



VMUN 2019

Indian Ocean Rim Association

BACKGROUND GUIDE



VANCOUVER MODEL UNITED NATIONS

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Jerry Xu
Secretary-General



Nick Young
Chief of Staff

Angelina Zhang
Director-General



Allan Lee
Director of Logistics

Katherine Zheng
USG General Assemblies

Omar Kassam
USG Specialized Agencies

Megan Syho
USG Conference

David Ni
USG Finance

Steven Long
USG Delegate Affairs

Alex Shojania
USG Delegate Affairs

Derick Yuan
USG IT

Dear Delegates,

My name is Albert Chen, and along with your Chair, Sarah Buddhason, and Assistant Director, Jasper Mai, it is my utmost pleasure to welcome you to the Indian Ocean Rim Association (IORA) at Vancouver Model United Nations 2019. Currently, I am a grade 11 student attending the IB Programme at Port Moody Secondary School. During my free time, I enjoy planning and participating in business case competitions, working for multiple non-profit organizations, playing badminton, and confusing myself in IB High Level Math and Physics.

Since raising my first-ever placard, I can humbly assure you that Model United Nations has definitely changed my perspective in life. Not only have I learned to overcome my fear of public speaking, developed skills in diplomacy and professionalism, fostered my passion for current events and international relations, and forged friendships with many skilled, like-minded, and hard-working individuals, but MUN has also instilled in me a sense of awareness and appreciation for the events occurring in our world. I encourage you all to take this incredible opportunity as a representative in this committee to challenge yourselves and push your personal boundaries.

This year's topics are both complex and challenging: Implementing the Blue Economy and Maritime Safety and Security. Critical to the Indian Ocean region, they include sustaining the economies of coastal nations, enforcing maritime regulations in pirate-infested waters, and combating illicit human and drug trafficking. Delegates must work collaboratively when drafting resolutions to protect the region and its resources while carefully considering the risks associated with each potential solution.

On behalf of my dais team, I look forward to meeting you, and to an incredible conference this January!

Sincerely,

Albert Chen
IORA Director

Position Paper Policy

What is a Position Paper?

A position paper is a brief overview of a country's stance on the topics being discussed by a particular committee. Though there is no specific format the position paper must follow, it should include a description of your positions your country holds on the issues on the agenda, relevant actions that your country has taken, and potential solutions that your country would support.

At Vancouver Model United Nations, delegates should write a position paper for each of the committee's topics. Each position paper should not exceed one page, and should all be combined into a single document per delegate.

For the Indian Ocean Rim Association, position papers are not mandatory but highly recommended, and required for a delegate to be considered for an award.

Formatting

Position papers should:

- Include the name of the delegate, his/her country, and the committee
- Be in a standard font (e.g. Times New Roman) with a 12-point font size and 1-inch document margins
- Not include illustrations, diagrams, decorations, national symbols, watermarks, or page borders
- Include citations and a bibliography, in any format, giving due credit to the sources used in research (not included in the 1-page limit)

Due Dates and Submission Procedure

Position papers for this committee must be submitted by midnight on January 13, 2019.

Once your position paper is complete, please save the file as your last name, your first name and send it as an attachment in an email, to your committee's email address, with the subject heading as your last name, your first name — Position Paper. Please do not add any other attachments to the email or write anything else in the body.

Both your position papers should be combined into a single PDF or Word document file; position papers submitted in another format will not be accepted.

Each position paper will be manually reviewed and considered for the Best Position Paper award.

The email address for this committee is iora@vmun.com.

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Implementing the Blue Economy

Overview

Over 72 percent of our planet is covered by oceans, sustaining an invaluable fraction of the world's food and resources. Since its emergence as a resource-rich region, the Indian Ocean has been a widely contested area amongst the 27 countries surrounding it. To IORA Member States, the blue economy symbolizes an opportunity for sustainable, inclusive, and citizen-centred economic growth. As its name suggests, the blue economy is an economy based around maritime resources, harvested in a prudent and environmentally-conscious manner.

IORA's objective in the implementation of the blue economy is to promote "smart, sustainable and inclusive growth and employment opportunities within the Indian Ocean region maritime economic activities."¹ This goal of developing long-term prosperity for citizens through the environmentally-conservative economic development of maritime resources is the basis of the blue economy. In recent years, the term "blue economy" has gained the attention of Indian Ocean basin countries due to increased naval and marine development in previously non-maritime states. However, delegates must consider the multitude of economic, political, and environmental issues associated with implementing the blue economy as a strategy for regional prosperity.

Today, the blue economy focuses on six main sectors: fisheries and aquaculture, renewable ocean energy, seaports and shipping, offshore hydrocarbons and seabed minerals, marine biotechnology research and development, and tourism. In the past decade, advancements in technology have unlocked many opportunities for the blue economy, rapidly gaining the attentions of IORA Member States. In the past decade, IORA countries have focused particularly on looking for ways to sustainably utilize marine resources to develop their growing economies.

However, many issues lie ahead for the blue economy, including lacks of funding, technology, and knowledge, while some countries also struggle with maintaining laws to prevent exploitation. As each country faces distinct and unique challenges in implementing a blue economy, delegates must consider each member's interests, foreign policy, and financial, political, and environmental limitations when finding a balance of regional cooperation, aid, enforcement, and trade between all IORA Member States.

Timeline

2008 — The 2008 financial crisis strikes, plunging economies around the world into recession and sparking dialogue on the fragilities of regional economies

2009 — China becomes increasingly active in the Indian Ocean, flaring tensions with India as both seek to strengthen ties with Indian Ocean nations.

September 2009 — The United Nations Environmental Programme (UNEP) launches the Global Green New Deal initiative to simultaneously accelerate economic growth and combat climate change.

June 20, 2012 — The "The Future We Want" document is drafted at the Rio+20 United Nations Conference on Sustainable Development (UNCSD).

¹ IORA, "The Blue Economy," <http://www.iora.int/en/priorities-focus-areas/blue-economy>.

January 1, 2014 — The blue economy is recognized as a special area of focus at the 14th IORA Ministerial Meeting in Perth, Australia.

January 19, 2014 — The Abu Dhabi Blue Economy Declaration is drafted at the Blue Economy Summit co-hosted by the United Arab Emirates and Seychelles in Abu Dhabi, UAE.

June 2, 2014 — Australia hosts the IORA Maritime Security, Regulation and Enforcement Workshop discussing a 10-year plan for maintaining a sustainable and prosperous blue economy.

2015 — A white paper charting China’s military strategy indicates the country’s desire to increase its maritime presence in Indian Ocean for economic and investment projects, further raising tensions between India and China.

September 2, 2015 — The Mauritius Declaration is adopted at the First IORA Ministerial Blue Economy Conference (BEC) by attendees of the conference: Australia, Bangladesh, Comoros, India, Indonesia, Kenya, Madagascar, Mauritius, Mozambique, Oman, Seychelles, Singapore, South Africa, Sri Lanka, Tanzania, Thailand, and the UAE.

November 8, 2016 — “An Emerging New Development Paradigm of the Blue Economy in IORA; A Policy Framework for the Future” is drafted.

April 10, 2017 — The Third Blue Economy Core Group on the blue economy in the Indian Ocean Rim Region determines guidelines for the Jakarta Declaration on the Blue Economy.²

May 8, 2017 — The Jakarta Declaration on Blue Economy is passed at the Second IORA Ministerial Blue Economy Conference (BEC-II).

July 7, 2017 — The UNEP, France, and Seychelles host an international conference for Member States and marine industry leaders on “saving our ocean,” discussing the transition to a blue economy, current economic practice and policy models, support for marine ecosystems, and sustainable extraction of ocean resources.³

July 12, 2017 — IORA hosts the Training Program on Enhancing Sustainable Port Services and Management for Improved Maritime Connectivity in Anjouan, Comoros for Member States to share knowledge about port management, and to discuss maritime connectivity across the Indian Ocean rim.

Historical Analysis

Trade in the Indian Ocean first proliferated during the 15th century, when Europeans travelled to obtain spices and silk—products especially attractive and profitable in Europe. This opened new trade opportunities for both Eastern and Western nations, drastically altering the trading dynamic in the Indian Ocean up until the 20th century. The Indian Ocean served mainly as a free passage for trade until World War II, after which nations began industrializing rapidly. This wave of industrialization was also seen in the fishing industry as countries embarked on significant expansions, replacing fleets of small fishing ships with large state-subsidized trawlers. Nations such as China and South Korea began fishing on an unprecedented scale; countries raced against each other to find new stocks of fish to exploit. With the advent of the Cold War, nations sought to establish trading

² IORA, Jakarta Declaration on Blue Economy, Report, May 8-10, 2017, <http://www.iora.int/media/8218/jakarta-declaration-on-blue-economy-final.pdf>.

³ Barbara Unmubig, Thomas Fatheuer, Lili Fuhr, “The Green Economy as a way out of the global crisis?” Heinrich Boll Stiftung The Green Political Foundation, June 30, 2016, <https://www.boell.de/en/2016/06/27/green-economy-way-out-global-crisis>.

dominance in the Indian Ocean region; in particular, the Soviet Union and United States fought to establish hegemony by building naval bases. Countries in the Indian Ocean region, however, sought to make the region a “zone of peace,” so that they were able to use its shipping lanes freely. The industrialization and expansion of global marine fisheries led to further globalization of the seafood market; however, fuelled by a rapid expansion of fishery footprints, traditional fish resources were quickly overexploited. As the international seafood trade flourished, the global seafood market was flooded by supply from the coasts of developing countries. These issues of territorial conflicts and concerns for sustainability led to the development of the *United Nations Convention on the Law of the Sea* (UNCLOS), which established national exclusive economic zones (EEZs) in the 1970s.⁴

The Indian Ocean Rim Association was established in March 1997 for the purpose of creating an intergovernmental organization allowing the countries surrounding the Indian Ocean to discuss economic, geographical, and cultural issues pertinent to the region. The origins of the blue economy are closely related to the beginnings of the green economy: an economy that aims to reduce environmental risks and promote sustainable development. This concept has been the result of many developing countries’ focuses on economic growth, sustainable energy, and non-polluting industries. Furthermore, many of these ideas stem from the UN Rio+20 meeting, a conference that highlighted the necessity for green growth in developing countries to reduce environmental degradation.

The concept of the Green New Deal first began in the 1930s and 1940s, when the United States increased government expenditure in response to the economic crisis while proposing methods of “greening” the economy. However, the Green Economy first gained significant international attention after the 2008 financial crisis. In response to the economic crisis and global environmental challenges, the UNEP launched the Global Green New Deal; green growth was expected to serve as an answer to the financial crisis. Prior to the Rio+20 conference, the “green economy” was primarily advanced by three bodies: the UNEP, the World Bank, and the Organisation for Economic Co-operation and Development (OECD).⁵ This concept was developed and introduced with the goal of establishing a new foundation for global environmental policies.

In the past decade, many countries have found themselves intertwined with the new concept of a blue economy. Interest was first expressed at the Rio+20 summit in 2012, which centred around sustainable green economies. There, Small Island Developing States (SIDS), including IORA members Comoros, Mauritius, Seychelles, and Singapore, stated that “a green economy was in[stead] a Blue Economy [for them].”⁶ Many IORA Member States, particularly those that had existing maritime-based sectors and industries but had never recognized them as main contributors to their economy, were encouraged to delve deeper into a sustainable blue economy. Thus, the blue economy was officially recognized as a special area of focus at the 14th IORA Ministerial Meeting in Australia in October 2014. Addressing its growing global importance and potential, IORA Member States discussed sustainable business, economic, and environmental models based on the blue economy.

The blue economy was deemed capable of generating employment, creating food security, and alleviating poverty. However, for many Member States, implementation was complicated and difficult. While many countries held jurisdiction over rich marine resources, accessing them was stymied by a lack of funding, regulation, and sufficient technology. As well, exploitation, illegal farming, and inequality continued to constrain the economic benefits wrought for the general population. This situation was further aggravated by unsustainable methods of

⁴ Wilfram, Swartz. “Five Not So Easy Pieces: Globalization of Fishing and Seafood Markets,” 2013, <https://open.library.ubc.ca/cIRcle/collections/ubctheses/24/items/1.0073704>

⁵ Ibid.

⁶ United Nations, Rio+20 United Nations Conference on Sustainable Development, “The Future We Want,” 2012, <https://sustainabledevelopment.un.org/content/documents/733FutureWeWant.pdf>.

commercialization, with resources oftentimes coming at the expense of the environment. Without any regulations, marine ecosystems were neither sustainable nor valuable economies to invest in.

Past UN/International Involvement

Mauritius Declaration on Blue Economy

The Mauritius Declaration on Blue Economy, committed to sustainable development of the blue economy in the Indian Ocean Region, was adopted by the blue economy ministers and senior officials of the Member States of the Indian Ocean Rim Association on September 3, 2015. Since the Declaration of the Indian Ocean Rim Association on enhancing Blue Economy Cooperation for Sustainable Development in the Indian Ocean Region's release, several Member States have prioritized fisheries, renewable ocean energy, shipping, and seaports.⁷ ⁸ Governments have expressed commitment to ensuring the sustainable use of marine resources by enforcing international laws, including the *United Nations Convention on the Law of the Sea*. This international legislation was created during the third United Nations Conference on the Law of the Sea (UNCLOS III) and includes recommendations for businesses to ensure sustainable management of marine natural resources. The Convention came into effect in 1994, and initially limited countries' national fishing rights to within three nautical miles of their coastlines.

Since then, many countries heavily dependent on marine resources have established exclusive economic zones which extend 200 nautical miles from the baseline.⁹ Within these areas, coastal nations retain sole development and extraction rights, but not legal sovereignty over the waters. Recently, however, disputes have risen over fishing and oil extraction rights, particularly in the South China Sea, where Indonesia and many other coastal countries are fighting to protect their access and rights to fishing.

WIO-C

The Consortium for the Conservation of Coastal and Marine Ecosystems in the Western Indian Ocean (WIO-C) is a group of international and regional NGOs that have partnered with intergovernmental organizations in the Western Indian Ocean. Actively involved in regional ecosystem management, the Consortium was launched in November 2007 with the goal of protecting, conserving, and managing the environments of the Indian Ocean, alleviating poverty, and attaining sustainable livelihoods for populations. Its objectives, vision, mission, and purpose all coincide with IORA's goals.

One of WIO-C's initiatives includes "designing a regional network for the Western Indian Ocean local fisheries management," which focuses on creating and facilitating effective approaches for local fisheries management. While similar systems are also present in various forms, WIO-C's project addresses conservation needs in the face of unsustainable fishing projects; the initiative has already been implemented in countries such as Madagascar, Mozambique, and Comoros. Many of these suggestions for fisheries management draw inspiration from current schemes in Seychelles and Mauritius, where fisheries are more successfully managed. Projects such

⁷ IORA, Mauritius Declaration on Blue Economy, "Indian Ocean Rim Association on enhancing Blue Economy Cooperation for Sustainable Development in the Indian Ocean Region," <http://www.iora.int/media/8216/iora-mauritius-declaration-on-blue-economy.pdf>.

⁸ Tralac, "Declaration of the Indian Ocean Rim Association on Enhancing Blue Economy Cooperation for Sustainable Development in the Indian Ocean Rim Region," September 8, 2015, <https://www.tralac.org/news/article/8036-declaration-of-the-indian-ocean-rim-association-on-enhancing-blue-economy-cooperation-for-sustainable-development-in-the-indian-ocean-region.html>.

⁹ The Fletcher School Tuft's University, "Chapter 2, Maritime Zones," <https://sites.tufts.edu/lawofthesea/chapter-two/>.

as this one play a pivotal role in establishing a workable and inclusive regional network in the Western Indian Ocean for sustainable coastal fisheries.¹⁰

Current Situation

Areas of Focus

The Indian Ocean drives economic growth, sustains approximately 350 million marine-related jobs, facilitates international trade in the fishing industry between 85 nations, and yields USD 102 billion annually for its surrounding nations. Currently, IORA has focused on six key aspects of the blue economy: fisheries and aquaculture, renewable ocean energy, seaports and shipping, offshore hydrocarbons and seabed minerals, marine biotechnology, research and development, and tourism. These disciplines, similar to those of the green economy, aim to improve human welfare and social equity while also reducing environmental and ecological risks and damages. Today, the blue economy has six main pillars:

Good Governance

While some countries have taken initiative in sending patrols to enforce national marine regulations, many areas in the Indian Ocean continue to be abused by unsustainable overfishing, which has the potential to deplete fisheries and damage marine ecosystems beyond repair. Furthermore, many of those that are arrested or charged with malpractice or overfishing do not receive due punishment, since many of these countries lack the proper enforcement and judicial systems to render such. To prevent further illicit fishing, countries must create structured legal consequences for these fishers and uphold the rule of law. It is critical that governments invest more in patrols to track fishing companies and arrest pirates or illegal extractors, while also following through completely with their justice systems.

Technology Advancements

While many IORA countries are economically disadvantaged, Member States must invest in technology to fully benefit from the rich resources surrounding them. Investments could range from education and training systems for fishers to trackers on boats to record marine resource consumption and environmentally-sustainable methods of powering operations. Educating the populace will also bring about a stronger workforce to contribute to the development of a blue economy, while improving systems will make every step of the process more efficient and sustainable. Delegates should debate the relative merits of investment, and find the most cost-effective sectors to pool resources into.

Regulated Monitoring

Decades ago, fish catches cumulated to fewer than 900,000 tonnes. However, in 2010, 11 million tonnes of fish were caught, showing a stark increase in the demand for fish products and the lengths to which companies will go to fulfil this demand.¹¹ Currently, 32 percent of global fish stocks are still estimated to be overexploited or depleted, costing countries an estimated USD 50 billion annually. In recent years, however, the legal fishing sector no longer contributes as much to this figure due to increased levels of illegal fishing, often from foreign

¹⁰ WIO-C, "Designing a regional network for the Western Indian Ocean Local Fisheries Management," Consortium for the Conservation of Coastal and Marine Ecosystems in the Western Indian Ocean, <http://wio-c.org/initiatives/projects-by-members/designing-a-regional-network-for-the-western-indian-ocean-local-fisheries-management/>

¹¹ David Michel and Russell Sticklor, "Plenty of Fish in the Sea? Food Security in the Indian Ocean," *The Diplomat*, <https://thediplomat.com/2012/08/plenty-of-fish-in-the-sea-food-security-in-the-indian-ocean/>.

vessels. Illegal fishing is much harder to regulate, track, and combat than government-sanctioned fishing; it is incredibly difficult to monitor the entire Indian Ocean. Overall, this has resulted in rapidly declining fish stocks, further diminished due to a lack of proper management, enforcement, and infrastructure.

In recent years, improved practices have brought renewed hope to coastal communities, port cities, and the fisheries industry through strengthened regional cooperation. A focus on sustainable development has also cultivated initiatives such as the Declaration of the Indian Ocean Rim Association on Enhancing Blue Economy Cooperation for Sustainability, which attempt to prioritize sustainability in fisheries and aquaculture industries. It is integral for governments and regional agencies to strengthen monitoring and enforcement of illegal fishing.

Blue Management and Regional Cooperation

It is essential for regional bodies to delegate and manage the distribution and allocation of marine resources. Furthermore, governments should take initiative in creating plans to manage a sustainable blue economy in the future. In the face of overfishing, climate change, and economic tensions, it is imperative that the blue economy be managed effectively and by a plethora of state and non-governmental actors.

One fundamental aspect of the blue economy for IORA Member States is the seaport and maritime transport sector. The Indian Ocean plays a pivotal role in the shipping industry, witnessing “half of the world’s container ships, one-third of the bulk cargo traffic, and two-thirds of the world’s oil shipments.”¹² However, despite the recent increase in maritime transport and shipping in the region, unequal distribution of trade continues to thrive in rim countries; rather than benefiting the greater population, only a minority reap the lucrative rewards. Proper management and cooperation could lead to better allocation and distribution of maritime profits, leading to a more stable blue economy.

Renewable Resources and Sustainability

With a projected global population of 9 billion in 2050, demand for energy will only increase. However, oil, the most lucrative and pervasive energy source, is plagued by depleting reserves and an incredibly volatile market. Thus, the Indian Ocean Rim has turned to the ocean, offering a great variety of potential sources for renewable energy from wind, wave, thermal, and biomass sources. The futures of countries that depend on the blue economy are completely reliant on sustainability; without research and development into cleaner energy, the blue economy cannot endure. It is essential that governments come up with a unified and sustainable vision for the future, rather than looking to optimize or modify systems of the past.

Institutional and Regulatory Reforms

To create effective standards in EEZs, which are often difficult to protect and enforce, IORA countries must minimize the gap between unrestrained economic growth and ocean health. An immediate establishment of a unified regional cooperation policy framework for regulation and development is necessary in order to fully enjoy the blue economy’s opportunities for years to come.

¹² IORA, Enhancing Sustainable Port Services and Management in the Indian Ocean Region for improved maritime connectivity, ISDP-II, <http://www.iora.int/en/events-media-news/events/priorities-focus-areas/blue-economy/2017/enhancing-sustainable-port-services-and-management-in-the-indian-ocean-region-for-improved-maritime-connectivity-isd-II>.

Industry Developments

The blue economy is primarily driven by population growth, economic expansion, trade, rising income levels, the environment, and technology.¹³ In fact, by 2030, the growth of many ocean industries is projected to outperform the growth of the overall global economy, potentially doubling its current contributions to reach over USD 3 trillion in revenue. The following ocean-based industries have been identified as large contributors to the blue economy:

Established	Emerging
Capture Fisheries	Marine Aquaculture
Seafood Processing	Deep-and-Ultra-Deep-Water Oil and Gas
Shipping	Offshore Wind Energy
Ports	Ocean Renewable Energy
Shipbuilding and Repair	Marine and Seabed Mining
Offshore Oil and Gas (Shallow Water)	Maritime Safety and Surveillance
Marine Manufacturing and Construction	Marine Biotechnology
Maritime and Coastal Tourism	High-Tech Marine Products and Services
Marine Business Services	Other
Marine R&D and Education	
Dredging	

Established and emerging industries in the blue economy.¹⁴

These industries, while differently expressed in each country, contribute significantly to the creation of employment opportunities and economic output. As of 2010, the OECD values the ocean economy's output at USD 1.5 trillion, employing around 1 percent of the global workforce. In the next 20 years, a well-preserved ocean will continue to drive developments in population growth, urbanization, and coastal development.

Tourism

Marine tourism is a rapidly growing industry and has the potential to be a contributor to the implementation of the blue economy. Tourism can provide income to locals while also deterring illegal fishing and marine resource overexploitation. IORA countries should consider bolstering their tourism industries by building the proper transport and housing infrastructure to welcome foreigners as well as improving regional safety. In fact, the blue economy currently supports over 6.5 million jobs in the coastal and marine tourism industry and is projected to compose 26 percent of the blue economy's total revenue by 2030.

Offshore Hydrocarbons and Seabed Minerals

Given diminishing inland mineral resources and rising industrial demands, another way of implementing the blue economy includes expanding offshore mineral exploration and promoting seabed mining, exploiting

¹³ Ibid.

¹⁴ V.N Attri, An Emerging New Development Paradigm of the Blue Economy in IORA; A Policy Framework for the Future, Report, Indian Ocean Rim Association, <http://www.iora.int/media/23838/the-blue-economy-and-iora-2016.pdf>.

minerals in the EEZs of coastal nations. Such offshore resources include hydrocarbon reserves of gas, oil, metals, and rare-earth elements, extractable from the seabed using modern techniques. Seabed explorations have been proposed near abyssal plains, seamounts, and hydrothermal vents, though most seabed mining currently takes place in shallow waters. Despite these achievements, many Member States' progresses are limited by a lack of knowledge and data regarding what resources within their waters, while others face technical challenges associated with extraction and processing.

Possible Solutions and Controversies

Fishing Regulation

One possible solution to exploitation in the fishing industry is to implement stricter regulations on and increase monitoring of fishing. Hopes of shifting toward sustainable fishing have stemmed from ideas of reforming policy frameworks around ocean governance and fisheries management. Increased use of non-destructive fishing methods and the establishment of a unified network of marine reserves would help protect and efficiently utilize fisheries. To lead such initiatives, regional organizations have been advised to take a more flexible, holistic, and integrated approach to maritime law. These legislative instruments would be structured similarly to pre-existing models in the Pacific Ocean, mandating the replenishment of depleted stocks. Other possible incentives could include new surveillance technologies, political mobilization, financial support, and education for fishers and policymakers.

Delegates must also consider regulation and enforcement for environmental protection from tourism. Such preventative measures include actions against destruction and degradation of marine habitats and environment, loss of biodiversity, marine pollution, and overexploitation of resources, such as designating marine protected areas (MPAs). Only then can IORA establish marine tourism that contributes to economic development while also protecting the environment.

These solutions would be both practical and pragmatic; however, structured international cooperation is much needed to combat overfishing, illegal activities, and coastal development to achieve a sustainable maritime economy. Under these ecological and logistical parameters, aquaculture will create sustainable employment and offer high values for export.

Renewable Marine Energy

IORA Member States must consider alternative sources of renewable energy to sustain their economies; in particular, hydroelectricity. These methods of generating power could be employed both onshore and offshore, on rivers and near the ocean. Transition from fossil fuels to renewable energy is heavily dependent on cooperation between public and private sectors, governments, and regulators, but is vital for the growth of a sustainable economy. Renewable energy could untie many national economies from the oil market, and set them on the path towards self-sufficiency, spurring development and economic diversification. When implementing such solutions, delegates should take into consideration economic and social factors, resources, and environmental concerns.

Economic Cooperation

In the face of unequal distribution of marine resources amongst countries, one possible solution would be enhanced regional cooperation and trade relations between Member States. While some nations thrive on trade, others struggle to keep up with the rapid development and complexity of maritime commerce. Such challenges

include congestion, primitive technologies and equipment, and inadequate port infrastructure and professional services. To overcome such issues, regional economic cooperation such as creating treaties and negotiating trade deals, capacity expansion by increasing sizes of cargo ships and vessels, modernization of ports by implementing more advanced security systems, and enhanced blue growth through research and development and improving trade relations would aid in improving efficiency, optimizing maritime routes, and yielding greater financial rewards. Implementing eco-friendly and technologically-advanced seaports and shipping advancements while also developing the region's economic potential is crucial to the implementation of the blue economy.

Marine Biotechnology

Another aspect of the blue economy is the development of marine biotechnology, also known as blue biotechnology, the application of marine biological resources in social and economic life through STEM. Such resources include living organisms, microalgae, sponge, and other ocean species, which, through further research and development and investment in biosynthesis and bio-prospecting, can be used for pharmaceuticals and cosmetics, drugs, chemicals, aquaculture, biofuels, plastic, biopolymers, and environmental protection. Thus, improved technology and information is greatly needed to access all potential resources across the region, and diversify the blue economy's industries. Marine biotechnology can also aid in the sustainable introduction of new species into ecosystems, as well as address key environmental issues.

Research developments should also be made in offshore seabed minerals. While considering this solution, delegates must also consider environmental costs due to the removal of substrate and sedimentation from drilling, natural hazards, biological changes to ecosystems, and financial barriers. While this solution would be effective, it is difficult to implement and is often the result of heavily-funded knowledge-intensive sectors and years of research, and as a result, would have to garner widespread support to be instituted.

Bloc Positions

Small Island Developing States

Small Island Developing States greatly depend on marine resources, with fisheries and tourism propping up their economies; capitalizing on their ocean wealth while also promoting sustainability is the key to attracting foreign investment. Governments of these countries are highly supportive of investments in marine spatial planning, funding marine management, and developing tools and technologies to help local communities.

SIDS seek to create more local employment opportunities, improve the breadth of development programs, develop local supply chains, and promote tourism based on their natural heritages. However, while these countries greatly depend on the natural resources that coastal zones provide, they also face many unique challenges and vulnerabilities. Such characteristics were highlighted in the "The Future We Want" report which was adopted at the Rio+20 summit by SIDS in June 2012.¹⁵ With small-yet-rapidly-growing populations, limited resources, vulnerability to natural disasters, dependence on international trade, and fragile environments, sustainable development and international trade are crucial for these countries' economies.

Today, many SIDS are working towards implementing low-emission, climate-resilient economies. Such implementations include working towards creating more sustainable and renewable technologies for generating energy. One such country, Barbados, has been extremely successful in adopting the use of solar water heaters;

¹⁵ United Nations, Rio+20 United Nations Conference on Sustainable Development, "The Future We Want," 2012, <https://sustainabledevelopment.un.org/content/documents/733FutureWeWant.pdf>.

now, other SIDS are following suit by addressing structural challenges to achieve sustainable development. Countries in this bloc include Comoros, Mauritius, Seychelles, and Singapore.¹⁶

Advanced Economies

Among all Member States, advanced economies like Australia and Singapore are leaders in implementing the blue economy. Australia's marine industries are projected to triple in growth, reaching over AUD 100 billion per year by 2025. With oceans and coasts integral to Australia's economy and ecosystems, Australia has the resources, desire, and ability to grow its economy and foreign investment. However, Australia's biggest challenge, evidenced by the destruction of nearly 67 percent of the northern section of the Great Barrier Reef, is finding the right balance between reaping economic benefits from the ocean and protecting the ecosystem's long-term health.

Like Australia, Singapore has been a frontrunner in technological training programs since 1960, offering technical assistance to other developing countries. As a country that believes that human resources are crucial to economic and social progress, Singapore established the Global Maritime and Part Services (GMAPS) in 2004—a Singapore-based maritime and parts operations and port engineering consultancy company. Today, GMAPS provides training programs for port management, maritime resource management, and many other courses. Highly-developed Member States will be keen to pursue investments in technology and advancements to improve the efficacy of the blue economy.

Regional Powers

Regional powers in the Indian Ocean region like India and Indonesia have a significant role to play in the implementation of the blue economy. Currently, maritime trade accounts for 75% of the value and over 90% of the volume of Indian trade; India also ranks 17th globally in the shipbuilding industry. Given its strategic location within the Indian Ocean region, India also has vast potential for deep sea fishing, ocean thermal energy generation, and deep-sea mining. Recently, India has also joined Mauritius, Seychelles, Bangladesh, and Sri Lanka in maritime developments, including coastal area expansion, increased port infrastructure, improved seabed capacities, and advancements in fisheries, marine sciences, and renewable energy. Despite its improvements, however, India continues to face threats such as piracy and sea-borne terror, and natural disasters such as tsunamis, cyclones, and monsoon rains, significantly limiting developments in maritime security and marine resources.

Since their maritime boundary agreement in 1977, India and Indonesia have combined their efforts and forces in combating illegal fishing, shipping, and trade. Closely working together in negotiating maritime borders, the two countries have also worked closely in drilling, infrastructure, and construction advancements. Recently, the two have partnered in fending off China's foreign advances, which violate the northern parts of Indonesia's EEZ and territorial waters. Regional powers will seek to uphold their respective sovereignties will also reaping the benefits of their might and resources, promoting measures that will increase the rewards yielded by the blue economy.

Conflict-Ridden Regions

Unlike many other Member States, Somalia and Yemen face many hurdles with regard to the blue economy. While there has been a steady rise in blue growth across Africa in the past decade, there remain many issues that

¹⁶ Climate & Development Knowledge Network, "Seizing the sunshine – Barbados' thriving solar water heater industry," https://cdkn.org/resource/cdkn-inside-story-seizing-the-sunshine-barbados-thriving-solar-water-heater-industry/?loclang=en_gb.

are hampering the blue economy's development: safety and security, law and transparency, human rights, among others. This is especially prevalent in East Africa, where illegal fishing, sea piracy and armed robbery, and drug and human smuggling are incredibly common. The lack of ocean territory security has thus allowed for exploitation to thrive; this lack of security is most evident in Somalia, which has been severely limited in its blue economy development due to a rampant piracy issue. Similarly, Yemen also suffers from a lack of technology, which has significantly limited its ability to access marine resources, as well as a raging civil war. In fact, marine products only constitute 1.7 percent of Yemen's GDP despite the country being capable of producing 840,000 tons of fish annually. Yemen and Somalia are mainly concerned with establishing safe and secure access to marine resources.

Discussion Questions

1. Is implementing a regional or international structure or system necessary to enforce regulations among Member States and countries surrounding the Indian Ocean rim?
2. What measures should be implemented to ensure that countries have equal access to marine resources? Should maritime zones and EEZs be encouraged? How will they be regulated and enforced?
3. What incentives should be implemented to ensure countries do not abuse their marine resources? What system, if any, should be put in place to ensure profits return to citizens?
4. How should a country work to maintain sustainable, yet profitable, marine resources?
5. How should underdeveloped countries fund research and development to implement the blue economy? How should IORA distribute its resources to achieve the best overall outcome for the region?
6. How should states more proactively integrate the blue economy into their country's economy? What funding, support, or training will be required?

Additional Resources

An Emerging New Development Paradigm of the Blue Economy in IORA; A Policy Framework for the Future:
<http://www.iora.int/media/23838/the-blue-economy-and-iora-2016.pdf>

Drug Trafficking Routes Proliferate through Indian Ocean:
https://www.janes.com/images/assets/457/72457/Drug_trafficking_routes_proliferate_through_Indian_Ocean.pdf

Jakarta Declaration on Blue Economy:
<http://www.iora.int/media/8218/jakarta-declaration-on-blue-economy-final.pdf>

Mauritius Declaration on Blue Economy:
<http://www.iora.int/media/8216/iora-mauritius-declaration-on-blue-economy.pdf>

Principles for Sustainable Investment in the Blue Economy:
https://ec.europa.eu/maritimeaffairs/sites/maritimeaffairs/files/principles-sustainable-investment-in-blue-economy-report_en.pdf

Prospects of Blue Economy in the Indian Ocean:
http://www.ris.org.in/sites/default/files/Final_Blue_Economy_Report_2015-Website.pdf

The Future We Want:

<https://sustainabledevelopment.un.org/content/documents/733FutureWeWant.pdf>

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Maritime Safety and Security

Overview

As the third largest ocean in the world, with 73.5 million square kilometers of sea, the Indian Ocean is crucial not only to IORA Member States' economies, but also to intercontinental exchanges. However, maritime security continues to pose a major challenge for coastal and island countries of the Indian Ocean region, especially those with large maritime jurisdictions. Nations such as Madagascar, Mauritius, and Seychelles have maritime zones greater than 1 million square kilometers and are rich in marine resources, but are also very vulnerable to unregulated illegal fishing and maritime crimes such as piracy and smuggling.

Managing maritime security requires tight international cooperation, great financial support, and the involvement of both military and non-military agencies. However, monitoring the entire expanse of the Indian Ocean is challenging. As it is a major passageway for international trade, however, protecting it is essential to securing surrounding countries' economies, making maritime security a significant priority for IORA.

While IORA has worked on increasing regional cooperation between navies and maritime security forces through the Indian Ocean Naval Symposium (IONS), a series of biennial meetings between nations in the Indian Ocean region, threats such as “illegal trafficking in drugs, arms, and people, piracy, terrorism, illegal, unregulated and unreported fishing, and the risks of natural disasters” continue to prevail.¹⁷ IORA countries represent a variety of differing interests, which only contributes to the lack of coordination among Member States. While African countries bordering the Indian Ocean are more concerned about local issues of poverty, disease, internal security, and stable governance, other states prioritize broader issues such as human and drug trafficking, piracy, and overfishing. As a result, diverging interests have prevented the implementation of a specific security strategy.

The lack of civil maritime security cooperation has only further exacerbated conflicts in the Indian Ocean region. Not only is communication and trafficking near-impossible due to outdated technology, but corrupt government officials continue to accept bribes from pirates, further entrenching the issue. Clearly, there is a need for better civil maritime security cooperation. Whether solutions involve coast guards or national regulatory bodies, delegates must recognize the need for collaboration and come up with comprehensive yet feasible solutions to the issue of maritime security, providing a detailed framework for enforcing security across the Indian Ocean while also recognizing the obstacles to effective cooperation.

Timeline

1500s — Improvements in maritime technology and increased maritime traffic between Europe, Africa, and the New World give rise to piracy. Numerous ships and towns are attacked in America.

1650s–1720s — The Golden Age of Piracy marks a spike in maritime pirate activity, encompassing the buccaneering period, the Pirate Round, and the post-Spanish Succession, and sees pirates attacking settlements along on the Caribbean, North American, and West African coasts, as well as in the Indian Ocean.

¹⁷ Sam Bateman, The Conversation, “Cooperation is key to securing maritime security in the Indian Ocean,” <http://theconversation.com/cooperation-is-key-to-securing-maritime-security-in-the-indian-ocean-67989>.

March 17, 1948 — The International Maritime Organization (IMO) is created during the 1948 UN Maritime Conference. The Organization serves to develop international treaties and other mechanisms on maritime safety to protect international trade and reduce maritime pollution.¹⁸

1991 — Somali government collapses, prompting a civil war; this, in turn, gives rise to piracy around Somalia and the Indian Ocean.

February 2004 — Abu Sayyaf, a terrorist group associated with al-Qaeda, plants explosives on passenger ferry in the Philippines, killing 116 people.¹⁹

November 2005 — A luxury cruise ship carrying over 151 Western tourists is attacked off of the Somali coast. While the tourists escape, the attack makes global headlines, prompting the international community to implement stricter industrial ship protections.²⁰

2008 — The multinational Combined Task Force 150 (CTF-150) begins patrolling the waters of the Indian Ocean.

April 9, 2009 — The cargo ship *MV Maersk Alabama* is hijacked off the Somali coast by four pirates. Despite having received anti-piracy training, Captain Richard Phillips is captured, and the vessel is seized. The ship and its crew are eventually rescued by the U.S. Navy.²¹

November 2013 — The first-ever Indian Ocean Dialogue, an IORA initiative, is held in Perth, Australia to discuss maritime safety and security. This forum allows maritime scholars, experts, and analysts to work with policymakers on strategies in the Indian Ocean region.

April 2014 — The largest heroin seizure in the Indian Ocean takes place; 1,032 kg of heroin is confiscated.

May 2017 — CTF-150 makes five heroin seizures on a route to Africa in one month, the largest totalling over 400 kilograms.

Historical Analysis

Columbian Exchange

The Indian Ocean has always been important to global socioeconomic development. Since as early as 2600 BCE, during the middle Harappan Phase and the invention of early watercrafts, the Indian Ocean has been used for long-distance sea trade.²² This network of trading continued to grow during the 7th–15th centuries as more marine trade routes connected Southeast Asia, Europe, India, Japan, and China. Coupled with the slave trade and its domination of goods such as spices, silk, ivory, gold, and textiles, the Indian Ocean economy flourished. However, trade in the Indian Ocean significantly changed in the 15th century when Europeans arrived.

¹⁸ The Editors of Encyclopaedia Britannica, “International Maritime Organization,” <https://www.britannica.com/topic/International-Maritime-Organization>

¹⁹ BBC, “Bomb caused Philippines ferry fire,” <http://news.bbc.co.uk/2/hi/asia-pacific/3732356.stm>.

²⁰ Smith, Oliver, “Pirates attack luxury cruise ship off Somali coast,” The Telegraph, <https://www.telegraph.co.uk/travel/cruises/3538744/Pirates-attack-luxury-cruise-ship-off-Somali-coast.html>.

²¹ Amy Tikkanen, Encyclopedia Britannica, “Maersk Alabama hijacking,” <https://www.britannica.com/event/Maersk-Alabama-hijacking>.

²² BBC, “What happened to the Indus civilisation?” <https://www.bbc.com/bitesize/articles/z8b987h>.

Europeans first began trading in the Indian Ocean during the 1400s to obtain spices and silk. Products from the East were especially attractive and profitable in Europe, which opened up new trade opportunities for both Eastern and Western nations. Furthermore, various goods produced from mining and colonization became available to the East, drastically changing the trading dynamic in the Indian Ocean. This change was particularly influenced by the presence of European wealth and power from their discovery of the Americas. With the discovery and production of gold and silver in the New World, European merchants began to use precious metals to barter and exchange.

European entry into the Indian Ocean region also led to many technological advances. In particular, during this age of sail, long-distance maritime travel was made simpler by improved boats. Furthermore, during this time, new routes were discovered along the southern Indian Ocean, such as the Roaring Forties and the Screaming Sixties, as well as near Africa due to further exploration. These new routes allowed for quicker travels on the sea and led to a more complex, fully-developed trading system.

Decolonization

Modern-day piracy and terrorism, along with the thriving illicit trade in the Indian Ocean region, finds its roots in decolonization during the 1960s. Following the end of World War II, many African leaders began to gain political power and independence as former imperial rulers ceded territories around the world. Eventually, by 1990, formal European political control had fully transferred to African rulers, marking the beginning of an era of self-governance. However, in the decades that followed independence, African leaders continued to face the decision of whether or not to continue economic and political relationships with former colonial powers. While anti-colonial dissenters argued that neo-colonialism would continue to exploit the continent to its detriment, ex-colonizers argued that a continued relationship would benefit African politicians and the economy. Today, some countries retain structures inspired by European political practices to maintain control over economic and political resources, while others have eradicated them entirely, instead reviving the cultural, political, and economic characteristics present prior to colonization.²³

However, during this period of decolonization, the Cold War between the United States and the Soviet Union gripped the planet in an ideological conflict. Despite African nations' declarations that they were neither pro-West nor pro-East, Western leaders viewed African leaders as partisan actors. Western powers granted aid to African states and coerced their governments to support Western agendas, building civil unrest through staging coups overthrowing political opponents. In other instances, Western influencers such as the United States plotted assassinations to quell fears of African nations providing resources to the Soviet Union. African leaders' political neutrality deprived them of the freedom to truly redefine political structures, leading to the political instability exemplified in many modern-day African states.

Political instability can have far-reaching consequences—for instance, low incomes, poor quality of life, and lack of access to education, healthcare, and clean water are not being adequately addressed by many African governments, even though some have the capacity to improve conditions.²⁴ Thus, many people facing chronic unemployment and unending hardship have resorted to piracy and illicit commerce. In desperation for basic essential resources, the issue of piracy is often colloquially referred to as “feed them or shoot them,” in reference

²³ Benjamin Talton, *Africana Age*, “The Challenge of Decolonization in Africa,” <http://exhibitions.nypl.org/africanaage/essay-challenge-of-decolonization-africa.html>.

²⁴ Houssein Beihami, Fahram Meifa. Polish Scientific Journals Database, “The effects of decolonization in Africa,” <http://psjd.icm.edu.pl/psjd/element/bwmeta1.element.psjd-531cac26-8ff7-4f38-a8a9-cb9bb84780dc>.

to the poverty pirates often face.²⁵ The process of decolonization bequeathed a collection of underdeveloped, ill-purposed, and poorly-equipped governing structures to the newly-formed states of Africa. These countries would go on to destitution, riddled with poverty, corruption, and a legacy of colonial exploitation. Without stable economies, strong education systems, enforcement of regulations, and established governance, African states will continue to be mired in cyclical poverty.

Maritime Terrorism

The growing threat of maritime terrorism can be explained by two primary motivations: opportunity and capability. As one of the world's busiest and most strategic passages for trade, the Indian Ocean accounts for over 30 percent of global maritime trade. With dozens of ships passing daily, hijacking is highly convenient and opportune. This situation is further exacerbated by the fact that many captured ships are commercial freighters, supplying terrorists with goods ranging from oil and food to weapons and ammunition. With such access to the maritime domain, as long as opportunities continue to exist, terrorists will continue to conduct such activities in the region.

Furthermore, due to the lack of secure maritime technology, such as satellite communication and GPS, pirates are able to exploit communicative means to achieve their objectives. This is further facilitated by their access to cheap explosive devices and maritime vehicles such as fast boats and jet skis supplied by criminal organizations. This support provides terrorists with the necessary expertise, resources, manpower, and finances to continue carrying out terrorist acts. In the recent years, these terrorists have also begun to utilize social media and the internet to their advantage, recruiting members and spreading their radical ideology to increase their power.

While maritime terrorism first began in the 1900s, the situation has only worsened in the past few decades; technology allows terrorists and criminal organizations to continue to publicize their intent and rally support. To defeat terrorism, there is a need to first address the intrinsic social and political conflicts and to put an end to financing for terrorists to acquire weapons. In the past decade, peace and security have proven to increase economic success, and approaches through violence have only exacerbated the situation. There is a strong need for IORA Member States to collaborate peacefully to target the radical ideologies and practices.²⁶

Past UN/International Involvement

International Maritime Organization

The International Maritime Organization is a specialized agency of the United Nations responsible for setting global standards for the safety, security, and sustainability of international maritime travel. The IMO was formed in 1948 at an international conference in Geneva to “provide...cooperation...among Governments in...international trade [and shipping]” and “facilitate practicable standards in matters concerning maritime safety, efficiency of navigation and prevention and control of marine pollution from ships.”²⁷ Today, the IMO's policies are universally adopted, enforcing frameworks necessary for secure and sustainable global maritime trading systems.²⁸

²⁵ Paul Bruno, ThoughtCo, “What is the Cause of Sea Piracy?” <https://www.thoughtco.com/causes-of-sea-piracy-2293171>.

²⁶ Yau Meng Wee, Joses, Maritime Terrorism Threat in Southeast Asia and its Challenges,” <https://www.mindef.gov.sg/oms/safti/pointer/documents/pdf/V43N2a3.pdf>

²⁷ International Maritime Organization, “History of IMO,” <http://www.imo.org/en/About/HistoryOfIMO/Pages/Default.aspx>.

²⁸ Ibid.

Previously, with the support of other UN organizations such as the Office on Drugs and Crime (UNODC), the Food and Agriculture Organization (FAO), and the International Criminal Police Organization (INTERPOL), the IMO helped significantly reduce piracy in the South China Sea, Strait of Malacca, and Singapore Strait during the late 1990s and early 2000s. However, piracy has recently resurfaced off the Somali coast and in the wider Indian Ocean, likely due to the increased flow of traffic from trading ships, forcing the IMO to focus on implementing strategies for enhanced maritime security in the area.

One of the steps that the IMO has taken to secure trade in the Indian Ocean against piracy is creating the *Djibouti Code of Conduct*. This initiative, signed on January 29, 2009, primarily concerns the elimination of armed piracy in the Western Indian Ocean, and sets measures to suppress violent or illicit activity. However, despite these anti-piracy measures, armed robbery continues to proliferate in the Indian Ocean.

One of the limitations of the IMO is that it does not take a position on the carriage of arms onboard ships. Rather, it is the responsibility of individual states to plan their use of Privately Contracted Armed Security Personnel (PCASP) and of firearms as protection on vessels and ships. The only way the IMO can aid is by providing guidance to private maritime security companies working with governments. The IMO has also created trust funds, including the International Maritime Security Trust Fund, which work to counter piracy by enhancing regional cooperation and coordination through training, capacity-building, and information-sharing.^{29 30}

Combined Task Force 150

Combined Task Force 150, organized by the Combined Maritime Forces following the United Nations Security Council Resolution 1373 (*S/RES/1373*), is a multinational naval force established to “monitor, board, inspect, and stop suspicious shipping” and to support military operations in the Indian Ocean.³¹ CTF-150 counts 25 developed countries as participants, among them the United States, Canada, Australia, France, and Japan.

Since 2006, the CTF-150 has focused primarily on anti-piracy off the Somali coast and drug trafficking. Its operations have been extremely effective in maintaining law and order in the region; for instance, in 2008, one of the task force’s operations, using Danish ship HDMS *Absalon*, was able to successfully apprehend a pirate vessel carrying rocket-propelled grenades and AK-47 rifles by sinking the craft and apprehending its criminal crew. Furthermore, the CTF-150 has enforced regulations on the illicit drug trade; from 2014 to 2017, the task force seized over 8,000 kilograms of hashish, a drug derived from cannabis, and over 2,000 kilograms of heroin in the Indian Ocean.³²

With great success, subsequent task forces have been created, such as the Combined Task Force 151, which focuses solely on preventing piracy off the Somali coast, and the Combined Task Force 152, working to detect and protect against smuggling.³³

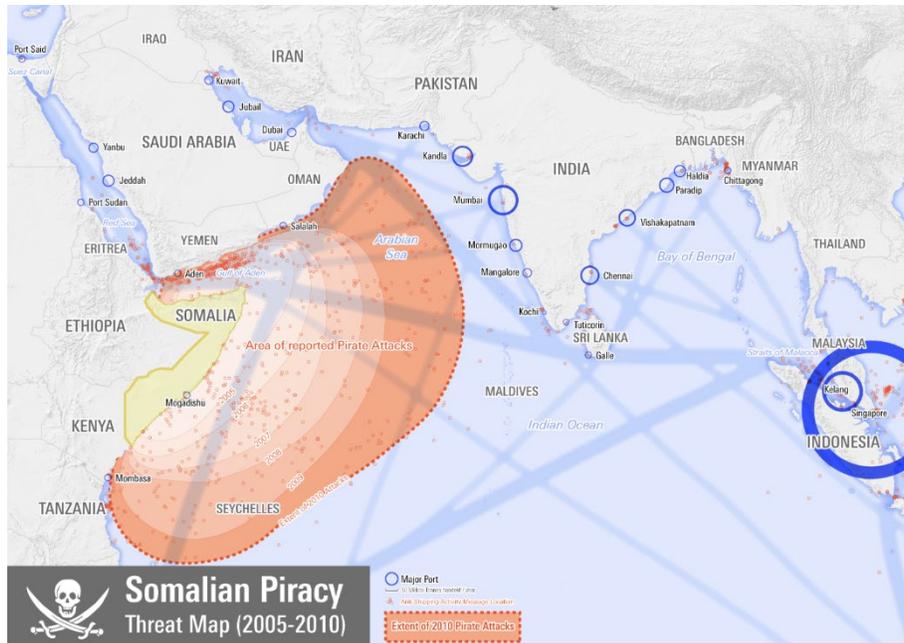
²⁹ International Maritime Organization, “Maritime Security and Piracy,” <http://www.imo.org/en/OurWork/Security/Pages/MaritimeSecurity.aspx>.

³⁰ International Maritime Organization, “Funding,” <http://www.imo.org/en/ourwork/technicalcooperation/itcp/pages/funding.aspx>.

³¹ Matthew R. Macleod and William M. Wardrop, *32nd International Symposium of Military Operational Research*, “Operational Analysis at Combined Maritime Forces.”

³² UNODC, “Countering Global Crime Programme hosts an event on Countering Narcotics Trafficking in the Indian Ocean,” <https://www.unodc.org/easternafrika/en/countering-narcotics-trafficking-in-the-indian-ocean-side-event.html>.

³³ Combined Maritime Forces, “CTF 150: Maritime Security,” <https://combinedmaritimeforces.com/ctf-150-maritime-security/>.



*Somalia-area Indian Ocean piracy, 2005–2010.*³⁴

Current Situation

Piracy

Since the escalation of piracy in the Indian Ocean in 2008, the international community has pooled its resources into armed forces in a global campaign against Somali piracy. These efforts, although effective, have been largely short-term. Over the past couple of years, Somali pirates have continued to ravage cargo and merchant ships, seizing goods from weapons and ammunition to food and agricultural products intended to supply global food programs. In recent years, however, Somali pirates have only increased the pace and scale of their operations; in fact, major navies have had to recall forces from areas strategic interest to focus on protecting the Indian Ocean. However, these navies can only cover so much area across the Indian Ocean on their own. Despite anti-piracy forces from Europe, Iran, Russia, India, China, Japan, and the U.S., Somali pirates continue to expand their areas of operation farther out in the Indian Ocean. Consequently, many of these states have withdrawn their forces, deeming the effort too costly and ineffective.

To put a practical end to Somali pirates, the Somali state and economy must first be rebuilt so citizens can find viable means of self-sustenance other than piracy or trafficking. Thus far, stronger legislation, boat-handling training, and increased intelligence-gathering and cross-border cooperation have helped alleviate the issue—however, there is still much in the way of governance and enforcement that needs to be done to establish lasting stability in Somalia, and by extension, maritime safety in the Indian Ocean.

³⁴ The Independent, “Somali pirates free 26 hostages held for nearly five years,” The Independent News. October 23, 2016. <https://www.independent.co.uk/somali-pirates-free-26-hostages-held-nearly-five-years/>

Trafficking

In the last four years, international organizations have been working to halt drug trafficking across the Indian Ocean. By increasing the amount of narcotics seizures in the Indian Ocean, marine security operations have been successful in apprehending traffickers. However, proper legal action is not always taken against these perpetrators.

Since 2007, there have been many instances of illicit human and arms trafficking. For instance, two Indonesian fishing vessels were caught smuggling humans, guns, and fish across the Indian Ocean. Despite being apprehended by maritime authorities, both vessels' crews managed to escape through bribing their captors. Continued smuggling is what allows the black market to flourish; with millions' worth of drugs entering Europe and North America daily, it is crucial to put an end to such illicit smuggling. Furthermore, these unlicensed vessels allow human trafficking to thrive, promoting egregious violations of human rights in the case of sex slaves and disregarding sovereignty by bringing illegal immigrants across the Indian Ocean.³⁵ The thriving market in trafficking not only affects pirates, but also the entire economies of nations to which these illegal goods are sold to, and in the case of human trafficking, the victims themselves.

The costs of human trafficking are often significant and lifelong; victims suffer from substantial physical, sexual, and psychological abuse which increases their economic and social vulnerability. In many cases, women and girls are the primary victims of exploitation. As traffickers lure victims with promises of work, shelter, food, and support, they are often entrapped by force, debt bondage, or a multitude of manipulative and brutal suppression tactics. Many people fall victim to these traffickers as the result of "sustained unemployment, unpaid debt, and desperation to provide for themselves and their children." Facing physical and mental health issues, many develop substance addictions in the face of absent support. These obstacles prevent stable employment and economic security, and delay progress in education to further economic prospects. Thus, the costs of human trafficking are often enormous and incredibly impactful to both the countries that export and import these illicit cargoes.

However, as long as these illegal vessels are able to profit from trafficking, the human, weapons, and drugs trade will continue, fuelling violence and conflicts between pirates, law enforcement, and cargo and tourism ships, as well as between different clans and crime syndicates. It is crucial for all governments, both in the Indian Ocean region and those receiving these illegal goods, to implement stricter enforcement and regulation to minimize illegal smuggling, and to implement recovery strategies for victims of human trafficking.³⁶

Terrorism

In the past decade, many terrorist attacks have also been carried out at sea by nationalist-separatist groups, left-wing extremists, and Islamic fundamentalists groups such as al-Qaeda, the Liberation Tigers of Tamil Eelam, and al-Shabaab. The roots of terrorism in the Indian Ocean greatly stem from colonial rule and neocolonial supporters, and many other aggravating religious, ethnic, or linguistic conflicts and tensions. These terrorists perform heinous acts, ranging from holding hostages to seizing cargo ships for supplies, weapons, and drugs.³⁷

³⁵ UNODC, "Maritime Crime Programme," <http://www.unodc.org/unodc/en/piracy/Indian-Ocean.html>.

³⁶ Andrew Mwangura, Africa Express, "Human Trafficking, Weapons and Drugs Trade, Illegal Fishing: Dirty and Suspicious Business in the Indian Ocean," <https://www.africa-express.info/2014/03/09/human-trafficking-gun-drug-trade-illegal-fishing-dirty-suspicious-business-waters-indian-ocean/>

³⁷ Shri M. Hamid Ansari, Counter Conference 2017, "Dealing with Terrorism in the Indian Ocean Rim Area," <http://www.indiafoundation.in/dealing-with-terrorism-in-the-indian-ocean-rim-area/>.

The current lack of regulation and enforcement in areas of the Indian Ocean region has provided terrorist groups ample room for operation and transportation. For instance, al-Qaeda and al-Shabaab have been utilizing the area between the Horn of Africa and the Arabian Peninsula to conduct illicit commerce and stage deadly attacks. In response to maritime terrorism, the international community has worked to build legal frameworks such as the Safety of Maritime Navigation (SUA), International Ship and Port Facility Security (ISPS) Code, and Customs-Trade Partnership Against Terrorism (C-TPAT) for forces to fight piracy and terrorism.

Possible Solutions and Controversies

Security Alert Systems

One possible solution to improve maritime safety is to install ship security reporting systems, potentially one modelled after Global Maritime Distress Safety System (GMDSS). This alerting procedure is much more efficient than current ship security signal systems which alert law enforcement or military forces when a ship faces a potential threat, utilized generally in wealthier Western countries. The GMDSS sends distress signals from the ship directly to maritime security centres so that military forces can accurately and quickly locate the ship to provide a more effective response. Along with this system, ships could also follow protection measures laid out in the European Union's "Best Management Practices to Deter Piracy," deploying additional lookouts, constructing additional physical barriers at vulnerable access points, and installing CCTV cameras.³⁸ These systems and protocols would provide the necessary framework for ships to protect themselves more effectively against attacks at sea.

Ship Identification and Tracking

In the Automatic Identification System (AIS), maritime security centres utilize a tracking system to tag all ships, allowing them to pinpoint their exact locations. Maritime security centres can also identify unregistered ships, which could be flagged for investigation, helping identify potential threats before they arise.

Like the AIS, a Long-Range Tracking and Identification (LRIT) System functions in nearly the same way, except on an international scale. While this system is much more difficult to implement, it would allow international ship tracking and identification, serving as an accurate and efficient way for forces to track down illicit trading vessels. By giving states the tools necessary to easily distinguish between friendly and potentially hostile ships, they will be better equipped to anticipate and react to pirate attacks.

Protective Armed Security

Increasing armed security or support links to national navies and militaries has worked to curb piracy in the past and may be a good solution to revisit. However, seeing as significant funding and cooperation are often necessary to take down dangerous vessels, countries must consider capacity limitations when implementing such a solution. For instance, arming ships may seem like an obvious idea, but also has the potential to generate more arms flow across the ocean and promote further violent activity. Should any operation fail, pirates would benefit from the on-board weaponry and investments would have been wasted. On the other hand, increased on-board security would also help regional enforcement agencies stop human, drugs, and weapons trafficking. Thus, when considering collaborative armed security, such as the CTF-150, delegates must carefully weigh its risks and effects on the economic, political, and social dynamics in the Indian Ocean region.

³⁸ Best Management Practices for Protection against Somalia Based Piracy, http://eunavfor.eu/wp-content/uploads/2013/01/bmp4-low-res_sept_5_20111.pdf.

A possible solution would be to promote the hiring of contracted professionals to hunt and capture pirates; however, many ship owners have found that simply paying the pirates' ransoms is more cost-efficient than arranging private security. Another alternative, using special operations forces, poses similar risks. While these troops may be effective in the short term at rescuing innocent parties, in the long term this solution does nothing to address piracy at its root. In the past, forces have also taken military initiatives to disable pirates by destroying boats and confiscating weapons; however, this kind of force has only further exacerbated the situation by reinforcing Somali enmity towards the U.S. and fueling anti-American Islamist radicalism. Furthermore, without an effective Somali government to stop them, pirates can easily rebuild their capabilities, allowing them to politically and operationally sustain themselves.³⁹

Enhanced Judicial Cooperation

Beyond increased security, the fair and proper prosecution of perpetrators is crucial for upholding accountability and preventing further crime in the region. The mobility of these criminals across borders underscores the need for legal cooperation between states. Some pirates, despite being stopped by law enforcement forces, are unjustly allowed to escape punishment due to a lack of properly defined legal consequences. Currently, waters beyond each country's EEZ are not governed by UNCLOS, which includes a framework for international legal cooperation on the prosecution of these criminals. For an effective solution, perpetrators must be held accountable and given a fair trial. IORA Member States should adopt and create another similar shared framework for enforcing consequences on pirates across the region similar to UNCLOS.⁴⁰

Bloc Positions

Small Island Developing States

With limited size and capacities, small island developing states face many challenges in protecting their often-vast EEZs, collectively spanning more than 30 percent of the Indian Ocean region. These states are therefore more vulnerable to piracy and criminal activity than larger, more economically-developed countries. Many SIDS are also common transit points for illicit trafficking of drugs, people, and arms, endeavours which often have severe consequences for local populations.

Another concern for SIDS is the illegal exploitation of natural resources, significantly limiting economic development. Furthermore, due to their large EEZs and plentiful resources, SIDS are common targets for unregulated fishing. As SIDS face more challenges, increased competition for scarce resources may lead to further conflict; SIDS should seek to modernize their technologies and develop systems to better respond to pirate attacks. For these countries, stricter regulations, support from the international community, and enhanced armed protection are crucial to enforcing maritime security and safety.⁴¹

Somalia

Since the Somali Civil War, piracy has especially been prevalent in Somalia, capturing the international community's attention because of its high cost to global trade. As well, foreign ships, without effective national

³⁹ Stevenson, Jonathan, Forbes, "How To Stop the Somali Pirates," <https://www.forbes.com/2009/04/10/somalia-navy-hostage-opinions-contributors-pirates.html#3f278c6b3655>

⁴⁰ F. Mary Quintos, Republic of the Philippines: Foreign Service Institute, "Find Solutions for Maritime Security Challenges in the Tri-Border Area," CIRSS Commentaries Vol. 14, no. 27 (2017), <http://www.fsi.gov.ph/finding-solutions-for-maritime-security-challenges-in-the-tri-border-area/>.

⁴¹ SIDS Global Business Network, "The Ocean Economy and SIDS," <https://sidsgbn.org/oceans/>.

coast guards, continue to invade fishing grounds and dump waste into the ocean, further harming marine conservation efforts. While Somalia has made active attempts to police the area, many believe that the Somali government wishes to collaborate with pirates instead. Thus, regional collaboration is greatly necessary to enforce anti-piracy operations. As of today, the anti-piracy coalition, including CTF-150, has been one of the most effective instruments in reducing piracy along the Somali coast and across the Indian Ocean.

Australia

The Indian Ocean is strategically important to Australia. Despite Australia's great interests in the region, however, its EEZ remains vulnerable to terrorism, smuggling, illegal fishing, and natural disasters caused or intensified by climate change. In particular, the country's northwestern coast requires increased maritime security to protect borders and offshore sovereignty rights. As a developed country heavily dependent on the Indian Ocean, Australia will need to strengthen its regulations on exploitation on marine resources and will be greatly focused on mitigating challenges and maximizing opportunities in the next decade.⁴²

Blue Economy-Based States

For countries whose economies are centralized around marine resources, protection against armed robberies and trade is crucial. As these economies are heavily dependent on trade with Asia, Oceania, Africa, and Europe, stricter regulation and enforcement through collaborative regional agencies is necessary to prevent maritime crime and marine resource abuse. For these countries, piracy and lack in funding and technology continue to limit trade expansion. It is imperative for all countries to agree to ensure the best possible use of resources and funds in implementing solutions. Countries in this bloc include Mauritius and Seychelles, among many others.

Discussion Questions

1. What types of regional or international systems should be implemented and enforced among Member States to ensure maritime safety and security?
2. Are armed forces necessary for regulation and protection? What risks are associated with employing armed forces to fight piracy?
3. How should countries work to maximize sustainable-yet-profitable marine resources while maintaining peace, equality, and security?
4. What role should international organizations such as the UN play in maritime enforcement and regulation?
5. How will trade across the Indian Ocean be maintained while piracy and armed robberies are countered? What alternatives, if any, will IORA give to pirates?
6. What types of regulations should be put in place to hold perpetrators of trafficking and piracy accountable? How can international judicial cooperation be achieved?

⁴² Sam Bateman, Anthony Bergin, and Russell Trood, *New Challenges for Maritime Security in the Indian Ocean - An Australia Perspective*, Sydney: ANCORS, 2009.

Additional Resources

Best Management Practices for Protection against Somalia Based Piracy:

http://eunavfor.eu/wp-content/uploads/2013/01/bmp4-low-res_sept_5_20111.pdf

Drug Trafficking Routes Proliferate through Indian Ocean:

https://www.janes.com/images/assets/457/72457/Drug_trafficking_routes_proliferate_through_Indian_Ocean.pdf

Indian Ocean Maritime Security: Risk-Based International Policy Development:

<https://digital.library.adelaide.edu.au/dspace/bitstream/2440/97879/2/02whole.pdf>

Peace and Security Challenges Facing Small Island Developing States:

<https://www.mfat.govt.nz/assets/Peace-Rights-and-Security/peace-securiut-challenges-facing-small-island-developing-states-30-july-2015.pdf>

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