



## Maritime Piracy

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### Abstract

In many nautical spheres, piracy is a genuine and expanding hazard to sailors. Piracy poses a serious danger to global marine security and is one of the most significant yet least recognized effects of the crime. While the primary motivations for pirate activity in the past were raids for loot and the capture of slaves, current economic, military, political, and even technical advancements have fundamentally changed the nature of the crime. Modern-day piracy is motivated by a variety of factors, including financial gain via ransom payments, political benefit, and even terrorism. States have taken action to prevent piracy both internationally and regionally, notably by establishing legal frameworks.

**Keywords:** Piracy, pirates, convention, economic, seafarers, environment, shipping industry, safety and security

### Introduction

In essence, piracy, often known as robbery on the high seas, is any criminal activity that takes place beyond of a nation's 12-nautical-mile territorial bounds. According to the UN Convention on the Law of the Sea (UNCLOS), maritime piracy is defined as any unlawful act of detention, violence, or depredation committed on the high seas against another craft, ship, or the people or property on board a craft or vessel for monetary gain. As a result, it has a history that spans the entirety of the ship's tenure at sea as well as the beginning of maritime trade. Piracy's continued existence has always been assured to the global marine industry.

### Piracy affected areas around the world

In the present day, there are many distinct sea zones and regions where maritime piracy has spread. It has virtually reached every corner of the planet and is spreading like wildfire. Some important places for pirates threads.

#### Malacca Strait

The Strait of Malacca in the Indian Ocean has suffered severe damage as a result of high seas piracy. The Strait is one of the most crucial Indo-Sino marine navigation routes and an economic outlet for Egypt, Europe, and the Suez Canal, making it vulnerable to maritime piracy on a regular basis.

#### South China Sea

The marine pirates in the South China Sea, who are mainly from Malaysia or Indonesia, are considered to be some of the worst sea robbers. Because South China Sea piracy occurs in Malaysian territorial seas, Malaysian authorities are worried.

#### Gulf of Aden

Another region where piracy has an impact is the Gulf of Aden, which serves as the Red Sea's entry. Geographically, Somalia lies close to the Gulf, an important trade route into the Suez Canal. The Somali sea pirates cause a lot of difficulty for governments and maritime companies all over the world by causing havoc along this maritime route.

#### Gulf of Guinea

In the Gulf of Guinea, which includes a sizable chunk of North-Western and Southern Africa (Angola), pirate activity is on the rise. It is a hub for illegal operations since it is a crucial business route for ships bringing crude oil to the continents of Europe and America. Statistics from the International Maritime Bureau (2021) <sup>[1]</sup> (IMB) show that there have been 27 attacks, however many more may go unreported because "piracy" is not properly defined.

#### Benin

Benin is another African nation with a sizable marine piracy population. The region has been noted as one of the maritime shipping high-risk locations. Although good outcomes have not yet been observed, the IMO has undertaken a number of steps to prevent maritime piracy in this pirate-affected zone.

#### Nigeria

Nigeria, a country in Western Africa, is rumored to be a pirate hotspot. Due to the high likelihood of piracy there, the area has been listed as one of the riskiest places for moving marine freight. Due to a lack of security protection provided by Nigerian navy personnel, sea piracy has risen in this area. A considerable, expensive insurance cover for the commodities being transported is also said to be necessary for shipping throughout the whole maritime belt of West Africa due to the significant risk of pirate attack. One of the most significant distinctions between marine piracy incidents occurring in that region of Africa and those occurring in Somalia is the fact that pirates operating in West Africa operate at a far lower level than their Somali counterparts.

#### Somalia

The severe poverty brought on by the civil war, the incompetence of the administration, and the enormous marine rubbish dumps of a dangerous nature present in the Somali sea waters are the major causes of the high levels of maritime piracy in Somalia. Additionally, because of piracy, insurance premium costs have been rising significantly. Because Somalia's citizens now believe that it is their only

chance to get out of poverty and other issues, international countries are worried about maritime piracy there.

### **Indonesia**

Another country that is badly impacted by piracy is Indonesia. The Anambas, Natuna, and Merundung Islands are a few of the regions that sea pirates target; it has been seen that they attack ships at night rather than during the day. There are serious worries being raised across the world due to the Indonesian government's frequently lax punishments of the apprehended pirates in the nation.

### **Arabian Sea**

One of the regions in the Arabian Sea that pirates frequently prey upon is the Gulf of Oman. In contrast to the security precautions provided in these locations, international organizations and authorities have reduced the level of security protection they will provide in pirate hotspots like the Gulf of Aden and the Somali coastline. This is mostly due to the area's isolation and the scarcity of naval resources that might offer dependable cover.

### **Indian Ocean**

Pirates at sea frequently attack the canals of the Indian Ocean. These Somali pirates, who come from a nation that is presently in ruins, have caused issues for both Indian and foreign ships<sup>[2]</sup>. Given that it is a necessary route for marine traffic, the Indian Ocean brings the nature of the issue into sharper focus.

Shipboard piracy is an offense that has to be dealt with immediately. Even if international marine committees and organizations are doing their best to uphold the duty, the absence of an efficient internal government makes it exceedingly difficult to enforce the law. This leads to an increase in maritime piracy. For the sake of the business community as well as the lives of everyone involved, including the crew and the situation-turned-pirates, proactive action must be taken.

### **The impact of piracy**

The fear of piracy increases with each passing day. Attacks are occurring increasingly often, fiercely, and consistently off the coast of Somalia as well as in the Red Sea, Gulf of Aden, Arabian Sea, and Indian Ocean. The stakes increase as ransom demands climb.

### **Seafarers**

On the front lines of the pirate issue are seafarers. All mariners incur the risk of assault when they go across the Gulf of Aden and Northern Indian Ocean. The tension of being shot at with guns and rocket-propelled grenades by pirates during an attack on a ship is compounded by the possibility that those who are kidnapped would be kept hostage for months<sup>[3]</sup>. For those who took part in the pirate attack, PTSD might have disastrous results. Some sailors have reportedly been confined in isolation and subjected to other heinous atrocities, and the pirates' treatment of the crew is reportedly becoming worse.

### **Shipping Industry**

Costs in the marine sector are rising significantly. Due to a high risk area that currently encompasses the majority of the Indian Ocean and one of the busiest shipping lanes in the

world, operators are being compelled to pay higher insurance rates. Ransom payments, hiring private security guards, and installing safety and security on board are additional expenses.

### **Economy**

The greater economic impact of piracy is another issue. It is becoming harder and harder for ship owners to justify placing seamen at danger. Finding teams willing to travel to the region is another challenge they are dealing with. If conditions worsen, the possibility of a blockade of the area rises. If it were outlawed, all ships would have to circumnavigate the Horn of Africa. The already precarious world economy would suffer significantly, most journeys would take several extra days, transportation expenses would increase, energy prices would soar, and so on. Attacks that extend farther into the Gulf might have a substantial effect on the world's energy supplies.

### **Environment**

Environmental catastrophe is definitely a possibility. Rocket-propelled grenades, which are frequently used by pirates, can cause enough harm to a tanker's hull to significantly contaminate the water or detonate tragically, with results similar to those witnessed in the Gulf of Mexico last year.

### **Legal framework for maritime piracy international legal framework**

The legal foundation for marine and maritime activities is established by the UNCLOS, an international pact from 1982. It also goes by the name "Law of the Sea." The five primary zones that divide maritime regions are the High Seas, Exclusive Economic Zone (EEZ), Contiguous Zone, Territorial Sea, and Internal Waters.

### **UNCLOS piracy provisions**

Obligation to assist in the fight against piracy<sup>[4]</sup>. The definition of piracy in Article 101. Definition of a pirate ship or aircraft Article 102 Piracy by a warship, government ship, or government aircraft whose crew has rebelled Retention or loss of a pirate ship's or aircraft's nationality is covered in Article 104. Article 106 - Liability for Seizure without Adequate Grounds Article 105 - Seizure of a Pirate Ship or Aircraft Ships and aircraft that can be seized due to piracy are listed in Article 107. Right of visitation Article 110 Right of hot pursuit<sup>[5]</sup>

### **Sua convention**

The Convention for the Suppression of Illegal Acts Against the Safety of Maritime Navigation was approved at a conference held in Rome in March 1988<sup>[6]</sup>. The Convention's major goal is to make sure that those accountable for illegal ship damage are dealt with fairly. These include forcibly seizing ships, using force against those within, and boarding ships with potentially dangerous equipment.

### **ISPS Code and Solas**

ISPS, or the International Ship and Port Facility Security Code, is a significant maritime regulation covering the safety and security of ships, ports, cargo, and employees. The SOLAS ISPS code's primary focus was ship safety at sea. The SOLAS was revised, Chapter XI, which discusses

steps to increase marine safety, was changed to Chapter XI-1, and a new Chapter XI-2 with a stronger focus on maritime security was established. This is due to the fact that security and safety are two very different issues.

### **Conclusion**

Pirate has a big impact on maritime security and protocol. The solution is a division of power between civil, federal, state, and local authorities. Because maritime piracy is impossible to totally eradicate, the long term should be the goal. restricting the pirate's ability to gather on land. Much like crime in every city, piracy can never be completely eradicated. The history of piracy indicates that it will only be curtailed in order for it to resurface later and in an unregulated setting. The size of the waters on Earth makes the complete abolition of piracy impossible. Action must be taken to address the issue of contemporary piracy by all entities that might be of assistance under the framework.

### **Suggestions**

- Develop the local administration.
- Dismandal the pirates coast based support networks.
- Increase judicial responsibility and Training maritime authorities.
- Updated with the happening of high risk area
- Enforce the strict punishments

### **Reference**

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