



# AFRICAN UNION



**TOPIC A:**

Industrialization and  
Development in Africa

**TOPIC B:**

Maritime Piracy and  
Corruption

**DIRECTOR:**

Ainsley Joyce

**CHAIR:**

Margeaux Liloc

**ASSISTANT DIRECTOR:**

Giana Iaia



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Dear Delegates,

My name is Ainsley Joyce, and I am honored to serve as the Director for the African Union at BELLARMUN 2024. Joining me will be your wonderful Chair, Margeaux Liloc, and lovely Assistant Director, Sofia Hamilton. Together we will be your dais and we extend our warmest welcome.

I first embarked on my Model UN career at this very conference, likewise as a middle schooler. It was at BELLARMUN that I uncovered my strong gravitation to international relations. Throughout this weekend I hope each of you challenge yourselves to reach outside your comfort zone. I encourage you all to make a speech, learn to work alongside others, and immerse yourselves into the world of MUN.

When I am not researching for upcoming conferences or working alongside the leadership team, you can find me cooking up a storm in the kitchen with new recipes. I pride myself on being more of a cook than a baker. I also like to stay active in cross country—testing my physical and mental endurance. Most recently, I have embarked on my scuba dive career and learned to mingle with the sea animals of the Puget Sound. Currently, I am a member of APICA at Bellarmine and am learning the traditional Filipino tinikling dance. Though I am quite involved at school, crafting the BELLARMUN 2024 AU committee has by far been my favorite endeavor.

This year at BELLARMUN, we will debate two pressing issues in the AU: Industrialization and Development in Africa, and Maritime Piracy and Corruption. These relevant topics will challenge delegates to collaborate, deliberate, and build creative solutions. I am confident all delegates will put their minds to work and successfully find solutions.

Whether this is your first Model UN Conference or you are a seasoned delegate, I hope BELLARMUN 2024 is a fulfilling experience; and this year's iteration of BELLARMUN is sure to be the greatest yet! Best of luck to you during your research and preparation for the committee. Please do not hesitate to reach out with any questions or concerns. I look forward to meeting you all!

Best wishes,

Ainsley Joyce | AU Director

## **Committee Overview**

Established in 2002, the African Union is a regional body consisting of member states in Africa. The committee addresses political, economic, and social issues regarding African nations. The AU discusses and creates resolutions and initiatives that work cohesively with the committee's agenda. The main goals of the AU are to promote unity and solidarity among all African nations, strive towards economic development, and promote international cooperation.

The AU's vision of a progressive and integrated Africa will be recognized through varying struggles on several fronts and as a long-term solution. The AU has shifted focus from supporting liberation movements in African territories under colonialism to an organization striving towards Africa's development and integration. Some objectives of the AU include achieving greater unity and solidarity between the African countries, defending the sovereignty of each member state, accelerating the political and socio-economic integration, and promoting peace and stability throughout the continent. The AU has the power to create non-binding resolutions and solutions to issues regarding African nations.

Now the AU will address two pressing concerns: industrialization in Africa and piracy along its coast. Delegates of the AU must work together to protect the interests of individual nations; retain African heritage, traditions, and independence; and continue to progress the continent as a whole. This tedious balance will require creativity, cooperation, and contributions from all nations.

## Topic Intro

Africa's road to industrialization has taken many years. Even after industrializing, many regions in Africa continue to experience poverty. Once African nations achieved independence most believed that industry was necessary for consistent economic growth; however, they didn't industrialize significantly until the late 19th century.

Africa is the least industrialized continent, but the industry they do have has changed their trade patterns, thus leading Africa to become major importers of manufactured goods. In 2022, only about 1.5% of Africa was industrialized, and that remains true today. While Africa thrives off their agriculture and raw materials, and greatly value their large production of cocoa, they are still very dependent on resources provided by other nations. South Africa is the only industrialized nation in Africa, contrasting the others' struggles with poverty and the production of manufactured goods, however, they are still dependent on commodities provided by other countries. Most food being grown is exported, and a large portion of the population is malnourished and impoverished. Despite this, in most recent studies it's been proven that Africa is attempting to grow and develop.

The greatest resistance to industrialization often comes from the elders of a country. Many fear that industrialization will destroy their traditional ways of life—forcing them to adopt a Western culture they have so long tried to fight off. Africa is also a leading continent in the export of natural resources that industrialized countries rely on, so many in and outside of Africa may oppose African industrialization. And yet, others still push strongly for more African nations to join the ranks of the long industrialized powerhouses.

Delegates are given the opportunity to creatively increase Africa's industrialization, while maintaining African culture, and lessen their dependence on other countries. They must find ways to make alliances with other countries and come up with solutions focused on how to increase productivity and economic independence. At the same time they must strive to maintain the wishes of all nations involved, and represent the broader community: rich or poor.

## Topic History

Industrialization in Africa began at the beginning of the 20th century. A ripple effect from European colonization, industrialization developed throughout Sub-Saharan Africa in two waves. The first wave was primarily stimulated by colonial people at the beginning of their colonization and concluded in the 1940s. The second wave began in the 1950s and persisted throughout the 1980s.

The path toward the first stage of industrialization was paved through many separate national and international interests. Stimulated from hopes of increased trade and exchanges of goods, international trade was linked to creating factories and manufacturing. Local and national infrastructure was created by colonial people for trade, bureaucracy, and domestic corporations. Industrialization was a new, but necessary process in order to supply the raw materials and cheap goods for European nations. This first wave also included a rise in the agriculture sector where production brought high profits. Though many productive and well-intended actions were made, these attempts were deemed “unsuccessful” and a low-level of industrialization.

In the early 1950s and 1960s, Africa experienced a wake of independence but ran a primarily exportation economy. For context, Africa lacked public finance, amassed an illiteracy rate of 71.7%, and had many unskilled workers. Many of these factors contributed to overall poor finances and infrastructure. New African governments aimed to shift economic dependence toward import substitution rather than solely exports. This partly solved disequilibrium of payments and strengthened trade. Slowly Africa improved its economy and made small changes to steadily grow and industrialize.

Africa is characterized to be “behind” in comparison to other continents. However, this dates back to the slave trade and constant oppression of the colonized via the colonizers or European states. One may argue Africa never fully recovered from the transatlantic slave trade or scramble for Africa where the continent was divided among imperial powers. Parts of Africa lack crucial infrastructure and are dependent on foreign trading and exportation profit. Despite efforts to industrialize Africa, poor leadership and unsolicited takeover has set Africa behind by decades.

## **Current Situation**

Filled with vibrant culture and beautiful landscapes, the 54 African nations remain some of the most undeveloped countries. Though progress continues to be made, some communities lack electricity and internet access due to small-scale industrialization and a fragile economy.

Developing countries in Africa are deeply affiliated with, and dependent on, foreign investment and the exportation of goods. Multinational companies have set Africa as centers of their capital. Additionally developed countries rely heavily on natural resources, such as crude oil, natural gas, and rare metals, from African countries. Though this is a major source of income for many African nations, foreign capital and dependency has its drawbacks.

African countries must strive to build solid infrastructure and foundations for people to live with autonomy. This means adapting to modern technology and updating methods of business and economic development. However, industrialization in Africa is a gradual process that could disrupt the lives, cultures, and customs of citizens.

Africa is still a major contributor to natural resources, seeing as industrialized countries do not have as much access to natural resources and agriculture efficiency. A fully industrialized Africa would have repercussions for importers of their materials and could slow consumerism and economic development around the world. It is imperative to find a balance between modernization and conservation in Africa in order to reap global economic benefits. Africa continues to industrialize and progress, but also preserve natural enterprises like farmland, forests, and resource mines.

## **Past Action**

Africa houses immensely profitable mineral resources, presenting the possibility for both prosperity and exploitation. To tackle this issue, the AU formed the Africa Mining Vision (AMV) in 2009, which is carried out by the African Mineral Development Centre. The AMV's central goal is to promote the proper usage and trade of mineral resources in order to improve sustainable progress and socio-economic development. To achieve this, the AMV advocates for mining-focused policies that assure miners and environments are well-protected. The AMV,

through its protection-based solutions, aims to allow for fair resource usage within large-scale industry, and foster better manufacturing and trade negotiation abilities within the continent.

The United Nations Conference on Trade and Development (UNCTAD) gave its annual report in 2023 which provided action steps for African nations to become major players in global supply chains. Africa's abundance of electric vehicles present the opportunity to promote economic and infrastructure development while being sustainable and protecting the environment. UNCTAD advised African nations to fund and build local processing and supply chains in order to heighten African productivity in global trade, invest in transportation infrastructure, adopt new technology, and utilize Africa's green energy resources.

In 2015, member states of the African Union adopted the AGENDA 2063, which lays the plan for sustainable development and widespread prosperity through the continent. The agreement's key focuses are basic quality services, income and job improvement, industrialization using new products, and economic diversification. With an emphasis on sustainable and climate resilient economies and communities, the agenda targets improvements in renewable energy, water security, and natural resource management. Additionally, the plan introduced the African Continental Free Trade Area, which allows AU member states to trade without restrictions throughout geographic zones. AGENDA 2063 is the most notable effort to comprehensively improve industrial and economic development in Africa.

These actions, while important first steps, have yet to fully manifest into substantial progress; however, they display a shared goal for an African future. The present question posed to African nations is how and where to funnel resources into agreements like AGENDA and the AMV. These collaborative solutions must balance between long-term wealth and success and the immediate needs of citizens and the environment.

## **Bloc Positions**

**Countries with strong industrial sectors:** Algeria, Botswana, Cameroon, Egypt, Gabon, Ghana, Kenya, Morocco, Nigeria, South Africa, Tunisia, Zimbabwe

This bloc includes the countries with the highest scores on the African Industrialization Index as of 2022. The AII evaluates countries based on their progression and success in using



capital and labor to improve industrial sustainable development. While many are yet to be fully industrialized, they are building more stable infrastructure and have higher amounts of manufactured goods for export, making them more likely to favor expanding social protections and developing better fiscal and trade policies. Additionally, this bloc is most inclined towards sustainability-focused efforts and are most favorable to contribute financial resources to increase industrial development.

**Countries with fragile industrial sectors:** Angola, Chad, Democratic Republic of the Congo, Ethiopia, Equatorial Guinea, Madagascar, Mali, Rwanda, Sierra Leone, South Sudan, Somalia, Tanzania, Uganda

These countries are most in need of better aid, technological advancement, and access to global trade markets. All countries in this bloc are underdeveloped, and are classified based on their low gross national income per capita and Environmental Vulnerability Index. Some of these countries may hope to increase industrial development by funding local production and exports in order to expand industry, job opportunity, and their economic processes; however, others may be wary of changing their traditional ways of life. These nations lack many of the resources necessary for facilitation industrialization initiatives and require the support of more developed countries.

## **Case Studies**

### **Economy of Nigeria**

As a whole Nigeria continues to expand in numerous sectors: manufacturing, financial services, communications, technology, and entertainment. Nigeria, 2nd largest economy in Africa, funnels much of its resources towards production and exportation of goods, particularly oil. Additionally, investments into the banking and communications industries have amassed economic growth for Nigeria. Oil exportation profit makes up about 9% of the GDP in the petroleum sector. The diversification of the economy has caused an increase in expendable income and living conditions. Progress, through industrialization, is the result of a continued cycle of investment and profit that has increased the quality of life for many Nigerians.

## **Economy of Egypt**

Dating back to the 19th century, Egypt has been economically advanced. Egypt has been a powerhouse of connection with Europe and Africa. Initially, Egypt instrumental the production and distribution of cotton. Their cotton production tied them to the wealth of Great Britain's factories and banks. However, many Egyptian leaders did not want further industrialization to upset Egyptian traditions, and therefore, Egypt did not progress alongside European countries. Since the trajectory of modernization was altered, Egypt began a steady decline. In Egypt's case, poor leadership and economic management lead to their industrial downfall. The lack of investment in industrialization slowed progress and the money flow in Egypt, however traditional ways of life have succeeded.

## **Guiding Questions**

1. How does your country support other African nations and what have they done in the past to support or work with neighboring countries?
2. What is your country's stance on industrialization? How industrialized are they? Is your country's government more aligned with industrial progress or traditional values?
3. How dependent is your country's economy on other nations? How does that affect people's lives in your country?
4. What is your country's largest commodity or export? What makes up most of your country's Global Domestic Product?

## **Further Research**

Economic Development in Africa Report 2023: This source explores the recent state of African economic development, possible solutions, and sustainable action steps.

<https://unctad.org/publication/economic-development-africa-report-2023>

Trade and Industrial Development (Agenda 2063): This is a resource for developmental legislation and action, including Agenda 2063 and African Mining Vision. This is helpful for guiding solution ideas by comparing with past and current efforts.

<https://au.int/en/trade-and-industrial-development>

10 things Africa must do to accelerate industrialization and economic diversification in Africa: Outlines the major needs of the African economy in regards to development, increasing global trade connections and abilities, and sustainability initiatives.

<https://au.int/en/pressreleases/20221114/10-things-africa-must-do-accelerate-industrialization-and-economic>

Making Industrialization in Africa Sustainable: A deep dive into the environmental needs and possibilities in African industry and development. This information is key to understanding the need for progressive action in African economic processes.

<https://www.un.org/en/un-chronicle/making-industrialization-africa-sustainable>

Unlocking Africa's Potential Through Enhancing The Continent's Industrialisation Section: This source provides more information on Agenda 2063, and is a comprehensive guide to understanding the struggles and strategies of African industry. It provides helpful statistics and comparisons of African development through a global lens.

<https://www.nepad.org/blog/unlocking-africas-potential-through-enhancing-continents-industrialisation-sector>

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<https://www.youtube.com/watch?v=6XtuPck0b4U>

## **Topic Intro**

Since the dawn of time, maritime piracy has plagued waters around the world, particularly along the African coast line. Many pirates seek many resources that are abundant in Africa, such as oil. Established in 1981, the International Maritime Bureau is a 24-hour program dedicated to reporting crimes of piracy. IMB encourages all shipmasters to report any and all forms of piracy. Because Somalia is a major target for pirates, the UNSC has passed multiple resolutions permitting foreign naval and air forces to patrol Somalian waters—protecting the country and ensuring no one ambushes their recourse or steals necessary items. While these attempts have lowered piracy in some regard, it is still prominent, thus creating more incidents of corruption within the country's economy. In 2022 alone, 38 events of maritime piracy were reported in West Africa. Consequently, corruption has increased in the region, which then leads to greater numbers of piracy attacks.

In Nigeria, the corruption of the oil industry has led to a serious oil drought, caused by the shut down of oil businesses who could not stay afloat in an ocean of piracy. Piracy not only deflates the economy, but harms a variety of people: taking crewmen hostage and holding them for ransom. Many nations have figured out temporary solutions to this problem; however, stronger, long-term solutions are needed. Many shipping companies have started to use air fair transportation and large transportation trucks. These solutions do not deal with the issue at hand, merely changing means of transportation and not solving the deep rooted corruption.

Delegates of the African Union are tasked with the responsibility of finding creative ways to stop maritime piracy and decrease the corruption increasing it. Because maritime piracy occurs in many different ways, delegates must focus their solutions on piracy and corruption—ensuring they are suitable for each and every country and can be enforced efficiently in countless nations.

## **Topic History**

Many associate piracy with fictional stories or comical ideals. However, piracy is a real and prevalent issue that not only affects crews and ships, but countries' economies. Historically,

maritime piracy attacks have been congregated around the Western coast and Somalia. Countries with frequent attacks include: Somalia, Benin, Nigeria, Ghana, and Côte D'Ivoire among others.

The UN Convention on the Law of the Sea defines piracy as illegal acts of violence committed within the high seas. Piracy is a true threat to the safety of large crews on cargo vessels. Pirate groups first arose because of the large oil drilling corporations in West Africa. All along the Niger Delta, multinational oil corporations began to capitalize off of local resources. Though this generated immense profits for oil companies, there were detrimental effects to the local people. One impairment to surrounding communities was the massive influx of oil spills into water. West African communities along the Niger Delta were affected by the polluted soil and water. Fish populations died rapidly and fishermen suffered the consequences economically. All of these limiting factors contributed to the uprising of sea thief groups in an effort to regain power. These robinhood-like troops claim motives for wrongdoing from the corruption of corporate outsiders.

Furthermore, pirates have not only been known to steal cargo, but have also held captives for large ransoms. During an attack in October 2013 off the coast of Nigeria, thieves overtook an oil supply vessel—kidnapping the captain and chief engineer. The main target for attacks is oil, but some pirates seek ransom and hostages in addition to oil cargo. Tragically, crew members have been devastatingly killed or injured by piracy. Moreover, the financial losses of piracy continue to affect international insurance continuities and other trade-oriented costs; but it is important to be cognizant as to why these issues arose: corruption in oil corporations, long lasting pollution, and systemic poverty.

## **Current Situation**

Maritime Piracy continues to persist throughout Africa's waters. Currently, 97% of piracy raids occur in the Gulf of Guinea, sometimes called Pirate's Alley. Since 2020, there have been reports of 180 seafarers kidnapped in this Gulf.

Areas plagued by poverty from oil drilling are major sites of recruitment for piracy gangs. Many sea "thieves" are driven by genuine hunger and lack of opportunity caused by corruption in their communities. Local fishermen and farmers struggling to provide food for

families is a main reason for raids and attacks on foreign cargo loads. Few people wish to scavenge the seas, but do so from a place of need. Piracy is a problem rooted deeper than simple crime, but in the humanitarian crisis within exploited regions of Africa.

Not all cases of piracy are reported, making it difficult to thwart. Illegal fishing operations are often reluctant to make reports or call for help. Moreover, some vessels have begun to take matters into their own hands, enacting their own form of justice in under patrolled waters. Critics base the root of these problems in the lack of policing and law enforcement in the Niger Delta and Gulf of Guinea. Immense resources are required to increase patrol that governments do not have. These regions are in need of surveillance equipment, more patrol officers, and overall more attention.

There is a call to action to build stronger militaries and, particularly navies, in affected regions. Navies have never been the strongest fleet in African Militaries; most battles being fought on land has allowed maritime violence to grow rampant—a gross oversight on behalf of many governments. Increasing military funding can also increase the cost of living—which could force more people out of jobs and onto the high seas—creating a precarious economic balance. Lastly, one must consider what could happen if crime was prevented in the oceans: would it simply move on land? Though much remains unclear, one thing is for certain, at this rate piracy, cannot continue and nations must come together to find solutions.

## **Past Action**

In past decades, significant progress has been made by the UN and other regional African bodies to prevent the spread piracy; however, there are few which have successfully tackled the root causes of maritime corruption: socio-economic insecurity. A landmark action towards increased sea-trade security was the UN Convention on the Law of the Sea. Adopted in 1982, and overseen by the Division for Ocean Affairs and the Law of the Sea (DOALOS), the convention established rules for maritime travel and trade, emphasizing the expectation that all international powers repress piracy to the best of their abilities and report any piracy-related developments to the DOALOS. Utilizing this network of maritime information, yearly reports are then made to the UN General Assembly by the UNCLOS secretariat. 168 parties, including

all West African countries, ratified The Law of the Sea Convention, making it one of the most significant international efforts to standardize protections over maritime economics and law.

In addition to UN-wide efforts, like UNCLOS, many regional steps have been taken to improve maritime security. The Economic Community for West African States was formed in 1975 through the Treaty of Lagos with the goal of economic cooperation. The ECOWAS, along with the International Maritime Organization and other African economic groups, formed the 2013 Code of Conduct that developed strategies for piracy reporting and prevention. The framework notably produced a sub-regional integrated coast guard, spanning from West to Central Africa, which greatly contributed to decreased piracy within the Gulf of Guinea and other relevant regions. While the Code of Conduct has significantly helped combat piracy, it fails to tackle the issue's root causes.

In 2012, the African Union declared its most ambitious anti-piracy plan yet: Africa's Integrated Maritime Strategy, or AIM, which outlines the implementation of security-based goals by 2050. This long-term strategy includes initiatives to increase maritime surveillance and response capabilities by better equipping patrol authorities and standardizing procedures that prevent and prosecute illegal activities. Since 2012, AIM's improved authorities have helped manage piracy in areas like the Gulf of Guinea. Additionally, the strategy aims to fund better maritime infrastructure and socio-economic development, to generate more sustainable governance and discourage the formation of domestic pirate groups.

While AIM represents a coordinated African effort to combat maritime crime and insecurity, its large time frame also leaves opportunity for the issue to worsen. Since its introduction, piracy and corruption has continued to rise in new forms, like kidnapping for ransoms, and in different places throughout West African waters. The AU must grapple with how to improve financing, equipment, and logistics for anti-piracy initiatives, while maintaining National Sovereignty and protecting the quality of life for all members of society.



## **Bloc Positions**

**Most affected by maritime corruption:** Angola, Cameroon, Democratic Republic of the Congo, Egypt, Ethiopia, Equatorial Guinea, Gabon, Ghana, Kenya, Nigeria, Sierra Leone, Somalia, South Africa, Tanzania

This bloc consists of mainly coastal countries who have struggled most with maritime corruption due to socio-economic instability. Due to weak protection services or small and outdated coast guards, these countries struggle to protect their ports in piracy hotspots along the Somali coast, Gulf of Aden, or Gulf of Guinea. Of these countries, Nigeria and South Africa are the only ones with strong professional navies. Reform efforts outlined in the Yaoundé Code of Conduct tackle the main concerns of this bloc, including the following issues: legislative frameworks, community development, political and economic stability, and integrating better water enforcement. These countries are most willing to support strong measures toward piracy prevention.

**Least affected by maritime corruption:** Algeria, Botswana, Chad, Madagascar, Mali, Morocco, Rwanda, South Sudan, Tunisia, Uganda, Zimbabwe

The countries of this bloc are either landlocked or separated from the piracy hotspots of West Africa and Somalia coasts, making them less susceptible to domestic maritime corruption and piracy. While these countries are not on the forefront of this issue, they are not exempt from negative effects of maritime piracy—many are tied closely with neighboring economies and global markets who suffer from piracy. In the short term, this bloc must tackle rising trade prices and losses of goods being exported. In the long term, concerns facing this group include inconsistent access to global markets, socio-economic instability, decreased revenue from exports, and higher costs of living for citizens. On the whole, this bloc's main focus is preserving the overall economic and social stability of African trade, production, and export processes. These nations are less willing to expend finances or military might towards piracy prevention efforts.

## **Case Studies**

### **Addressing piracy in Somalia**

Until recently, Somalia's navy was practically non-existent. Despite their lack of legal force in the waters, international naval forces had to respect Somalia's foreign boundaries and could not interfere in local piracy issues. In 2008, UNSC implemented their international naval policies to combat piracy. Annual resolutions beginning in 2008 began to allow for foreign naval missions to repress piracy and armed robbery in Somali waters. This counter-piracy resolution 2608 allowed intervention in Somali waters to pursue, intercept, seize, and arrest pirates. These regulations shifted water regulation to the AU Transition Mission in Somalia (ATMIS) and replaced the AU Mission in Somalia. This UN intervention and policies have improved the crime in a country's waters and cases of piracy have begun to decline. Somalia was able to significantly lower piracy and gang activity by surrendering ocean control to the UNSC rather than maintaining it solely in Somalia. The Somali government, however, would like to transition back to sovereign ocean control and reinstate the use of its own Navy now that piracy is more controllable. The example of piracy in Somalia exemplifies the trade off and both positives and negatives of allowing UN intervention.

### **Addressing piracy in Nigeria**

Similar to Somalia, the threat of piracy and kidnapping have persisted throughout the Niger Delta and Gulf of Guinea. The Nigerian government has made numerous commitments and efforts to tackle this issue. In early 2019 the Deep Blue Project was implemented to shift the responsibility of maintaining ocean safety to the Nigerian Navy. Additionally, a new act was initiated by President Muhammadu Buhari; the Suppression of Piracy and other Maritime Offences (SPOMO), aimed to address armed robbery and through increasing convictions for pirates—which had been minimal due to the lack of a legal definition for piracy. Although these initiatives are proactive, SPOMO has been criticized for failing to complement domestic laws and focusing only on Nigerian piracy. SPOMO, in contrast to other actions, is based in specific countries rather than internationally dictated. The Nigerian government's initiatives contrast the more international UN-managed initiatives in other parts of the continent. Nigeria continues to

go beyond naval predicaments and reach towards sociological and environmental factors that contribute to piracy.

### **Guiding Questions**

1. Does your country experience maritime piracy? If so, what can your country do to help it decline? If not, what exports or aspects of your country's economy are dependent on the successful export of oil and other frequently stolen goods?
2. What has your country already done to help this issue?
3. Does your country export oil? If so, is there corruption within the oil sector that could be connected with piracy?
4. What are your country's naval capabilities? What does their military spending look like?
5. Does your country have a lack of available jobs or other socio-economic issues that may encourage people to turn to Piracy? If so, what has your country done to alleviate this?

### **Further Research**

Maritime Piracy on the Rise in West Africa: This resource provides an expert breakdown of piracy from why pirates are appearing at alarming rates, to their tactics, to efforts to combat maritime corruption. <https://ctc.westpoint.edu/maritime-piracy-on-the-rise-in-west-africa/>

Piracy in West Africa: This resource gives a look at anti-piracy legislation and how to address the corruption in the economic systems of African nations.

<https://www.un.org/africarenewal/magazine/december-2013/piracy-west-africa>

Tackling corruption in maritime trade: This source outlines reasons why all nations should attempt to lower piracy rates, and interagency attempts to do so in the past.

[https://mag.wcoomd.org/magazine/wco-news-102-issue-3-2023/tackling-corruption-in-maritime-trade/#:~:text=Increasing%20the%20cost%20of%20trade\\_routes%20to%20less%20corrupt%20ports.](https://mag.wcoomd.org/magazine/wco-news-102-issue-3-2023/tackling-corruption-in-maritime-trade/#:~:text=Increasing%20the%20cost%20of%20trade_routes%20to%20less%20corrupt%20ports.)

United Nations Convention on the Law of the Sea: This resource outlines the topics and solutions discussed by the IMO in recent years.

<https://www.imo.org/en/ourwork/legal/pages/unitednationsconventiononthelawofthesea.aspx#:~:text=The%20United%20Nations%20Convention%20on,the%20oceans%20and%20their%20resources>

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