Committee: Security Council

Issue: Tackling piracy in the Gulf of Guinea

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Position: Deputy President

PERSONAL INTRODUCTION

Dear Delegates,

My name is Nikitas Papadopoulos and I will be serving as a Deputy President in this year's Security Council. The people that know me can easily say that MUNs are my life. Once I discovered the MUN world, I became attached to it, prompting me to continue my MUN involvement. This year, I am glad to participate in a committee with such crucial topics, being: "Mitigating the security risks resulting in the displacement caused by climate change", "Reviewing the application of the Sino-British Joint Declaration on Hong Kong" and the topic that this study guide will address "Tackling piracy in the Gulf of Guinea".

I want to congratulate you for participating in this year's DSTMUN conference. From my part, I will do whatever is possible to make it an enjoyable experience for you and so will the President and the other Deputy President of this committee. Moreover, I would like to encourage all delegates to participate during the three days of the conference and I would like to remind you not to be afraid to express your delegation's policy. Besides, that's what you signed up for!

All delegates are expected to conduct their own research as well in order to find their country's stance on the matters that are going to be discussed. This study guide aims to give you some basic directions regarding the Piracy in the Gulf of Guinea issue. However, more research is needed in order for you to be able to engage in the debate thoroughly.

Feel free to contact me at nikitas.papadopoulos2003@gmail.com about any question on the topic, the Rules of Procedure and the conference as a whole. Answers to your question can also be provided by visiting the DSTMUN website. It is highly recommended that you spend some time to check the special rules of the Security Council.

Be confident, and I can't wait to see you all,

Nikitas Papadopoulos

TOPIC INTRODUCTION

The Gulf of Guinea is located in the northeastern part of the African continent. It is the coastline from Senegal to Angola including some islands inside of the Gulf such as São Tome and Príncipe. The first maritime attack was recorded in 2009, where pirates hijacked a French ship, whose company is involved in the oil and gas industries in Nigeria. This topic is crucial because in 2019 there were 121 seafarers taken as hostages, which represents more than 90% of the world's naval crimes hostages. The maritime crimes that have been committed in the Gulf of Guinea compared to all the maritime crimes globally reach a staggering 50%. Cargo ships containing Africa's largest exports like gold and platinum pass through the Gulf of Guinea daily. Therefore, the hijacking of these ship has a big impact on the economy of many African countries and the ones that the exports are being taken to. This topic is really serious because these attacks have cost 2 billion US dollars on all countries involved. All in all, world businesses and governments consider the Gulf of Guinea to be the world's most dangerous piracy hotspot.
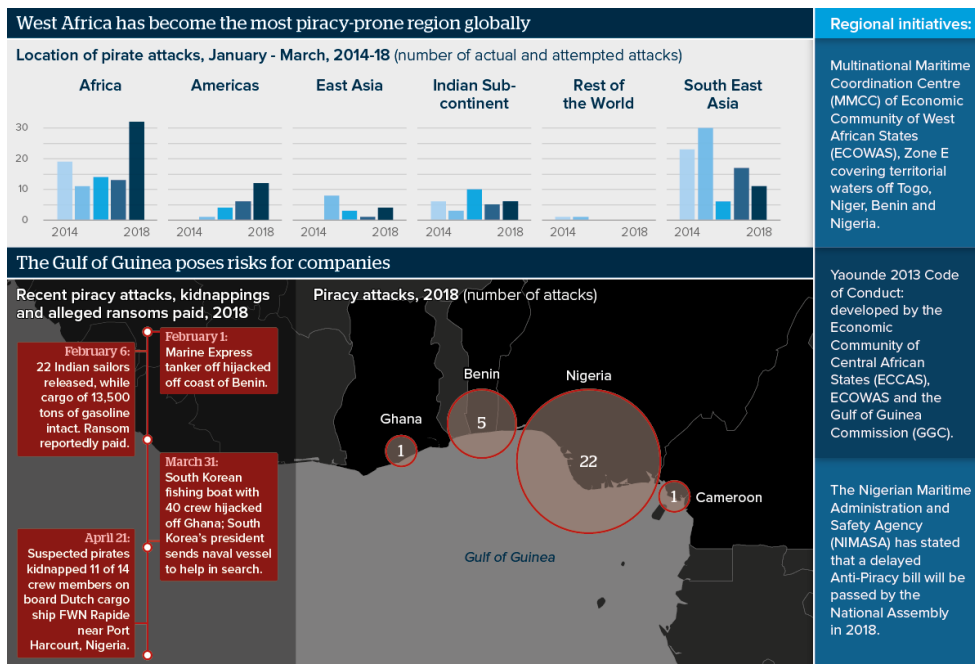

Figure 1: Piracy in the Gulf of Guinea in comparison to the world

DEFINITION OF KEY TERMS

Piracy

The practice of attacking and robbing ships at sea.

Pirate

A person who attacks and robs ships at sea.

Maritime Trade

The kind of trade that involves the transport of goods through the sea, using ships.

Maritime Security

The term that describes all security operations in the sea which target crimes like drug trafficking and piracy.

Cargo Ship

Merchant ships that transport goods and materials.

United Nations Convention on the Law of the Sea (UNCLOS)

The United Nations Convention on the Law of the Sea, also known as the Law of the Seas, defines the rights and responsibilities of nations with respect to their use of the world's oceans, establishing guidelines for businesses, the environment, and the management of marine natural resources.

Maritime Security

The protection from threats to the freedom or good order at sea.

Stakeholder

Any person, organization, social group, or society at large that has a stake in the business.

BACKGROUND INFORMATION

The countries that belong in the Gulf of Guinea were French colonies. They were colonized mostly in the 17th century. Since then they had great exports of gold and diamonds. At that time, gold was like having oil reserves. All these exports really helped the economy of France and boosted their position as they were, then the most evolved country in the West hemisphere. In the mid of the 20th century, all countries became independent states while still having major export business with France. The export still continues to this day but has gotten a lot more attraction from other countries as well because of the newly founded natural gas reserves.

Piracy has been a thing in the Gulf since the 18th century. Back then it didn't have a big impact and it also didn't matter so much. That is because there weren't any comparisons to exports and economies between the, then, leading countries of the world.

The story of John Togo

John Togo was a Nigerian ex-soldier who formed the Niger Delta Liberation Front (NDLF) in the early 2010s. He was one of the biggest warlords at the time in the Nigerian Delta. His group's goal was to secede and gain independence from Nigeria. According to his rebel group, the main reason for their acts is the fact that oil companies that operate in West Africa do not employ locals and so they have no money to live. Their main slogan is ''you exploit from us but don't want to employ us''. Togo and 2000 of his men were killed in a raid performed by the Nigerian army on July 19, 2011.

Another warlord that has risen over the ranks is the so-called ''Black Devil''. His team operates only with speedboats because their size means makes them untraceable by patrols. It is also worth mentioning that they attack cargo ships from certain countries. They have confessed that their main targets are boats that are owned by the United States or French companies.

Figure 2: Gulf of Guinea crime statistics in the first half of 2018

MAJOR COUNTRIES AND ORGANISATIONS INVOLVED

Angola

Angolan navy claims that they are safe from maritime attacks even though they have had the most attacks after Nigeria in the last five years. They have asked for the help of powerful countries to protect them in exchange for diamonds.

France

France has cooperated massively in the security of the Gulf of Guinea. Since many of these countries involved were French colonies in the past, many French businesses operate there. Therefore, much produce gets stolen and they have tried

to maintain security in the area and by more careful and meaningful funding for the better extraction of the merchandise to Europe.

Nigeria

Nigerian maritime attacks are the most common in West Africa and therefore the most dangerous. There have been over 50 victims in the last two years from Nigerian pirates. The Nigerian government has cooperated many times with the United Nations for operations to limit piracy in the area. Also, Nigeria, as a country, has the most export from all the other nations in the Gulf of Guinea.

United States of America

The United States Department of State has released an announcement in 2014 presenting their Action Plan which provides the overarching guidance to develop objectives to enhance maritime security in West Africa as well as other regions of the world as required based on evolving and emerging threats. All in all, American cargo ships are the second most attacked in the area, so the United States have sent many troops over the years in the area.

The Gulf of Guinea Commission

The Gulf of Guinea Commission was founded on the 3rd of July 2001 by Angola, Congo, Gabon, Nigeria and São Tome and Príncipe. The commission offers financial and military support to its member countries even though the piracy attacks are not their main priority.

United Nations Regional Offices for Central Africa (UNOCA)

In 2012 S/RES/2039 (2012) was adopted by the Security Council assigned to UNOCA full responsibility on maintaining peace and finding solutions so as to limit the maritime attacks would be limited. In 2014, UNOCA cooperated with the United Nations Office for West Africa and the Sahel (UNOWAS) to support economic groups based in West Africa. The strategy is beneficial for the regional ports.

European Union

The European Union has implemented its own maritime safety strategy by cooperating EU's bodies with Member States in order to counter acts of piracy in West Africa. In 2019, the European Commission high representative for foreign affairs recommended that all Member States cooperate so as to share information, awareness, analysis and also would advance together international cooperation at sea and collaboration with coastal countries of the areas concerned.

Interpol

Interpol is addressing this matter very seriously. Operation AGWE is active in five countries, Benin, Côte d'Ivoire, Ghana, Nigeria and Togo. Its main focus is to assist and enhance maritime law practices.

International Maritime Organization (IMO)

IMO has adopted S/RES/2039 (2012), which tries to prevent and suppress piracy, armed robbery against ships and illicit maritime activity in the Gulf of Guinea. Every solution that IMO has proposed has the approval of UN bodies involving the matter at hand.
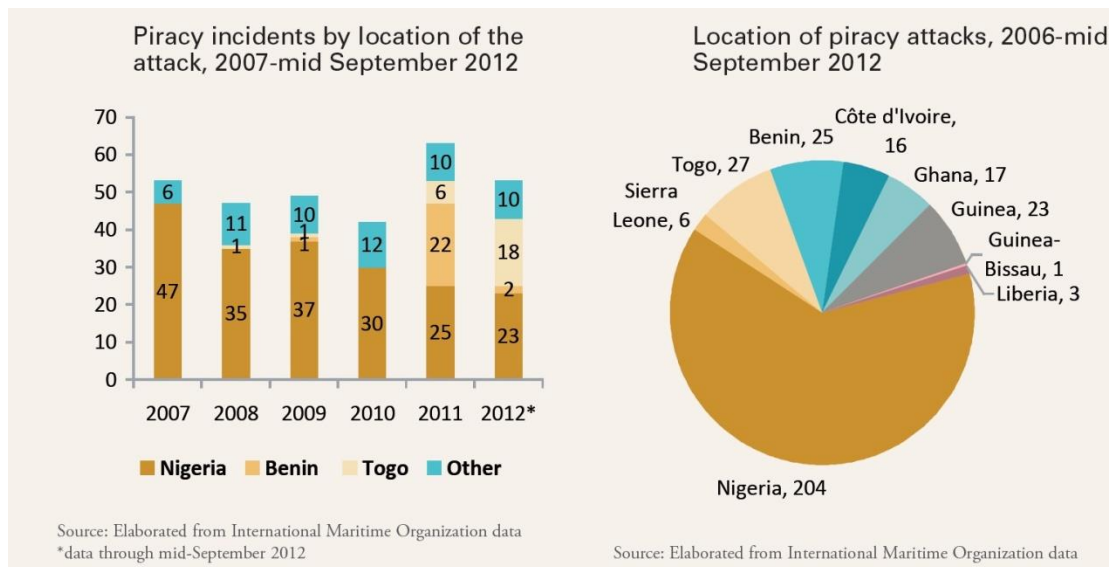

Figure 3: Location of piracy attacks in the Gulf of Guinea

TIMELINE OF EVENTS

Date	Description of event
1856	The Declaration of Paris, which outlawed privateering and, therefore, limited piracy, was signed.
January 4th, 2009	First attempted attack at a French cargo ship.
2011	Piracy in the Gulf is officially considered as a global problem.
2012	United Nations Resolution passes on enforcing security in the region

	S/RES/2039.
2014	The European Union adopts a policy for the region, which reinforces security and funding.

RELEVANT RESOLUTIONS, TREATIES AND EVENTS

Security Council Resolution 2039 (2012)

This resolution was adopted by the Security Council in February 2012 and it entails for the Gulf of Guinea Commission, the Economic Community of the West African States and the Economic Community of Central African States to cooperate towards the foundation of a regional anti-piracy strategy in cooperation with the African Union.

Moreover, it requests full dedication from all West African States towards this matter. That should be achieved by developing and implementing transnational and transregional maritime security coordination centers covering the whole region of the Gulf of Guinea as well as creating national maritime security strategies, including for the establishment of a legal framework for the prevention, and repression of piracy and armed robbery at sea and as well as prosecution of persons engaging in those crimes, and punishment of those convicted of those crimes.

United Nations Presidential Statement by the President of the Security Council in 2016: S/PRST/2016/4

In this Presidential Statement by the President of the Security Council in 2016 it was requested for all involved countries to operate their counter-pirate mechanisms to a maximum extent and thus creating this as one of the biggest problems in the Security Council.

Integrated Coast Guard Function Network

The International Maritime Organization (IMO) is improving the Integrated Coast Guard. Function Network. That way they could create a regional mechanism for combating piracy and armed robbery against ships, and for enhancing maritime security in general for the area expansion from Mauritania to Angola.

Maritime Guard Command

The Nigerian Maritime Administration and Safety Agency (NIMASA) and the Nigerian Navy (NN) have established the Maritime Guard Command, which calls for regular patrols in the Niger Delta and the waters of Lagos while involving officials of

the Nigerian Marine Police. Furthermore, NIMASA would partner with the Nigerian Air Force so as to carry out surveillance in the region while also establi8shin a maritime unit in Benin.

PREVIOUS ATTEMPTS TO SOLVE THE ISSUE

The United Nations Security Council has adopted two resolutions which try to support the heavier reinforcement of cargo ships by having patrols at all times in the Gulf. The resolution also requests for a new regional strategy which will involve extra-regional organizations as well. Also, they try to maintain peace in the area and protect the cargo ships by providing funding for advanced security systems that abide with Interpol's policy on matters like this. As mentioned before Interpol has activated Operation AGWE.

Figure 4: Ivorian sailors participate in an anti-piracy hostage rescue scenario with the Ghanaian Navy during Exercise Obangame Express

The European Union have implemented the Action Plan, which calls upon the EU to support regional efforts to address the many challenges of maritime security and organised crime. This Plan is known as the "Yaoundé Process" and also needs the cooperation of UNOWAS (United Nations Office for West Africa and the Sahel) and UNOCA(United Nations Regional Offices for Central Africa).

POSSIBLE SOLUTIONS

A solution that is heavily recommended when discussing the matter of piracy in the Gulf of Guinea is applying advanced technology means into combatting this problem. The use of modern satellite technology can be groundbreaking because now Interpol could identify pirate ships using the Automatic Identification System (AIS) (an automatic tracking system used on ships and by vessel traffic services for identifying and locating vessels by electronically exchanging data with other nearby ships, AIS base stations, and satellites). That way, they can locate pirates even before they start their attack, which gives a great advantage to the countries patrols.

Furthermore, the Yaoundé Code of Conduct should be made permanent in the region. That will obviously focus international efforts solely on securing the area while the officials responsible for the Yaoundé Code of Conduct could focus on maintaining the peace, which is a priority in this strategy.

Lastly, in this situation, both sides, the pirates and the international and regional organizations think that they are doing the right thing. Thus, a nice proposal is actual negotiations taking place between the two sides. That way, we will eventually reach a conclusion to this matter while taking into consideration all of the aforementioned problem areas.

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