

## ***A Socioeconomic Analysis of Piracy in the Northern Indian Ocean and its Solutions under International Law***

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### **Abstract**

Maritime transport has become significant as the backbone of global trade and, consequently, globalization, which is the basis of the globalizing project of the economy, which, with an attitude of dependence on the development of countries and the international maritime trade lends more importance to maritime trade. Securing maritime trade, with the emergence of recent insecurity as the most important concern for the countries that benefit from this is one of the most important options for world trade due to its high transport capability, low cost, and ease of transportation. As a result of the vast dependence of countries on maritime trade, there are various problems, such as piracy and environmental pollution, which, in turn, has become a global downfall. Modern piracy has new patterns. Although the nature of the crime is the very essence of this activity, the context for replacing these changes is to be considered. Piracy and robbery not only can stop the logistics chain from leading to economic consequences, but also it will lead to the loss of life, short-term and long-term health problems for seafarers and travelers; the consequences that need more analysis. In this article, we have tried to investigate the history of piracy and analyze the pathology of this global problem and give solutions for the issue.

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### **Introduction**

Piracy and shipwreck remains a significant issue (with estimated global losses of between 13 and 16 billion dollars annually), especially in the waters between the Indian oceans and the Red Sea, offshore Somalia, as well as in the Straits of Malaga and Singapore, which are used by more than 50,000 vessels annually. Recently, the pace of rapid piracy off the coast of Somalia has led international efforts to lead the United States to patrol and protect the waters around the Horn of Africa. New pirates are keen on using small boats and exploit the benefits of fewer crew members in commercial vessels. They also use large ships to supply smaller boats used for theft and seize ships. Today's pirates can be successful because a large percentage of international merchandise is shipped through maritime routes. Many of the main shipping routes pass through low-lying areas (such as the Gulf of Aden and the Malaga Strait), which makes ships susceptible to being seized by small motorboats. Other active areas include the South of the Sea of China and the Niger Delta. Due to the increased use of these routes, many of these ships should reduce their speed to control traffic and navigation, and this makes them the main pirate targets.

The International Maritime Bureau (IMB) has kept a record of piracy attacks dating back to 1995. Their documentation shows that there is a lot of hostage-taking as a form of prevailing violence against sailors. For example, in 2006, 239 assaults occurred, 77 crew members were stolen, and 188 were taken hostage, but only 15 attacks of sea robbery resulted in murder. In 2007 attacks increased by 10% to 263. In reported attacks, the use of weapons has increased by 35%. The number of the crew injured was 64, while in 2006 it was only 17. This number does not include hostage-taking and robbery, or injuries.

In 2009, this figure increased as attacks on the Gulf of Aden and the coast of Somalia increased. Between January and September, the number of attacks rose from 293 attacks to 306. The pirates entered the ship in



114 cases and kidnapped 34 ships. The use of firearms from 76 cases last year reached 176 in 2009.

The lack of criminological attention is astonishing because of the increasing number of people prosecuted for piracy operations in Somalia and through the jurisdiction throughout the world. This theory offers a unique opportunity to test piracy trial in real life, and although my goal is not to generalize the findings of other judicial trials, a high level analysis allows a profound test of any injustice available to strengthen the theft laws. An international maritime affiliate will take place and may have implications for the prosecution of piracy elsewhere in the world.

Hong and Adolf (2010) criticized the issue in an article entitled "Legal Instruments for Combating Piracy and Maritime Terrorism: A Critical Review." Also, piracy in the Free Seas has already become key tactics. Terrorist groups - Many of today's pirates have ideological and political foundations and are working extensively. Combining piracy and maritime terrorism creates significant dangers for global markets, a vast amount of the world's energy and commodities are transported through a route which is of interest to pirates, such as Southeast Asia. Through reviewing partnerships and limiting tools, several constructive suggestions have been made to improve the effectiveness of coping with them.

Marcus et al. (2015) in a paper titled "Economic Shocks in the Fishing and Piracy Division" are exploring a group of 109 coastal countries, suggesting that negative economic shocks in the fishing sector will help to increase piracy. Also, Rashid Somalia et al. (2014) in an article related to Marcus's article "Fisheries, Justice, and Environmental Damage and Piracy: A Case Study of Somalia," looks at the roots of the pirates and makes suggestions including the establishment of a reliable Somalia government that is up to date and preventive measures to avoid illegal fishing and poisonous waste disposal to support the local fishing industry.

Saeed Hassan et al. (2016) in a short essay on "The Origin, Development and Evolution of Piracy: A Historical Analysis" examine the evolution of

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the concept of piracy and different facets throughout human history. This article having information on modern piracy, focuses on some of its destructive effects on the world economy and trade.

In internal studies, one can also refer to Shafiabadi's paper (1394) that studies the effects and costs of the phenomenon of piracy on maritime transportation, which is different from the present study. The attempt in this study, from the perspective of international law, was made to explore the ways to prevent piracy.

### **1. Historical View**

The English word pirate comes from the Latin word *pirata* meaning the thief of the sea. This term actually has the Greek root *peirates*, which is the concept of the one who attacks. The early appearance of a pirate can go back to the time when a merchant first dared to go to sea by ship. Since then, piracy has continued and has become a plague for the nations of the world. In special cases, the number of pirate was reduced or relocated, but never disappeared. At first, the concept of piracy was not a criminal offense. This term had a hostile concept among the Romans and the Greeks. This view of the meaning of piracy comes from the culture of the West. In the Middle Ages, changes occurred in the meaning of the word. In order to justify the seizure of ships, the word absolutely meant unauthorized trade. At the same time, the literary interpretation of ancestors created a new concept of piracy law. It included “*animo furaodi*” which meant personal motivation as contrary to the political motives. The most prominent legal opinions of the 16<sup>th</sup> and 17<sup>th</sup> centuries have greatly documented this classical and historical text of international law and their treaties. However, these lawyers have been under the influence of the ancestors. They have interpreted the new law by using a pirate ratio to accurately display piracy under the legal jurisdiction. Grotius states that the piracy tag belongs to a group of pirates and landowners. Similarly, Jenitly says that piracy, without the consent of the king, is the same as robbery. The new concept of piracy is translated as a crime in the British Municipality Act. Therefore, pirates were no longer hostile to the wars, but they behaved like ordinary robbers. Similarly, piracy seems to be a crime. Based on maritime obligations, it should include a certain anti-group set of actions (Saeed Hassan et al., 2016). In



total, pirates' terrorist activities are operations carried out within the marine environment against ships or fixed operating systems of the sea or ports or any of the passengers or personnel and against Coastal or settlement facilities, including tourist resorts, harbor areas and port cities. (CSCAP 2009)

## **2.Theoretical bases and Definition of Piracy**

In general, piracy can be defined from three aspects:

A: From the custom viewpoint: Any illegal violent act committed by a private (non-state) ship in the open sea against another vessel for the purpose of looting.

B. From the point of view of the United Nations Convention on the Law of the Sea: In 1958, the customary law of piracy was converted into a statute based on the "Geneva Convention on the Free Seas". Then, in 1982, the United Nations Convention on the Law of the Sea was adopted. The convention was enacted in 1994 with the approval of the 60th signatory country. According to Article 101 of the Convention, like Article 15 of the Geneva Convention, piracy is defined as follows:

- 1- Any violent, illegal or seizure activity, or any looting that is directed for private purposes by the crew or passengers of a private ship or a private aircraft.
2. Any activity against a private ship or private aircraft, or against individuals and property in free-flowing ships and planes.
3. Any activity against a ship, aircraft, persons or property in a place not within the jurisdiction of any country.
4. Any voluntary cooperation in the operation of a ship or aircraft, knowing that it is a pirate ship or pirate aircraft.
- 5- Any action leading to the provocation and preparation for the conduct referred to in paragraphs A and B above.

Now, if piracy is carried out by a navy or government or a national air force whose crew have rebelled and taken over by the ship or air carrier, is tantamount to its being carried out on a private ship. (Article 16 of the

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Free Seas Treaty and Article 102 of the Seafarers' Convention), it is clear that the term piracy actually includes hijacking in the Free Seas.

C: Definition by the International Maritime Organization (IMO)

The definition of the International Maritime Organization (IMO) is "the practice of boarding any ship for the purpose of committing theft or any other crime, with the purpose or the likelihood of using force to advance this practice". New piracy definitions include the following:

- 1- Attack on the ship and enter it
- 2- Extortion and usurpation of property
- 3 - The hostage taking of property
- 4 - Abduction of people for compensation and money for freedom
- 5 - Manslaughter
6. Theft
7. The destructive operations that cause the ship to drown
- 8 - Confiscation of the property of the ship or the ship itself
- 9- Sinking a ship with a previous target

### **3. Somali pirate activity and international community concern**

As the statistics show, there was a case in 2006 every 31 hours, in 2007 every 31 hours, and 135 in the year 2008, with the abduction of 44 ships and the capture of 600 crew. These ships are usually sold with their loads or taken as captive with the crew waiting to receive ransom. One of the biggest acts of piracy was the robbery of Saudi oil tanker, in which they took 2 million barrels of oil that was followed by a strong concern from the Security Council. Other cases included the abandonment of the Ukrainian tanker ship and the request for a \$20 million ransom and other cases involving the abduction of the Iranian ship for which \$2 million was requested. The International Maritime Bureau (IMB) estimates piracy losses annually and only between Pacific and Indian waters of \$13-15 billion. Damage incomes are not limited to the value of the ship being abandoned, but also added to the delay in arriving at the destination port and the sharp increase in sea insurance rates from the Gulf of Aden.



It is noteworthy that pirates also use modern equipment and semi-heavy weapons, air defense systems carrying rocket shells, satellite positioning systems and telephones.

Of course, it should not be forgotten that the new insecurity provides a good opportunity for private security companies to provide anti-piracy services to ship owners. Several NATO nations, with the help of Djibouti-based vessels, escort ships for the World Food Program and other ships to their destination.

### **1.3. Piracy on the Somali coast**

Somali piracy has been increasing since 2005, not only in the number of attacks, but also on the amount of ransom received by the Somali pirates. Although the number of shipwrecks fell in 2011 and 2012, these latest trend changes may greatly contribute to the strong targeting of piracy groups by international naval forces in Somalia's high-risk waters and improved BMP by ship operators and commanders and Increased PCASP (Sayari, 2010). The magnitude and context of the efforts to negotiate in this regard depends on the political situation in the regional and national criteria. Political unrest and unsustainable social economic success can have multiple effects on this issue. Under the security risks, it is necessary to redefine national priorities and financial goals and humanitarian needs with economic and political reversals. Financial constraints, the weakness of national and international treaties, and the gap between scientific knowledge are the most important issues regarding the barriers to the discussion. While the cooperation and interaction between these factors is quite clear, violent actions (such as terrorism, war and other forms of violence and social turmoil) can add a new barrier to dialogue. For example, the level of security can be a hindrance to scientific research. While this could dramatically reduce the income of the tourism industry, which is often a critical point for the operation of protected areas.

### **2.3. New hope for Somalia**

The post-war economy in Somalia, which became closer to the Middle East in the past decade after its first president in the past decades, has

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been heavily influenced. Piracy-related commercial costs increase by \$ 6 million a year, regardless of how limited marine economic activity is limited by piracy. The solution to ending piracy can be only made by rebuilding a strong central government in Somalia and asking the international community. To concentrate on helping the region of Africa develop an appropriate political system. "The piracy is a sign of the breakdown of Somalia's political system," said the economist and main author of the report.

Somali pirates have reported 68% of attacks since January 2005, according to reports, 218 were successful in receiving ransom, which is estimated at \$ 53 million.

Attacks peaked in 2011, but dropped sharply, mainly due to the increased mobilization of international naval forces and more secure security from the transportation industry.

A report earlier this week by the support group, "Oceans beyond Piracy", said piracy cost the global economy between \$ 5.7 billion and \$ 6.1 billion in 2015, much lower than World Bank figures (CNN).

Perhaps more importantly, the analysis of this article suggests that laws and standards may not be fully effective. Local conditions and other aspects of software (such as attitudes and governance) should not be overlooked, which, if implemented effectively, in particular the distinct approaches to implementing security measures, can be abandoned in different parts of the world. (Pallis & Vaggelas, 2008)

Other options can be discussed in dealing with the problem of piracy. This includes; life with piracy as an inevitable intrusion, arming ships, fighting pirates on the beach, attacking wealthy pirates, stopping ransom, regular sea patrols, and supporting a state that can eliminate piracy through law enforcement. It can also be noted that all these options have defects and may need to work well on them. He believes that the best option is to support the government to eliminate piracy laws. The lack of criminological attention is astonishing because of the increasing number of people prosecuted for piracy operations in Somalia and through the jurisdiction throughout the world. This theory offers a unique opportunity to test piracy trials in real life, and although it is not my goal to



generalize my findings to other judicial trials, a high level analysis allows a profound test of any injustice to strengthen the international affluent piracy laws of the West and may have implications for the prosecution of piracy elsewhere in the world. (Monkhauz 2009)

#### **4. Impact of piracy on the fishing sector**

Piracy is a global phenomenon. More than 40% of all coastal states have had at least one piracy incident during the period 2004-2009. Given the importance of maritime transport for international trade, piracy activity is likely to affect shipping costs and the volume of international trade. Although economic literature on piracy is emerging, the underlying mechanisms involved in piracy activities are still not understood (Marcus et al., 2015)

For example, of the 109 coastal countries, covering the period from 2004 to 2009, negative economic evidence in the fishing sector indicates that they are linked to an increase in piracy. Exogenous factors, such as the abundance of local phytoplankton as the main source of fish shortages, we are only able to prevent endogenous potential problems to prevent extinction. Our estimates indicate that the effect of such negative shocks significantly reduces production. We found that a 1% reduction in fish production would increase the risk of cancer by one percent. These findings are consistent with the theory of opportunity cost. The shortage of phytoplankton reduces fishing production and, as a result, undermines economic opportunities in the country. The fishing sector has a high relative appeal. For developing countries, policies that have been effectively updated are complex tasks. Our results indicate that the implementation of fishing management and prosecution systems for illegal fishing activities can be reduced by appropriate methods to increase fishermen's income and, consequently, incentives to participate in piracy.

This study has shown that economic conditions in the fishing sector have an important impact on modern piracy. This finding, therefore, suggests that other factors that affect fishing production, such as climate change, will also have an impact on it. (Marcus et al. 2015)

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Another issue not addressed in this research is the identification of costs caused by piracy activity. Unfortunately, such an analysis is hampered by the lack of adequate information on the country's shipping costs.

### **5. Political issues**

Today, planes and ships are also kidnapped because of political problems. The perpetrators of these activities can be described as pirates (for example, the French word for "Pirate de lair" is literally "pirate ship hijacker" (but in England, usually the word "hijacker") Pirate ships today use many modern technologies. Piracy offenses have been reported to include the use of cell phones, satellite phones, GPS, sonar systems (radar trackers), advanced radar boats, Semi-automatic rifles, shotgun rifles, pistols, rigging weapons and even RPGs and grenades.

### **6. Regional piracy costs**

The Somali pirates who drive the Horn of Africa cost the global trade up to billions of dollars a year and heavily affect the economic activities of neighboring countries. Although the abduction in the area has declined significantly since last year, the global piracy cost is estimated at \$ 18 billion a year. The cost of transportation increases because they have to change their business routes, fuel bills are also rising, and they are forced to pay higher premiums and security bills for guards on the board. Apart from increasing international trade costs, the threat of piracy in one of the most important global trade gates could be a blow to the economies of the neighboring countries of Africa, especially in the tourism and fishing sectors.

Since 2006, incomes in the East African coast have grown 25% slower than in other South African countries, largely due to lower entry rates for OECD countries to the region. Piracy in the region is believed to have ruined the region as a permanent holiday destination, and lessened the number of visitors to the East African coastline. It has affected about 6.5% of the country's visitors. According to the World Bank, export of fish products from countries also suffered from piracy and dropped by 23.8% since 2006. This report was produced in the starting year for piracy.



The World Bank addresses the countries of Comoros, Djibouti, Kenya, Mozambique, Madagascar, Mauritius, Seychelles, Somalia, Tanzania, as well as Yemen, Pakistan and the Gulf States as the country where piracy originated. (CNN)

According to IMB (2009b), piracy events in Southeast Asia have doubled between the first and second quarters of 2009, for example Hong Kong. Although we know that port security is committed to such things, but instead of an innovation to deal with such issues, it is constantly being neglected. (Ng, 2009)

**6.1. The expenses imposed on countries to deal with piracy according to the organization's report (OBP, 2016)**

The complexity of shipping routes and the nature of regional decisions prevent OBP's ability to estimate overall costs, while identifying specific domains and events to explain the cost of different attributes. OBP reports show that \$ 349 million, which is roughly equivalent to 49% of total costs, has been spent on 2015 offshore maritime contracts (action teams, cost per zone security, patrol ships and regional escorts).

West Indian ocean region		Type of costs
1,23 billion dollar	All costs	Financial costs
73%	Costs imposed on industries	
323 million dollars	Consuming costs of the navy	
306 people	Attacked seafarers	Human costs
108 people	Hostage seafarers	
41 people	Seafarers remained captive	
16 cases	All reported attacks	Piracy activities
°cases	kidnapped ships of the region	

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	Kidnapped trade ships	
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Table 1-The expenses imposed on countries to deal with piracy West Indian Ocean region

East Indian ocean region		Type of costs
1.2 million dollars	Robbed merchandise	Financial costs
8.1 million dollars	Robbed cargos	
382 thousand dollars	Costs of Erkim Harmony Discovery Operations	
3674 people	Kidnapped seafarers	Human costs
38%	Armed attacks	
۲۳ people	Injured seafarers	
199cases	All reported attacks	Piracy activities
67%	Events in Malacca and Singapore	
8%	Events in 2015	

Table 2-The expenses imposed on countries to deal with piracy East Indian Ocean region 2015.

Guinea Gulf		Type of costs
719.6 million dollars	All costs	Financial costs
61%	Costs imposed on industries	
276.5million dollars	Consuming costs of the navy	
1225 people	Attacked seafarers	Human costs



<b>44 people</b>	<b>kidnapped in 2015</b>	
<b>23 people</b>	<b>Seafarers killed</b>	
<b>54 cases</b>	<b>All reported attacks</b>	<b>Piracy activities</b>
<b>48%</b>	<b>In international waters</b>	
<b>15</b>	<b>Kidnapped seafarers</b>	

Table 3-The expenses imposed on countries to deal with piracy Guinea Gulf region 2015.

## **7. Successful attempts against piracy**

International ships are equipped with a helicopter patrolling in the range of reported piracy waters, but these areas are vast. Some ships are equipped with anti-piracy equipment, such as a sound device that sends sound waves to the target, produces a very strong sound that results in a tear rupture and a shock to the pirates, so that the thieves are disturbed and forced to flee and leave their weapons. Also, if a ship is wanted by thieves, they will increase speed and attempt to escape.

### **1.7.Measures of the Security Council and the international community**

At the centerpiece of the coping efforts, the Security Council, as the primary responsibility for maintaining international peace and security, issued several resolutions on the situation in Somalia, including resolutions 1814, 1816, 1838, 1844, 1846, in 2008, the highest resolution of the Security Council which was dedicated to highlighting the importance of the subject. Recently, the Council adopted Resolution 1851 in accordance with Chapter VII of the Charter and following the request by the Somali President to assist the international community in combating piracy. The resolution, unanimously adopted by all 15 countries of the Council, allows countries to take all necessary measures to suppress piracy and armed action at sea. Also in this resolution, all countries that are capable of fighting piracy are urged to actively participate and send a ship or aircraft to the area.

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It is worth noting that the measures contained in this resolution are specific to Somalia and do not create any obligation. Moreover, all international organizations and countries have been encouraged to set up an international cooperation mechanism to coordinate their anti-piracy activities as soon as possible. Indeed, the pandemic outbreak of Somalia has provided unprecedented international cooperation in the seas. The coalition, headed by the United States, France, Great Britain, and India, is patrolling the Gulf of Aden and, of course, China, which has recently played an active role. This military presence has been effective in preventing or at least disturbing the work of pirates, but these activities are mainly in the form of driving the pirates away instead of surrounding them and their capture, which alone cannot prevent pirates whose motivations are financial. In addition, it should be noted that there is a huge cost for sending troops to the region, which may be less likely to be paid for hostage-taking by ransom. But piracy trials are not yet fully developed, and pirate capturing countries often cut back on the cost of transferring robbers to their countries, and they have given the task to neighboring countries.

Britain, for example, has signed an agreement with Kenya to transfer the pirates captured by the Royal Navy to a trial there, which is said to be sentencing them to a maximum of seven years in Kenya. The Netherlands has also called for an international court to be formed. Of course, the overwhelming approach of coalition forces has been to release pirates after arrest and disarmament. It is also noted that the transfer of pirates to a third country, Kenya, is in amendment of 1982, Article 105, International Maritime Law Convention, which states that prosecution should be carried out by the state courts that have made the seizure. (1982 Maritime Law Convention)

### **2.7. The importance of the Gulf of Aden and the North Indian Ocean for shipping**

All ships sailing through the Suez Canal must go through a small gap between the Horn of Africa and the Arabian Peninsula, where cargo ships



and crew are looted. It should be noted that 80% of the total world trade is transported by sea, and about 46,000 merchant ships operate with 12 to 15 million containers and use the facilities of 4,000 ports in the world to carry out maritime transport. The waterway is used by about 22,000 ships a year, and about 8 percent of global trade is carried out, which includes 12 percent of the sea-covered oil. It should be noted that the Gulf of Aden and the coast of Somalia are one of the main bottlenecks in the Indian Ocean. As a result, 9 percent of the 7.7 billion tons of merchandise transported by the international shipping system are passing through the waterways, adding luxury boats and recreational and fishing boats. Given the numbers and significance of Bab Al-Mandeb, the Gulf of Aden and the North Indian Ocean, the quantitative and qualitative impact of piracy on the coast of Somalia can be estimated by considering the effects of insecurity in these areas on the maritime and the international security system.

### **3.7. Measures taken by units deployed to the Gulf of Aden**

A. Formation of the CTF151 combat crew by coalition forces and deployment to the Gulf of Aden currently deployed about 70 fighter jets in this area and tracked by our country's deployment team.

B. prediction of 493 miles long and 5 miles wide at sea for patrolling and monitoring units located in the area on this corridor. Rescue of Iran's Hadi, carrying 230 thousand tons of crude oil in the form of two million and one hundred thousand barrels that was attacked by pirates, added to the merits of this force, and this issue was appreciated by international Maritime organizations.

It should be noted that countries such as Russia, India, China, the Islamic Republic of Iran, and so on, act independently, and other leading countries in the world act under CTF151.

(C) Naval Forces of the Islamic Republic of Iran, for information control, security of shipping lines, demonstration of Iran's naval authority and the readiness of operational units for the implementation of defense plans based on an operational strategy within their area of responsibility (Oman Sea and Indian Ocean to orbit 10 North Sea), as well as acquaintance

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with the naval power and knowledge of the equipment, weapons and capabilities of the Aden Gulf states, during the years 88-87, sent a military unit to escort and accompany its oil and commercial vessels to the above areas, which the navy of Islamic Republic of Iran based on new regulations With the efforts and seriousness of these sailors during the 2 months of 12,000 miles, the interception and observation of more than 700 floating units and 36 floating units from our country took place. (Ghorbanpour, 2009). Deficiencies in the definition of piracy from the perspective of the 1958 and 1982 International Laws of the Sea as follows:

1. Piracy committed for private purposes.
2. Geographical area of piracy.
3. The issue of immediate and reverse succession.
4. The need for two ships to realize piracy.
5. Lack of an executive system (Mousavi, Jadidi; 1390).

### **Conclusion**

The piracy situation reflects the fact that, notwithstanding how years have passed, the attention of countries and international organizations (albeit after years of neglect) has attracted this issue, but they have not been able to take action. They prevent the current situation from happening.

A rational solution to eradicate the root of piracy, especially in Somalia, is the returning stability to this country. The UN Security Council should pay special attention to the critical situation that has put international peace and security in danger for years. It is important to exercise sovereignty over Somalia's various areas. At the head of the United Nations, the international community should seek to reform its economic and social situation so that the roots of piracy, which is the same as poverty and lawlessness in this country and its foreigners, will be eradicated.

Restoring order and security to traffic-intensive commercial fleets is a very long process, which is why diplomatic officials have taken another step in creating a legal mechanism to convict the pirates. Right now there is confusion and legal barriers in the process of capture and prosecution



of pirates, in such the way that naval forces are usually forced to abandon them after the arrest. These cases reflect the fact that a decisive legal approach to the struggle of the defensive countries play a significant role in reducing this ominous phenomenon. Hoping to see a reduction in the level of this phenomenon in cooperation with the countries in the region and neighboring countries, in the Gulf of Aden and the North Indian Ocean, and the United Nations and the member states with large-scale planning to prevent the emergence of such events in the rest of the world.

### **Piracy prevention proposals and Subjections**

By reviewing international documents and the performance of governments in dealing with this ominous international phenomenon, solutions to prevent and suppress pirates are proposed as follows:

1. Helping establish a powerful central government in Somalia
2. Strengthening the Somali Navy with the assistance of international maritime organizations and naval forces of other countries.
3. Pursuit, arrest, trial, and punishment of pirates.
4. Accelerating the adoption of new anti-piracy laws and the creation of a special trial court for pirates.
5. Strengthening and institutionalizing international cooperation among governments (information and alert).
6. The establishment of patrol under international conventions, especially on Somalia coast, to prevent the entry of stolen goods into that country.
7. Use of security guard at commercial ships.
8. Prevent other countries from interfering in Somalia's internal affairs.
9. Exchange of pirate information among the International police forces of the countries involved.
10. Exchange experiences of how to combat piracy between military forces in countries involved.
11. Given that pirates are highly skilled in navigation and experience, and since maritime experience is of high importance and value, the

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experience of these people in transport and trade can be utilized. Of course, this should be considered with the United Nations oversight and with the coordination and the assistance of the rest of the organs, including the World Trade Organization. Due to the potential for deterrence, it can be assured that there are significant contributions from the affected countries involved in the piracy case.

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