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Preparation Paper

International Maritime Organization (IMO)

"Measures to Prevent Piracy at Sea"

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1. Introduction

Shipping is perhaps the most international of the world's industries, serving more than 90 per cent of global trade by carrying huge quantities of cargo cost effectively, cleanly and safely. There is, therefore, a need for international standards to regulate shipping - which can be adopted and accepted by all. The first maritime treaties date back to the 19th century. The Convention establishing the International Maritime Organization (IMO) was adopted in Geneva in 1948 and IMO first met in 1959.

IMO's main tasks and goals are:

- to develop and maintain a comprehensive regulatory framework for shipping and its remit

- to improve safety

- to consider environmental concerns

- to enhance technical co-operation

- to complete maritime security

- to boost efficiency of shipping.

It is a specialized agency of the United Nations with 168 Member States and three Associate Members, and is based in the United Kingdom with around 300 international staff.

IMO's specialized committees and sub-committees are the focus for the technical work to update existing legislation or develop and adopt new regulations, with meetings attended by maritime experts from Member Governments, together with those from related intergovernmental and non-governmental organizations.

Countries that are having difficulties in implementing IMO conventions can request assistance under IMO's Integrated Technical Co-operation Program. The main emphasis of the program is on training and IMO has three international training institutes under its auspices: the World Maritime University in Malmö, Sweden; the International Maritime Law Institute in Malta; and the International Maritime Academy in Trieste, Italy.

2. IMO Objectives and key principles in the 2000s

2.1. IMO's main objectives for the 2000s are as follows:

- taking measures to implement the proactive policy agreed in the 1990s more actively than in the past, so that trends which might adversely affect the safety of ships and those on board and/or the environment may be identified at the earliest feasible stage and action taken to avoid or mitigate such effects. In

implementing this directive, Formal Safety Assessment should be used to the extent possible in any rule-making process;
- shifting emphasis onto people;
- ensuring the effective uniform implementation of existing IMO standards and regulations;
- ensuring the wide early acceptance of those Annexes to the MARPOL Convention which have not yet entered into force;
- developing a safety culture and environmental conscience;
- avoiding excessive regulation;
- strengthening the Organization's technical co-operation programs; and
- promoting the intensification by Governments and industry of efforts to prevent and suppress unlawful acts which threaten the security of ships, the safety of those on board and the environment (in particular, terrorism at sea, piracy and armed robbery against ships, illicit drug trafficking, illegal migration by sea and stowaway cases).

2.2. Key principles of IMO's technical co-operation program

· ownership of the development and implementation process rests with the recipient countries themselves
· integration of IMO's regulatory priorities into the program-building process
· development of human and institutional resources on a sustainable basis, including the
advancement of women
· promotion of regional collaboration and technical co-operation among developing countries;
· promotion of partnerships with Governments, the industry and international development aid agencies
· mobilization of regional expertise and resources for technical assistance activities
· co-ordination with other development aid programs in the maritime sector
· feedback from recipients on the effectiveness of the assistance being provided, in accordance with paragraph 6 of resolution A.873(20)
· monitoring systems and impact assessment, so that program targets are met and so that lessons learned are transferred back to the program-building process

3. Piracy

The following definition of piracy is contained in article 101 of the 1982 United Nations Convention on the Law of the Sea (UNCLOS):

Piracy consists of any of the following acts:
(a) any illegal acts of violence or detention, or any act of depredation, committed for private ends by the crew or the passengers of a private ship or a private aircraft, and directed:

(i) on the high seas, against another ship or aircraft, or against persons or property on board such ship or aircraft;
(ii) against a ship, aircraft, persons or property in a place outside the jurisdiction of any State;
(b) any act of voluntary participation in the operation of a ship or of an aircraft with knowledge of facts making it a pirate ship or aircraft;
(c)any act inciting or of intentionally facilitating an act described in sub-paragraph (a) or (b).

It is clear that many acts of violence against ships, especially those that occur in ports or territorial waters are not regarded as "piracy" under international law. They are therefore classified as "armed robbery".

4. IMO Initiatives to counter piracy and armed robbery at sea

IMO is implementing an anti-piracy project, a long-term one, initiated in 1998.

Phase 1: regional seminars and workshops attended by Government representatives from countries in piracy-infested areas of the world;

Phase 2: number of evaluation and assessment missions to different regions.

A good example of successful regional co-operation which IMO seeks to replicate elsewhere   is the Regional Co-operation Agreement on Combating Piracy and Armed Robbery against ships in Asia (RECAAP), which was concluded in November 2004 by 16 countries in Asia, and includes the RECAAP Information Sharing Centre (ISC) for facilitating the sharing of piracy-related information.

More recently, a program of sub-regional meetings was initiated to promote regional action to address piracy and armed robbery against ships in the wider context of maritime security. The first of these was held in Sana'a, Yemen in April 2005 for States in the Red Sea and Gulf of Aden areas, with a follow-up held in Oman in January 2006.

To assist in anti-piracy measures, IMO issues reports on piracy and armed robbery against ships submitted by Member Governments and international organizations. The reports, which include names and descriptions of ships attacked, position and time of attack, consequences to the crew, ship or cargo and actions taken by the crew and coastal authorities, are now circulated monthly, with quarterly and annual summaries.

5. Piracy becomes a problem

In 1983 Sweden submitted a paper to the Maritime Safety Committee (MSC), IMO's most senior technical body, which stated that piratical attacks had grown to such an extent that the situation had become "alarming". Most attacks at that time were taking place at night on ships anchored off the coast of West Africa, usually waiting for a berth in port. The International Maritime Bureau, which had been established by the International Chamber of Commerce in 1979, mainly to deal with maritime fraud, said

that similar attacks had been recorded as far back as 1970. In April 1984, the MSC established "Piracy and armed robbery against ships" as a separate and fixed item in its work program. The Committee decided that as a first step it would be necessary to have an indication of the scale of the problem, the areas in which attacks were prevalent and as much other information as possible. The reports were compiled at first twice a year, then quarterly and now they are circulated monthly, with quarterly and annual summaries. As at the end of November 1999, 1,587 incidents had been reported to IMO. However, IMO estimates that incidents of piracy and armed robbery against ships are under-reported by a factor of two. Several reasons have been suggested, including fear that a successful act of piracy will reflect on the master's competence; concern that such a report would embarrass the State in whose territorial waters the act occurred (the coastal State); the belief that an investigation would disrupt the vessel's schedule; and the possibility that ship owners' insurance would increase.

Since piracy became a major international problem two decades ago it has occurred in a number of areas worldwide along of many important shipping routes and ports.

5.1. West Africa

Between 1982 and 1986, West Africa – particularly Nigeria - had the highest reported number of cases of piracy and armed robbery. About 25 cases were reported annually, mainly against ships at anchor awaiting berth. Between 1984 and 1985, the Nigerian authorities, using the combined resources of the navy, police and customs, collected enough intelligence to swoop on piracy bases and the outlets which were used for disposing of the stolen goods. The result was dramatic because by 1986, only occasional isolated incidents were reported from Lagos and Bonny ports, which had been the hot spots for such attacks. However, in 1998 22 incidents were reported in West Africa.

5.2. Malacca Strait

Prior to 1989, the Malacca Strait was considered to be relatively safe. About seven cases of piracy and armed robbery were reported annually from the area, but in 1989, the figure rose to 28 and by 1991, it had gone up to about 50 a year. The Malacca Strait gave particular cause for concern because it is one of the busiest waterways in the world, used by up to 200 ships daily. The Strait, in some stretches, is shallow and narrow and requires precise navigation. Most of the attacks in the region were on ships underway. Apart from the danger to the crew of the ship under attack, there was the horrifying hazard posed by a ship often carrying dangerous cargoes, steaming at full speed, unattended, in confined waters. At the initiative of the Secretary-General of IMO, Mr. William A. O'Neil, a Working Group composed of experts from ten IMO Member countries, including experts from the three littoral States of the Malacca Strait (Indonesia, Malaysia and Singapore), was established in 1992, to prepare a report outlining the problem in the Strait of Malacca. The Working Group visited Indonesia, Malaysia and Singapore, between February and March 1993, and prepared a report covering navigation, radio communications, search and rescue and piracy and armed robbery in the Malacca Strait region.

Prior to the establishment of the Working Group, the three littoral States of the Malacca Strait (Indonesia, Malaysia and Singapore), in response to the concerns

expressed by IMO, had started implementing a co-ordinated patrol and other counter-measures in the region. These measures, which started in 1992, resulted in a marked decline in the number attacks in the region. In 1998 six incidents were reported in the Malacca Strait.

5.3. South China Sea

Just as the situation was improving in the Malacca Strait, it was deteriorating in the South China Sea. Statistics compiled over the 7-month period from May to December 1993, showed that 42 incidents were reported in the East and South China Sea out of 67 world-wide. Most of the attacks took place in international waters and in some cases firearms were used. A number of reports described persons attempting to stop and board the ships in the guise of officials or wearing uniforms. Fishing vessels, particularly around the Philippines, also received the attention of pirates and armed robbers. Effective law enforcement is difficult in the area of the South China Sea because of its vastness (more than 200 miles wide) and the fact that it is dotted with several uninhabited islands to which the pirates can retreat. The problem has been exacerbated by the lack of co-operation, particularly exchange of information, between the law enforcement agencies of the neighboring countries and some disputes over territorial limits. Against this background and in response to a request by the Maritime Safety Committee for a report on the situation in the South China Sea, in March 1994 IMO sent a fact-finding mission to China, the Philippines and Hong Kong. The mission provided an opportunity to discuss with senior officials in the three countries the help which IMO could provide to their enforcement agencies in preparing measures to prevent and deal with piracy in their waters. Even so, the South China Sea remains a problem area. Of the 210 cases reported worldwide in 1998, incidents in the South China Sea accounted for 98.

5.4. South America

Attacks have been reported in various ports in South America including Colombia, Venezuela, Guyana and the Caribbean. A total of 38 attacks were reported in 1998. Attacks usually occur in ports or anchorages and occasionally, extreme violence has been reported.

5.5. Somalia

Piracy off the Somali coast has been a threat to international shipping since the beginning of Somalia's civil war in the early 1990s. Piracy has contributed to an increase in shipping costs and impeded the delivery of food aid shipments. Ninety percent of the World Food Program's shipments arrive by sea, and ships have required a military escort. According to the Kenyan foreign minister, Somali pirates have received over US$150 million during the 12 months prior to November 2008.

Clashes have been reported between Somalia's Islamist fighters and the pirates. In August 2008, Combined Task Force 150, a multinational coalition task force, took on the role of fighting Somali piracy by establishing a Maritime Security Patrol Area (MSPA) within the Gulf of Aden.[1] The increasing threat posed by piracy also

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[1] Commander, Combined Maritime Forces Public Affairs (2008-09-29). H"Combined Task Force 150 Thwarts Criminal Activities"H. US Africa Command. Retrieved on 2008-11-17.

caused significant concerns in India since most of its shipping trade routes pass through the Gulf of Aden. The Indian Navy responded to these concerns by deploying a warship in the region on October 23, 2008. In September 2008, Russia announced that it too will soon join international efforts to combat piracy.

On October 7, 2008, the United Nations Security Council adopted resolution 1838 calling on nations with vessels in the area to apply military force to repress the acts of piracy. At the 101st council of the International Maritime Organization, India called for a United Nations peacekeeping force under unified command to tackle piracy off Somalia. (There has been a general and complete arms embargo against Somalia since 1992.)

In November 2008, Somali pirates began hijacking ships well outside the Gulf of Aden. There are discussions under way to begin an aggressive covert operation against the pirates. Per a recent article in the *Harpers Magazine*, a CIA official stated, "We need to deal with this problem from the beach side, in concert with the ocean side, but we don't have an embassy in Somalia and limited, ineffective intelligence operations. We need to work in Somalia and in Lebanon, where a lot of the ransom money has changed hands. But our operations in Lebanon are a joke, and we have no presence at all in Somalia."[2]

6. MSC 71: May 1999

The MSC discussed piracy and armed robbery at its seventy-first session in May 1999, including the outcome of the two missions to South America and South East Asia. It noted that the main problems in dealing with pirates and armed robbers were:
· the economic situation prevailing in the regions concerned
· resources constraints on law enforcement agencies
· lack of communication and co-operation between the agencies involved
· the time taken to respond after an incident has been reported
· general problems in reporting incidents, such as alerting the nearest coastal State as well as other ships in the area of a ship under attack or threat of attack
· timely and proper investigation of incidents
· prosecution or pirates and armed robbers when apprehended
· lack of regional co-operation.
The Committee's main conclusions were incorporated into the revised MSC Circulars 622 and 623.One conclusion reached as a result of the two missions was the need for more effective action in apprehending and prosecuting pirates. The Committee agreed to develop a draft Code for the investigation of cases involving violence against crews, passengers, ships or cargoes, to be considered at the MSC's seventy-second session in May 2000. The aim of the Code will be to promote a common approach to the investigation of cases involving violence against ships and those on board and to promote co-operation between States in the course of these investigations.

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[2] HHarpers Magazine, *Pirates and the CIA: What would Thomas Jefferson have done?* by Ken Silverstein, 9 April 2009, but modified on 12 April.

7. The situation today

Despite the efforts of IMO and its member states, piracy has remained a major threat to shipping in several parts of the world. In October 1998, therefore, experts were sent to South East Asia and Central and South America to discuss the situation and consider counter-measures. The South East Asia group visited Manila (Philippines), Kuala Lumpur (Malaysia) and Jakarta (Indonesia). The mission was undertaken against some disturbing statistics showing that, over the period from 1995 to the present, 244 incidents took place in the South China Sea and Malacca Strait areas out of 715 worldwide. Of the incidents reported in the two areas:
· 86.5% had taken place in territorial waters or within ports;
· 56% concerned ships at anchor or at berth; in 23% of the reported incidents, violence had been used and in 16% violence had been threatened.
The principal purpose of the mission was to increase awareness of the problem; impress upon the Governmental representatives concerned the need for action; and, more importantly, motivate political will to act at national and regional levels. The mission was followed up by a seminar held in Singapore in February 1999. High-level Governmental representatives of the countries visited participated in the meetings, which were characterized by an open and frank exchange of views and clear expressions of political will to act at national and regional. The second mission visited the Brazilian ports of Santos and Rio de Janeiro in October 1998. Between those two visits, a seminar and workshop on piracy and armed robbery against ships was conducted in Brasilia, which was attended by representatives of the Governments of Brazil, Colombia, and Panama, Suriname and Venezuela and observers from Chile, Mexico, Peru and Uruguay. During evaluation of the national reports on the piracy/armed robbery situation in their countries presented by the delegations attending the seminar and workshop, two important characteristic of the prevailing situation in Latin America, emerged:
· the modus operandi[3] of pirates and armed robbers substantially differs from that in the Far East region with most of the attacks in Latin America taking place while ships are at berth or at anchor; and
· drug-related piracy may increase in future unless a concerted effort is promptly undertaken by the countries concerned.
The seminar and workshop, whilst recognizing that, with the involvement of a considerable number of national authorities sharing responsibility on the issue, bureaucracy was inevitable, agreed that co-ordination of any activity undertaken in this respect should be vigorously sought at all levels.

7.1. Piracy in 2008 and 2009

There were 49 ships reported pirate attacks in the first three months of 2008, up from 41 in that period of 2007. According to the ICC International Maritime Bureau, in those attacks: "Seven crew members were taken hostage, six kidnapped, three killed and one missing – presumed dead."[4] Up until mid-November 2008, more than 90 vessels had

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[3] Hline of action

[4] Hhttp://www.icc-ccs.org/

been attacked by pirates in the year. At the same time, with a more than 75 per cent increase since the previous year, pirates were holding 13 ships captive in the Somali ports of Eyl and Hobyo.

In 2009, much greater international resolution has resulted in more control of piracy than in the prior decade, although many pirates still operate from Somalia. On 2 January a Netherlands Antilles-registered cargo ship was attacked by pirates in the Gulf of Aden. A Danish antipiracy ship, the Absalom, sent an armed helicopter that fired warning shots and flares. The pirate speedboat caught fire and sank. On 5 January, a Sierra Leone cargo vessel was attacked and chased by 4 pirate vessels in the Gulf of Aden. The ship escaped. On April 8 cargo was attacked and captured

8. International Conferences on piracy and armed robbery

8.1. Nairobi

The two-day conference, sponsored by the United Nations, brought together officials from more than 40 countries, as well as representatives from regional and international organizations. The conference was seeking to develop an improved approach to pursuing, arresting, and charging pirates. The U.N. Office on Drugs and Crime proposed a $1.3 million program to enhance justice and law enforcement efforts in Djibouti, Kenya, Tanzania, and Yemen. The meeting began just one day after the European Union outlined a new security mission off the coast of Somalia. Operation Atlanta joins existing deployments from NATO, Russia, and other countries that have sought to combat a sharp rise in piracy in the area in recent months. An official with the East African Seafarers' Association, Andrew Mwangura, said that international efforts would have little lasting impact without involving the local population in Somalia. "If you are not going to involve the local community, it cannot achieve anything," he said. Mwangura said a strategy to combat piracy needs to be part of a coordinated effort against other illicit activities in the region. There have been more than 100 pirate attacks in 2008 – 2009 in the Gulf of Aden or the Indian Ocean, off the coast of Somalia, and some 40 ships have been captured. Pirates are holding more than a dozen ships, and 300 crew members, in the hopes of receiving ransom payments that can number in the millions of dollars. Among the ships being held are a Saudi Arabian supertanker, carrying $100 million worth of oil, and a Ukrainian ship carrying more than 30 military tanks.

8.2. Arab League summit

Following the seizure by Somali pirates of an Egyptian ship and a huge Saudi oil supertanker worth $100 million of oil, the Arab League, after a meeting in Cairo, called for an urgent summit for countries overlooking the Red Sea, including Egypt, Saudi Arabia, Sudan, Somalia, Jordan, Djibouti and Yemen. The summit offered several solutions for the piracy problem, in addition to suggesting different routes and looking for a more secure passageway for ships.

8.3. Kuala Lumpur

The Kuala Lumpur International Conference on Piracy and Crimes at Sea will be held from 18-19 May 2009. Among the participants shall be IMO, ICC, UN representative for Somalia, International Association of Independent Tanker Owners, Maritime Institute of Malaysia (MIMA), representatives of the World Maritime University, discussing the problems of global piracy situations, industry's response to piracy, legal instruments in fight against piracy, strengthening judicial framework for arrest, prosecution and detention of pirates, regional practices to combat crimes at sea and others. Provided that we don't know the results of the conference yet, still, it seems quite promising and is deemed to be fruitful.

9. Waste dumping

Following the massive tsunami of December 2004, there have emerged allegations that after the outbreak of the Somali Civil War in the late 1980s, Somalia's long, remote shoreline was used as a dump site for the disposal of toxic waste. The huge waves which battered northern Somalia after the tsunami are believed to have stirred up tones of nuclear and toxic waste that was illegally dumped in Somali waters by several European firms. The European Green Party followed up these revelations by presenting before the press and the European Parliament in Strasbourg copies of contracts signed by two European companies—the Italian Swiss firm, Achair Partners, and an Italian waste broker, Progresso—and representatives of the warlords then in power, to accept 10 million tones of toxic waste in exchange for $80 million. According to a report by the United Nations Environment Program (UNEP) assessment mission, there are far higher than normal cases of respiratory infections, mouth ulcers and bleeding, abdominal hemorrhages and unusual skin infections among many inhabitants of the areas around the northeastern towns of Hobbio and Benadir on the Indian Ocean coast—diseases consistent with radiation sickness. UNEP continues that the current situation along the Somali coastline poses a very serious environmental hazard not only in Somalia but also in the eastern Africa sub-region.[5]

Under Article 9(1)(d) of the Basel Convention on the Control of Transboundary Movements of Hazardous Wastes and Their Disposal, it is illegal for "any transboundary movement of hazardous wastes or other wastes: that results in deliberate disposal (e.g. dumping) of hazardous wastes or other wastes in contravention of this Convention and of general principles of international law".[54]

According to Nick Nuttall of the United Nations Environmental Program, "Somalia has been used as a dumping ground for hazardous waste starting in the early 1990s, and continuing through the civil war there," and "European companies found it to be very

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[5] It is estimated that it costs around $2.50 per ton to illegally dump toxic waste in Somali waters as opposed to $250 per ton for legal disposal in Europe

cheap to get rid of the waste, costing as little as $2.50 a ton, where waste disposal costs in Europe are something like $1000 a ton." [6]

10. Illegal fishing

At the same time, illegal trawlers began fishing Somalia's seas with an estimated $300 million of tuna, shrimp, and lobster being taken each year depleting stocks previously available to local fishermen. Through interception with speedboats, Somali fishermen tried to either dissuade the dumpers and trawlers or levy a "tax" on them as compensation. In an interview, Sugule Ali, one of the pirate leaders explained "*We don't consider ourselves sea bandits. We consider sea bandits (to be) those who illegally fish and dump in our seas.*" Peter Lehr, a Somalia piracy expert at the University of St. Andrews says "*It's almost like a resource swap, Somalis collect up to $100 million a year from pirate ransoms off their coasts and the Europeans and Asians poach around $300 million a year in fish from Somali waters.*"[7]

According to Roger Middleton of Chatham House, "The problem of overfishing and illegal fishing in Somali waters, is a very serious one, and does affect the livelihoods of people inside Somalia [...] the dumping of toxic waste on Somalia's shores is a very serious issue, which will continue to affect people in Somalia long after the war has ended, and piracy is resolved."[8] To lure fish to their traps, foreign trawlers reportedly also use fishing equipment under prohibition such as nets with very small mesh sizes and sophisticated underwater lighting systems.[9]

Under Article 56(1)(b)(iii) of the Law of the Sea Convention:

"In the exclusive economic zone, the coastal State has jurisdiction as provided for in the relevant provisions of this Convention with regard to the protection and preservation of the marine environment".

Article 57 of the Convention in turn outlines the limit of that jurisdiction:

"The exclusive economic zone shall not extend beyond 200 nautical miles from the baselines from which the breadth of the territorial sea is measured".

11. Useful links and recommended Documents

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[6] HBasel Convention on the Control of Transboundary Movements of Hazardous Wastes and Their Disposal, 22 March 1989

[7] HOff the lawless coast of Somalia, questions of who is pirating whoH HChicago TribuneH HOctober 10H, H2008

[8] Hhttp://www.rfi.fr/actuen/articles/112/article_3481.asp

[9] Hhttp://www.middle-east-online.com/english/?id=27114

Piracy and armed robbery at sea.
http://www.imo.org/Safety/mainframe.asp?topic_id=363

Reports on Acts of Piracy and Armed Robbery Against Ships
http://www.imo.org/Circulars/index.asp?topic_id=334

Directory of Maritime Links
http://www.imo.org/InfoResource/mainframe.asp?topic_id=409

Piracy in waters off the coast of Somalia.
http://www.imo.org/dynamic/mainframe.asp?topic_id=1178

Piracy and armed robbery at sea *Focus on IMO, January 2000*
http://www.imo.org/includes/blast_bindoc.asp?doc_id=433&format=PDF

Briefings
 For a list of Press Briefings on this subject, please refer to the IMO website
http://www.imo.org/Newsroom/mainframe.asp?topic_id=5

RESOLUTIONS

A.461(XI) Barratry and unlawful seizure of ships and their cargoes (1979) (*superseded*)
A.504(XII) Barratry and unlawful seizure of ships and their cargoes and other forms of maritime fraud (1981) (*superseded*)
A.545 (XIII) Measures to prevent and suppress piracy and armed robbery against ships (1983)
A. 683 (17) Prevention and suppression of acts of piracy and armed robbery against ships (1991)
A.738 (18) Measures to prevent and suppress piracy and armed robbery against ships (1993)
A 922(22) Code of practice for the investigation of the crimes of piracy and armed robbery
against ships (2001)
A.1002(25) Piracy and armed robbery against ships in waters off the coast of Somalia. Adopted on 29 November 2007 (
http://www.imo.org/Facilitation/mainframe.asp?topic_id=1684)

CIRCULARS

MSC/Circ.443 26/09/1986
Measures to prevent unlawful acts against passengers and crews on board ships

MSC/Circ.622/Rev.1 16/06/1999 Recommendations to governments for combating piracy and armed robbery against ships.
http://www.imo.org/includes/blastData.asp/doc_id=940/622REV1.PDF

MSC/Circ.623/Rev.3 29/05/2002 Guidance to shipowners and ship operators, shipmasters and crews on preventing and suppressing acts of piracy and armed robbery against ships
http://www.imo.org/includes/blastData.asp/doc_id=941/623rev3.pdf

MSC/Circ.984 20/12/2000 Draft code of practice for the investigation of the crimes of piracy and armed robbery against ships
http://www.imo.org/includes/blastData.asp/doc_id=877/984.pdf

MSC.1/Circ.1233 15/06/2007   Piracy and armed robbery against ships in waters off the coast of Somalia http://www.imo.org/dynamic/mainframe.asp?topic_id=1613

Circular Letters
Circular Letter No. 2946 Information in relation to meetings of the working groups established by Contact
12/02/09 Group for Piracy off the Coast of Somalia

Assembly
24th Session (21 November – 2 December 2005)
Summary Reports:
http://www.imo.org/Newsroom/mainframe.asp?topic_id=144&doc_id=5342
A 24/INF.11 List of Resolutions adopted by the Assembly at the 24th Session

25th Session (19 – 30 November 2007)
Summary Reports:
http://www.imo.org/Newsroom/mainframe.asp?topic_id=144&doc_id=8822
A 25/INF.8 List of Resolutions adopted by the Assembly at the 25th Session

Council
23rd Extraordinary Session (17-18 November 2005)
C/ES.23/D Summary of Decisions (Agenda item:17 – (a) Piracy and armed robbery against ships
in waters off the coast of Somalia

96th Session (19 – 23 June 2006)
C 96/D Summary of Decisions.

24th Extraordinary Session (15-16 November 2007)
C/ES.24/D Summary of Decisions

LEGAL COMMITTEE (LEG)
87th Session (13 – 17 October 2003)
Summary Reports:
http://www.imo.org/Newsroom/mainframe.asp?topic_id=280&doc_id=2966
LEG 87/17 Report of the Legal Committee on the work of its 87th Session (Section I – Code of
practice for the investigation of crimes of piracy and armed robbery at sea; Section J – Measures to protect crews and passengers against crimes committed on vessels)

MARITIME SAFETY COMMITTEE (MSC)

83rd Session (3 – 12 October 2007)

Summary Reports:

http://www.imo.org/Newsroom/mainframe.asp?topic_id=110&doc_id=7542

MSC 83/28 Report of the Maritime Safety Committee on its 83rd Session (Section 19 - Piracy and

armed robbery against ships)

84th Session (7 – 16 May 2008)

Summary Reports:

http://www.imo.org/Newsroom/mainframe.asp?topic_id=110&doc_id=8872

MSC 84/24 Report of the Maritime Safety Committee on its 84th Session (Section 19 - Piracy and armed robbery against ships)

85th Session (26 November – 5 December 2008)

Summary Reports:

http://www.imo.org/Newsroom/mainframe.asp?topic_id=110&doc_id=10351

MSC 85/INF.7 Piracy and armed robbery against ships. 6026th Meeting of the United Nations Security Council. (Annex – Security Council resolution 1846 (2008))

MSC 85/26 Report of the Maritime Safety Committee on its 85th Session (Section 18 - Piracy and armed robbery against ships)

Conference papers

BIROCCHI, F. / CLEOSTRATE, P. – Critical maritime routes. *In: European Commission – Seminar "Piracy and armed robbery against shipping: to prevent, deter, protect and fight against an actual threat". Brussels, 21 January 2009.*
http://ec.europa.eu/transport/maritime/events/2009_01_21_piracy_en.htm

BLANCO-BAZAN, A. – Legal aspects of piracy and armed robbery against shipping. *In: European Commission –Seminar "Piracy and armed robbery against shipping: to prevent, deter, protect and fight against an actual threat". Brussels, 21 January 2009.*
http://ec.europa.eu/transport/maritime/events/2009_01_21_piracy_en.htm

EUROPEAN COMMISSION – Seminar "Piracy and armed robbery against shipping: to prevent, deter and fight against an actual threat. Brussels, 21 January 2009
http://ec.europa.eu/transport/maritime/events/2009_01_21_piracy_en.htm

LINTERN, S. – EU NAVFOR Somalia. *In: European Commission – Seminar "Piracy and armed robbery against shipping: to prevent, deter, protect and fight against an actual threat". Brussels, 21 January 2009.*
http://ec.europa.eu/transport/maritime/events/2009_01_21_piracy_en.htm