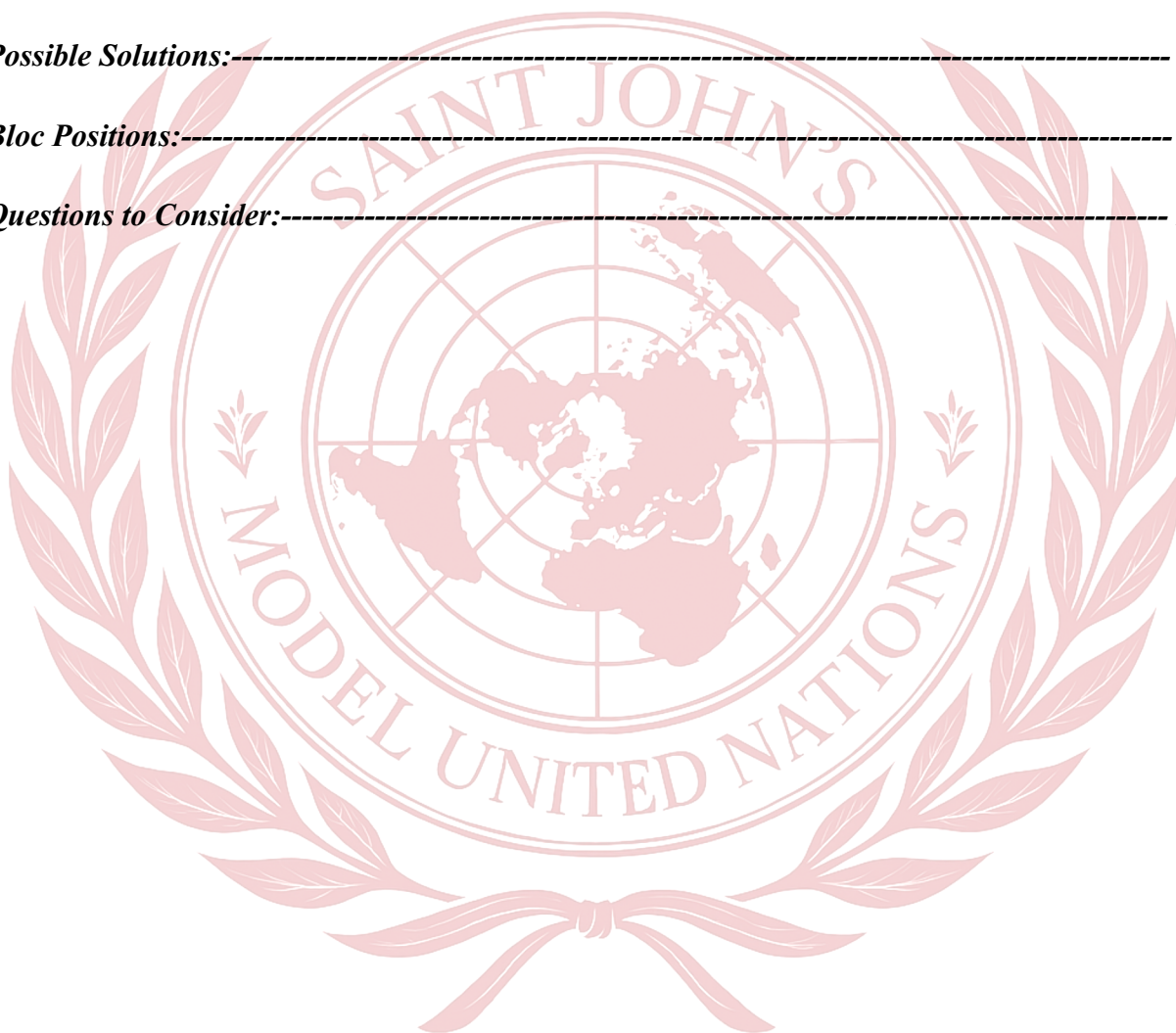


Beginner Committee LEGAL

SJMUNC XXXVIII

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Letters from the Chairs

Hello delegates,

We are thrilled to welcome you all to the LEGAL committee in SJMUNC XXXVII. We hope you all will have an opportunity to get loads of experience from this conference and really have the opportunity to improve, as well as just having an enjoyable time overall. This committee is intended to offer lots of room to do independent research to come up with original and creative ideas. You are encouraged to attack the different roots of the problems you face and think of specific, well-thought-out ways to attack them. Regardless of how you may “perform” in committee, the most important thing is taking away lessons from every single speech you give, note you pass, and paper you write; If you can come away from this committee feeling like a more capable and experienced delegate, there is no better outcome.

Hi, my name is Alex Krolewski and I will be chairing the LEGAL committee. I’m a junior here at St. John’s High School and it is my third year of Model UN. I have been to a few national conferences at both the University of Chicago and Brown, and I love the process of figuring out how I can improve after each of these conferences. In my free time I like to play volleyball, lift, code, and participate in mock trial. I worked hard on this briefing paper to give you all ample information to get started with and to offer you multiple angles from which to think about the problem, each with different respective solutions. If you are ever at all confused when reading the paper or completely stuck when preparing for the conference, feel free to email me and I will try to get back to you as soon as possible with any help I can offer. I am excited to see everyone on the committee and hope we can all have a good time together.

Hi, my name is Wesley Allebach, and I will co-chair the LEGAL committee on piracy here at SJMUNC. I'm a junior, and for the past year I had the pleasure of going to Chicago's Model UN conference. I also play tennis for the SJ team and help run the computer and strategy games club. As a hobby, I ski, read, and play the drums for my church. Getting back on topic, I am looking forward to the discussions, negotiations, ideas, and solutions that take place in this committee.

Position papers are absolutely not required in this committee, but if any of you feel compelled to write one, you could email it to one of us and we would be more than happy to take a look at it for you. The best advice we can give for beginning delegates is to stay calm and take the pressure off of yourself. Try your best in committee and work your hardest to research the topic so you can come in well prepared, but once you come in, don't worry about how you are comparing to others, just make sure you are giving your best effort and take away as much information as you can. If all you do is this for your entire Model UN career, you are guaranteed to grow tremendously as both a delegate and a person. As you make an effort to do your best in committee, it is essential to retain your humanity and meet new people. At its core, Model UN is a social activity, so you should never lose sight of the opportunities to make new friends and *cooperate* with people who have opposing viewpoints.

Statement of the Problem:

Though modern-day piracy is not as monumental a problem as it was in past eras, it still poses considerable threats to global infrastructure and public safety. In fact, the first quarter of 2025 saw a 47.5% increase in piracy when compared to the first quarter of the preceding year. Piracy, though mostly taking place in regions like the Gulf of Guinea, the Red Sea, the Horn of Africa, the Malacca Strait, and the Caribbean, can cause great financial difficulties for businesses both close and far alike. Aside from the obvious and immediate threats to life and property onboard targeted ships, the mere threat of piracy drives shipping insurance costs way up, as well as prompting many to increase their security spending. These additional expenses then lead to an increase in the prices of goods, affecting consumers across the globe. Piracy and similar crimes also thwart efforts to uplift various underprivileged regions throughout the world, as seen with the 2009 Maersk Alabama hijacking, which prevented an influx of humanitarian aid from reaching Somalia.

Though efforts to reduce piracy and similar activity have seen some success, the legal infrastructure still leaves much to be improved upon. Currently, the United Nations Convention on the Law of the Sea (UNCLOS) defines piracy using three criteria: being for “private ends”, occurring on international waters, and involving two different ships. First, an act of piracy can only be committed if it is being conducted for individual gain; state-sponsored, revolutionary, terroristic, insurgent, or otherwise ideological activity is excluded from the definition. Secondly, piracy must take place on the high seas and not in territorial waters, though, notably, piracy *can* take place in Exclusive Economic Zones. In contrast, armed robbery against ships, as defined by the International Maritime Organization (IMO) is piracy on territorial waters. Though this

limited definition restricts the prosecution and capturing of pirates from the larger international community, this clause was included to preserve the territorial integrity and sovereignty of individual states by affirming their exclusive jurisdiction in their own territory. This leaves responsibility for addressing armed robbery against ships solely in the hands of individual states. This can be a double-edged sword, as it means the state can go about their business in prosecuting pirates without conflicts, but also assumes that the state *has* sufficient laws and capacities to do this. For example, India, a large nation, has only recently defined Piracy in December 2022. Many nations lack the adequate legal foundation, legal resources, and physical capacity to be able to effectively carry out enforcement. As far as piracy on the high seas is concerned, there are persistent problems regarding extradition and prosecution for pirates after their apprehension. All of these enforcement and prosecutorial difficulties have led to increased spending by merchant vessels and their adoption of privately contracted security personnel (PCASP).

PCASP usage comes with a variety of new difficulties to deal with. It introduces the issue of liability and jurisdiction once again. Technically, PCASP are required to follow international law, the law of their flag state, and the law of any state in which they are located. This overlap of law and jurisdiction can serve as a great strain between different states and as a hindrance to them addressing the task at hand. There is also no agreed-upon international framework for how

PCASP should conduct themselves, what their standards for when to engage are, or what degree of force they should use. Additionally is the problem of the companies' carrying of firearms, which can pose a multitude of challenges regarding the domestic law of the country they are situated in, especially when the security company owns the firearms themselves.

Piracy and armed robbery against ships, though serious, are not the only problems regarding maritime security. Trafficking remains a very serious issue throughout many parts of the world, and addressing it is critical. Maritime terrorism also poses a very serious threat to civilian lives and endangers vessels from small ferries to large cruise ships. It is essential to give ample consideration to these issues when addressing piracy, armed robbery against ships, and maritime security in general.

History of the Problem:

The base for modern piracy law lies with the Harvard Draft Convention on Piracy, which took place in 1932. While it did not technically put forward any laws, it established the current philosophical view of piracy law and influenced the UNCLOS treaty. The draft convention first differentiated the international definition of piracy from the domestic definitions of piracy. It did not necessarily define piracy as an international crime subject to specific punishment, but rather called for the extension of state jurisdiction onto the high seas to combat piracy. Upon a pirate's capture by a state, the capturing state then has jurisdiction over the pirate and may try it according to its own domestic laws. The modern UNCLOS treaty established this as law. Because of piracy's requirement to be on the high seas, as put forth by both the draft convention and UNCLOS, states have no authority to combat armed robbery against ships in another state's territorial waters. The Somalian maritime security problem wreaked so much havoc in its own territorial waters *and* in international waters, that it caused the adoption of UNSC Resolution 1816. This resolution, only after being consented to by the Somali government, allowed the international community to commit to the "reverse hot pursuit" of pirates fleeing from international waters into Somali territory. Had the Somali government not consented to the treaty, there legally would have been no way for the foreign entities to apprehend pirates in Somali

waters, which would have been especially troubling considering Somali law enforcement difficulties.

The UNCLOS treaty is not the only governing piece of legislation regarding maritime security. In 1985, four members of the Palestine Liberation Front hijacked the *MS Achille Lauro*, an Italian cruise ship, after boarding the ship as passengers. This drew attention to the recently created UNCLOS treaty's two-ship requirement, which was not met in this case. The SUA convention was then convened to fix this apparent defect in legislation as well as to strengthen the law against maritime terrorism and all violent acts at sea. In essence, the SUA convention internationally criminalizes any act to seize control of a ship, commit violence at sea, or damage a ship. It also criminalizes any attempt at these actions or any efforts to abet them. All member states are required to adopt sufficient national legislation for the prosecution of said crimes. Once a state with jurisdiction captures a perpetrator, they are to either prosecute them in their own legal system or extradite them to another nation that will, a principle known as "aut dedere aut judicare". In Article 6, the SUA convention defines a state as having jurisdiction when an act is committed against or on a ship flying its flag, when an act is committed in the state, when the act is committed by a national of the state, when a national of the state is seized, threatened, injured, or killed, or when the act is committed in an attempt to compel that State to do or abstain from some action. This allows multiple states to claim jurisdiction over any action, which may in certain cases cause conflict. Even more alarming is that it actually conflicts with the UNCLOS jurisdictional provisions. This is showcased with the *MV Enrica Lexie* incident, where two Italian naval guards shot and killed an unarmed Indian fisherman, mistaking him to be a pirate. This generated a widespread controversy and resulted in both India and Italy competing for jurisdiction of the prosecution of the Italians. The Italian government claimed, as per Article 94

of UNCLOS, that they had exclusive jurisdiction because the act was committed on a ship flying their flag. On the other hand, The Indian government claimed that, in accordance with Article 6 of the SUA convention, they had jurisdiction because the act was committed against one of their own nationals. The dispute was eventually only settled by the Permanent Court of Arbitration, which ruled in favor of the Italian government due to the Italian naval guards' functional immunity as members of the Italian military. This incident would have been much more complicated if the Italians had not possessed functional immunity, forcing the clear disharmony between the UNCLOS and SUA treaties to be addressed. The incident also raised widespread questions about the conduct of armed guards on the high seas and who possesses jurisdiction over their actions. These same questions were also seen in the case of the *Almezaan*, where it was extremely unclear who would be responsible for investigating the actions of PCASP who killed a boarding pirate off the coast of Somalia.

The use of PCASP is a fairly new practice, emerging largely from 2005-2009 in response to increasing pirate acts in the Indian Ocean and the Gulf of Aden. The International Maritime Organization (IMO) has traditionally discouraged their use due to the array of aforementioned legal issues, however has in recent years amended their policy. The IMO currently recognizes that PCASP are here to stay so long as every ship on the high sea cannot be guaranteed security simultaneously. However, the IMO still remains extremely cautious of their use and has worked to minimize the number of incidents regarding them. For example, the IMO Maritime Safety Committee passed Resolution MSC.324(89) on the Implementation of Best Management Practices Guidance, which outlines the best measures merchant ships should take for merchant ships to take for self-protection. The Maritime Safety Committee has also created recommendations and outlined the best practices as guidance for PCASP. Additionally, the IMO

asked the International Organization for Standardization (ISO) to come up with the ISO/PAS 28007, a certification program that serves as a benchmark for how well private maritime security companies adhere to the best practices. The certification is not technically required internationally, but it gives states the ability to require it for private maritime security companies in their own territory.

In addition to gaps in legal infrastructure, there are also various practical difficulties that come with trying to prevent piracy. Firstly, there is the obvious current lack of capacity for smaller countries to effectively apprehend and prosecute maritime crime. The other, less obvious problem is one of extradition. UNCLOS and SUA do not contain specific extradition agreements within them, making it difficult for smaller countries to effectively prosecute pirates with their current legal system. It is for this reason that extradition agreements are critical; They allow bigger states to take the prosecutorial burden off the backs of smaller states and/or allow crimes to be prosecuted more effectively abroad in more capable, specialized courts. There have been numerous extradition agreements up until now, however that does not mean they are sufficient. Kenya currently has a memorandum of understanding with the US and UK, the Republic of Seychelles has an agreement with the EU, and Mauritius has an agreement with the EU. In addition to extradition agreements, there have been other regional agreements that focus on tackling piracy more directly. The Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia (RECAAP) strongly promoted information sharing and, according to the IMO, should be replicated elsewhere. The Djibouti Code of Conduct concerning the Repression of Piracy and Armed Robbery Against Ships in the Western Indian Ocean and the Gulf of Aden (DCoC) similarly promoted information sharing and reporting, set out processes for interdicting ships suspected of maritime crime, worked to ensure the apprehension and

prosecution of pirates and other maritime criminals, and established care for victims of maritime crime. Additionally, the Maritime Organization of West and Central Africa (MOWCA) created the Memorandum of Understanding on the establishment of a Sub-regional Coastguard Network for the West and Central African sub-region. This was then further refined and built on in later MOWCA code of conduct, which incorporated much from the DCoC, though in a much wider scope, including illegal fishing, drug smuggling, and more apart from strictly piracy and armed robbery.

Possible Solutions:

The issue of piracy is a multifaceted one, and while the UNCLOS treaty and the SUA convention have helped define and reduce piracy, they still have multiple shortcomings. These solutions would seek to better police and regulate piracy while seeking harmony and cooperation between nations. Historically, there have been many successful solutions; however, many of these had a short-term focus, leaving gaps in laws about jurisdiction, extradition, and prosecution. Ranging from the UNSC resolutions of 1816 and 1838, where foreign naval powers were allowed to enter Somalia waters to prosecute pirates, emphasizing international cooperation, to the more modern Yaoundé Code of Conduct, an agreement between many West and Central African countries working to prevent piracy, armed robberies against ships, and illicit maritime activities.

One possible solution is to equip and provide developing countries that are struggling with piracy with training to better police pirates and equip them with boats and other similar vehicles to do so. This solution would address the problem of many developing countries, which do not have enough resources to properly enforce piracy laws within their countries. A good resolution could

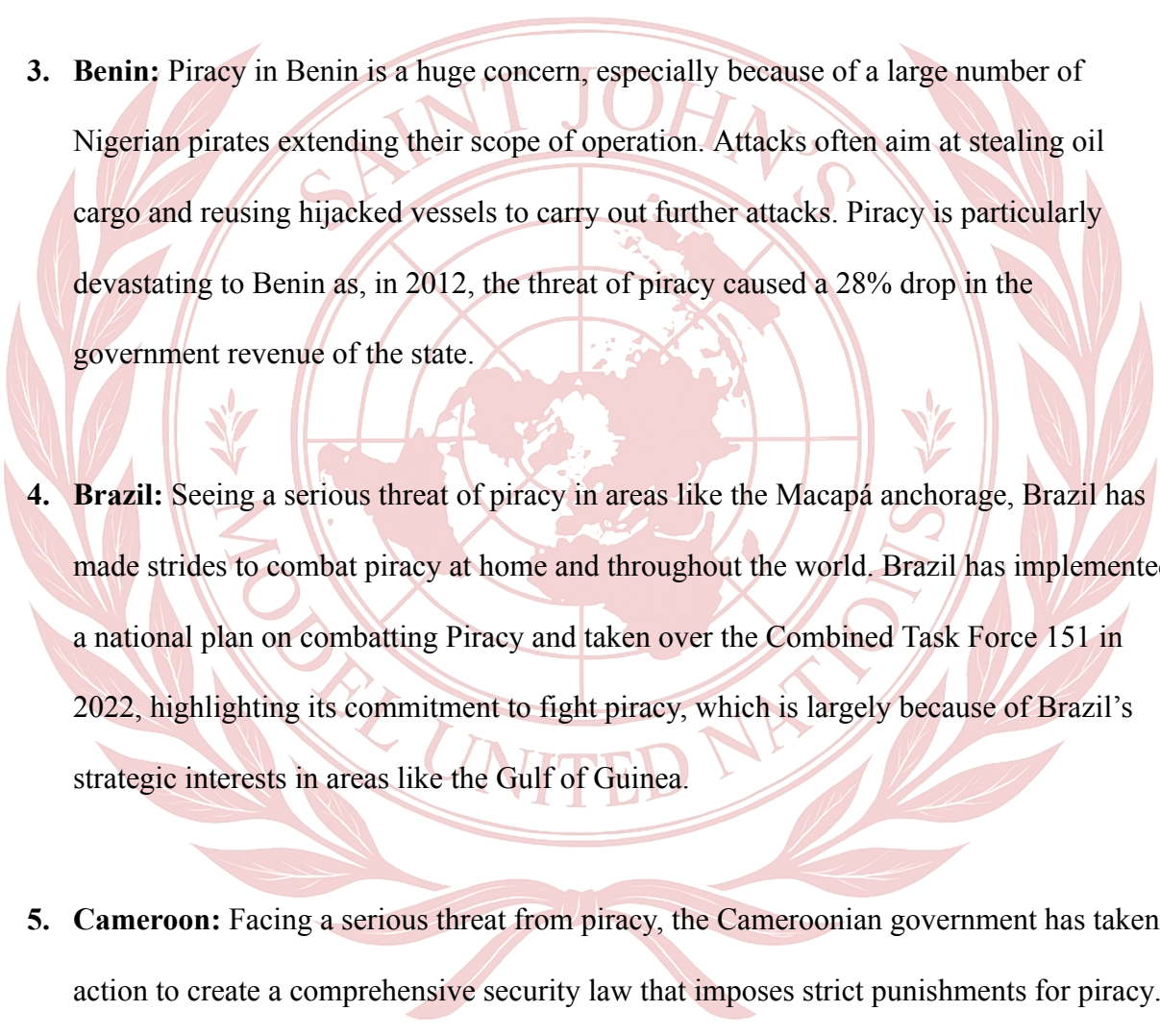
clearly outline a structure to equip these countries while ensuring that these resources are correctly used and distributed.

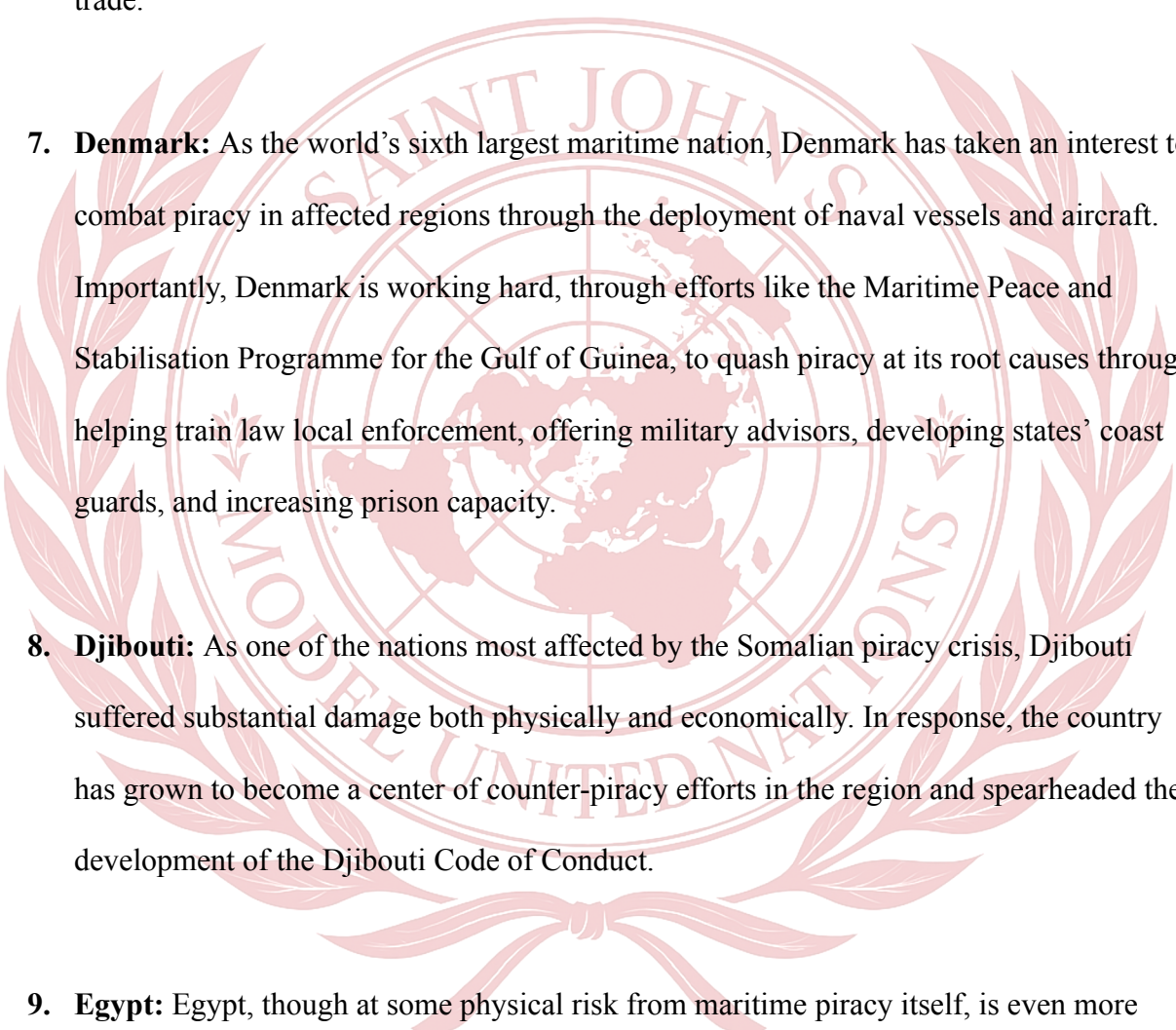
Another solution is to work with these devolved nations to equip them with proper legal frameworks that ensure that any act of piracy within their sovereign borders is illegal and has just consequences. Additionally, this solution would hope to give jurisdiction over the pirates to either the nation they are in when they commit the act and the flag they are flying when in international waters, or the nation of the ship they commit acts of piracy against. This solution would streamline the extradition of pirates and provide and equip resources to countries where the legal framework to prosecute piracy is underdeveloped, while also addressing important holes that need filling throughout various treaties and committees.

The use of privately contracted personnel (PCASP) to defend ships from acts of piracy and the complications of this should also be a concern. As stated previously, the overlap of law and jurisdiction can be a strain between different countries. A solution to this issue is the establishment of an international framework regarding the conduct of PCASP. Solutions could have PCASP's adhering to the laws of their flag state, the state they are currently in, or there could be a different solution.

Bloc Positions:

1. **Angola:** Located in the Gulf of Guinea, Angola's maritime security has gotten steadily worse throughout recent years; Angola has been among the top of West African nations reporting incidents of piracy for numerous years, even placing first in 2024.

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2. **Bangladesh:** Incidents of armed robbery against ships in Bangladesh have recently undergone a huge spike in 2024, causing the government to increase surveillance and patrols. Some reports suggest the incidents may be related to bartering between ships and small boats in port areas, which is prohibited in port/anchorage areas.
 3. **Benin:** Piracy in Benin is a huge concern, especially because of a large number of Nigerian pirates extending their scope of operation. Attacks often aim at stealing oil cargo and reusing hijacked vessels to carry out further attacks. Piracy is particularly devastating to Benin as, in 2012, the threat of piracy caused a 28% drop in the government revenue of the state.
 4. **Brazil:** Seeing a serious threat of piracy in areas like the Macapá anchorage, Brazil has made strides to combat piracy at home and throughout the world. Brazil has implemented a national plan on combatting Piracy and taken over the Combined Task Force 151 in 2022, highlighting its commitment to fight piracy, which is largely because of Brazil's strategic interests in areas like the Gulf of Guinea.
 5. **Cameroon:** Facing a serious threat from piracy, the Cameroonian government has taken action to create a comprehensive security law that imposes strict punishments for piracy. However, weak enforcement, corruption, inadequate resources, and the root causes of poverty and unemployment in coastal communities, are still very much prevalent.

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6. **Democratic Republic of the Congo:** Though its coastline is short, The Democratic Republic of the Congo is still very much affected by piracy. As it increases its maritime activity through development and interaction with its neighbor, the Republic of Congo, piracy becomes more and more of a threat and hinders the nation's ability to expand its trade.
7. **Denmark:** As the world's sixth largest maritime nation, Denmark has taken an interest to combat piracy in affected regions through the deployment of naval vessels and aircraft. Importantly, Denmark is working hard, through efforts like the Maritime Peace and Stabilisation Programme for the Gulf of Guinea, to quash piracy at its root causes through helping train law local enforcement, offering military advisors, developing states' coast guards, and increasing prison capacity.
8. **Djibouti:** As one of the nations most affected by the Somalian piracy crisis, Djibouti suffered substantial damage both physically and economically. In response, the country has grown to become a center of counter-piracy efforts in the region and spearheaded the development of the Djibouti Code of Conduct.
9. **Egypt:** Egypt, though at some physical risk from maritime piracy itself, is even more threatened economically. As the owner of the Suez Canal, Egypt has a significant stake in making sure that the passage is safe so that its business does not decline.

10. Equatorial Guinea: Located in the Gulf of Guinea, Equatorial Guinea is at the center of a region heavily afflicted by piracy. Recently, these attacks have shifted to have a much higher focus on kidnapping for ransom, posing a greater threat than simple robbery. Equatorial Guinea seeks to cooperate with its neighbors in its region to stop the problem at its core.

11. Eritrea: Afflicted by piracy like all in its region, Eritrea seeks to solve the problem quickly and through cooperation. It suffered multiple “swarm attacks” in 2011, where large numbers of pirates worked in a coordinated effort to seize ships. Importantly, there have been reports of arms smuggling from Eritrea to Somalia and questions about the complicity of local officials in the process.

12. Ethiopia: Though without a coast and not affected by maritime piracy directly, Ethiopia’s position in the region makes it very significant in the ability to combat piracy. Ethiopia is particularly concerned with the illicit financial flows that come with piracy as the pirate financiers, who can collect up to 50% of ransom payments, operate around Ethiopia's region. Additionally, Ethiopia is a signatory on the Djibouti Code of Conduct.

13. France: At the center of counter-piracy efforts, France has been taking significant stock in the safety of international trade routes. France has been significant in naval operations like EUNAVFOR Atalanta, which France helped launch in 2008, and the EUCAP Nestor mission, which aims to build maritime and judicial capacities in countries of the Horn of

Africa.

14. Gabon: As one of the areas most affected with piratical activity, Gabon has been attempting to fix the problem with what limited resources it has. Gabon has been a strong advocate for increased financial and technical support for regional bodies that combat piracy. Additionally, Gabon has been working to establish a public-private partnership to secure the funds necessary to purchase crucial maritime security equipment.

15. Ghana: As a particular target due to its oil resources, Ghana is under serious threat from armed robbery against ships in its region, especially due to the weak enforcement from its neighboring countries. To combat this, Ghana has been advocating for more cooperation between the surrounding nations and has been working to address the piracy problem at its cause – youth unemployment.

16. India: With over 90% of its goods and over 80% of its hydrocarbon requirements being transported over sea, India is at a great risk from piracy, which can do large damage to the country's economy. Though the Indian Ocean lost its high-risk area status in 2023, recent statistics indicate a resurgence. India has enacted the Maritime Anti-Piracy Act, a dedicated and strict legal framework to address the previous lack of specific piracy law, though there exist some human rights concerns about aspects of the act. India, very notably, has an extradition agreement with Somalia.

17. Indonesia: Located along the Malacca Strait, Indonesia is adjacent to one of the world's busiest shipping routes, with over 25% of global trade, including vital oil and gas shipments, passing through the strait. Indonesia suffers largely from armed robbery against ships, where locals use their knowledge of the area to navigate through the area and conduct surprise attacks in order to steal any money or valuable equipment on board. Additionally, Indonesia does not have any dedicated anti-piracy law, resulting in its sentences often being considered too lenient when compared to its peers.

18. Malaysia: Located along the Malacca Strait, Malaysia is in proximity to one of the busiest trade routes in the world. Recently, reports of armed robbery against ships and piracy have quadrupled in 2025 compared to 2024, raising alarm bells for global trade. This is largely due to the growing complexity of trade routes throughout the region, as the thousands of islands serve as perfect hiding spots for pirates and robbers, allowing for surprise attacks and making surveillance difficult. The Malaysian Maritime Enforcement Agency was established in 2004, however it has had difficulties because of the adaptability of pirates and the vast amount of area it must cover.

19. Mexico: Located between the Gulf of Mexico and the Pacific Ocean. Mexico is close to vital sea routes that connect North and South America for trade and commerce. Mexico does not face a high threat of piracy, however, it is vulnerable to smuggling and, in some cases, armed robbery at sea. Due to limited resources and a large swath of sea, enforcement of the UNCLOS laws that Mexico recognizes is a challenge.

20. Mozambique: A country in the southeastern coast of Africa, Mozambique borders the Mozambique channel, an important route for shipping, connecting the Indian Ocean to the Cape of Good Hope. Mozambique faces risks of armed robbery, and with its limited naval and judicial resources, the enforcement and prosecution of anti-piracy laws are a struggle.

21. Nigeria: Situated in the west coast of Africa along the Coast of Guinea. Nigeria faces high levels of piracy. Armed robbery by criminal organizations often targets oil tankers and cargo vessels. Even though the Suppression of Piracy and Other Maritimes Act has been passed. The challenges of corruption while trying to police a large section of water with limited resources remain.

22. Oman: Located along the Gulf of Oman and the Arabian Sea, Oman controlled one of the world's busiest straits, the Strait of Hormuz. Oman has not experienced piracy, and has invested in its navy and surveillance technology. Piracy is illegal under Oman's law, and Oman cooperates with international coalitions, such as the CME, to fight piracy in its region.

23. Peru: Located on the southern coast of South America, facing the Pacific Ocean. Peru faces the problem of small scale piracy. These actions normally include armed robbery at sea, especially occurring close to ports. Due to limited surveillance capability, and limited resources, enforcing and policing law regarding piracy is a challenge for Peru.

24. Philippines: Situated in Southeast Asia. The Philippines has key shipping routes that connect the South China Sea to the Pacific Ocean. Philippines has faced consistent issues with piracy and armed robbery at sea, especially in the Sulu and Celebes seas. The Philippines has strengthened laws regarding maritime piracy, though challenges in enforcement remain due to limited resources and a large marine territory.

25. Saudi Arabia: Bordering the Red Sea and the Persian Gulf, Saudi Arabia sits on vital shipping crossroads, including those that lead to the Suez Canal. Piracy is a threat in nearby waters, including the Red Sea, near the Cape of Africa. Saudi Arabia's royal navy is well-equipped to deal with piracy and cooperates with coalitions such as the CMF.

26. Singapore: Located in the southern tip of the Malay Peninsula. Singapore has vital shipping routes, where roughly 25% of global trade passes. Singapore faces threats from piracy and armed robbery at sea. The Marine and Port Authority (MPA) has implemented extensive patrols and policing; however, the number of small islands to hide on and the volume of ship traffic remain a challenge.

27. Somalia: Along the Horn of Africa, Somalia borders the Indian Ocean and the Gulf of Aden, critical points of trade. Somalia has been one of the world's centers of piracy, where organized maritime crime threatens the safety of passing ships. The problems of poverty make many people turn to piracy as a means of making money. Limited naval and judicial capacity have inhibited Somalia from enforcing piracy, though recently

Somalia has taken steps forward, signing the Djibouti Code of Conduct.

28. Sudan: Bordering the Red Sea, Sudan controls a small but important piece of coastline near the Bab el-Mandeb Strait. While Sudan does not face large-scale piracy, armed robbery at sea poses a challenge. Sudan's limited navy and little maritime surveillance make enforcement of maritime laws extremely difficult.

29. São Tomé and Príncipe: Located in the Gulf of Guinea, São Tomé and Príncipe is a country where piracy is a considerable issue, particularly attacks on fishing and small commercial ships. Though in agreement with UNCLOS, a limited navy and surveillance make enforcing piracy on the large stretch of sea a significant challenge.

30. Trinidad and Tobago: Situated in the Southeastern Caribbean, Trinidad and Tobago fall along key shipping lanes. While Trinidad and Tobago do not face large-scale piracy, they face small-scale armed robberies at sea on commercial vessels. Though Trinidad and Tobago collaborate with CARICOM, their limited navy and coast guard present challenges in enforcing their maritime waters.

31. United Arab Emirates: Located along the Persian Gulf and the Gulf of Oman, the UAE lies at the heart of oil shipping routes and faces rare threats of piracy from nearby waters. However, the UAE has heavily invested in its coast guard and navy, making enforcing, surveilling, and policing its maritime borders much easier. It is also in cooperation with the CMF.

32. United Kingdom: The United Kingdom lies off the coast of Europe in the Atlantic Ocean. Piracy is not a threat, and as a maritime power with a global shipping network, it considers piracy a serious threat to maritime safety. It collaborates with various organisations, such as the CMF, to combat and prevent piracy.

33. United States: Situated in North America, bordering both the Pacific and the Atlantic Oceans, the United States does not experience piracy. As a maritime power with a global shipping network. It considers piracy a highly dangerous threat to global trade and maritime safety. The coast guard and navy often participate in multinational anti-piracy activities.

34. Venezuela: Located on the northern coast of South America, Venezuela borders the Atlantic Ocean and the Caribbean Sea. Though it does not experience large-scale piracy, it is vulnerable to small-scale armed robbery at sea and attacks on fishing and commercial vessels. Though it cooperates with CARICOM, limited naval resources make enforcing and surveilling its maritime borders a challenge.

35. Yemen: Along the southern coast of the Arabian Peninsula, Yemen borders the Gulf of Adrian, and the Red Sea. Yemen's waters are highly vulnerable to piracy, armed robbery at sea, and attacks on commercial vessels, partially do to ongoing conflicts and limited government control. Due to this, the country faces challenges in combating piracy within its borders. **Kenya:** Deeply affected by Somali piracy, Kenya has become a regional center

for prosecuting pirates captured by international forces, as showcased by its extradition agreement with the United States and the United Kingdom. Kenya's ports, large and crucial to regional trade, are under threat from piracy and armed robbery, causing the redressment of the issue of piracy to be a top priority for the state. Kenya has strengthened its naval capacity through international partnerships like the EUCAP Nestor mission and pines for more international cooperation and better funding for maritime security and coastal development.

36. Japan: As one of the world's largest shipping nations, Japan is heavily affected by the damage piracy does to global trade routes, most notably around the Horn of Africa and within the Strait of Malacca. To look out for its own financial interests, Japan has participated in the Combined Task Force 151 to combat piracy and established an anti-piracy base in Djibouti in 2011. In addition to more military, physical means of combatting piracy, Japan also emphasizes alternative solutions in order to solve the problem of piracy through addressing its economic roots.

37. Kenya: Deeply affected by Somali piracy, Kenya has become a regional center for prosecuting pirates captured by international forces, as showcased by its extradition agreement with the United States and the United Kingdom. Kenya's ports, large and crucial to regional trade, are under threat from piracy and armed robbery, causing the redressment of the issue of piracy to be a top priority for the state. Kenya has strengthened its naval capacity through international partnerships like the EUCAP Nestor mission and pines for more international cooperation and better funding for maritime security and coastal development.

38. South Africa: While not directly affected by piracy to the same extent as other nations, South Africa still certainly feels the impact from maritime insecurity. Instability in neighboring nations such as Madagascar and Mozambique pose problems for South Africa; the spread of maritime insecurity and the economic effects from reduced trade around the Cape of Good Hope pose serious threats to the nation. South Africa, despite its sizable national naval resources, advocates for stronger regional naval cooperation through the Southern African Development Community and champions blue economy initiatives to reduce the economic incentives for piracy.

39. Greece: Being one of the largest merchant shipping nations on the globe, Greece relies on the safety and security of maritime trade routes. Greek ships are often frequent targets in areas like the Gulf of Guinea and the Indian Ocean. Greece supports policies of multinational naval coalitions and underscores the necessity for international law enforcement to protect the safety of seafarers.

40. Australia: Though facing limited threat from piracy domestically, Australian maritime routes around areas like Papua New Guinea and Indonesia are at a great risk to violence and theft. Australia is a member of the Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia (ReCAAP), highlighting their investment on regional, cooperative solutions. Australia supports capacity-building in Southeast Asia and the Pacific, emphasizes the importance of keeping intact the integrity of maritime jurisdictions, and advocates for joint-nation patrols.

Questions to Consider:

- What are the root causes of piracy and armed robbery against ships? How can these most effectively be addressed?
- What gaps are there in the current legal framework regarding piracy and armed robbery against ships? How can this framework be adjusted without leaving ambiguities or creating more contradictions?
- What should be the standards regarding the use of PCASP? How can these groups be held accountable and how can the safety of innocent civilians be ensured?

