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NAVIGATING THE TROUBLED SEAS: EXAMINING MARITIME PIRACY AND SECURITY IN INTERNATIONAL WATERS

-Aarya Dubey¹

ABSTRACT

Maritime piracy poses a persistent threat to global trade, human lives, and international security. This Article delves into the multifaceted challenges associated with piracy in international waters and the evolving strategies to counter this menace. With piracy incidents still occurring, despite concerted efforts, understanding the root causes, dynamics, and regional variations is essential. The Article examines the collaborative initiatives among nations, such as joint naval patrols and information sharing, aimed at enhancing security in vulnerable regions. As maritime piracy continues to adapt to changing circumstances, this Article sheds light on the evolving nature of this threat and the imperative of a coordinated global response.

Keywords

Maritime piracy; international security; initiatives; joint naval patrols; global response.

1. INTRODUCTION

The primary goal of Public International Law is to uphold global peace and security, safeguarding nations against potential threats that could disrupt peaceful interactions and coexistence among different states. In certain instances, there are activities that pose a danger to all, constituting international threats. One such example is maritime piracy, a significant issue that endangers lives and property at an international level.

Piracy, as defined in the United Nations Convention on the Law of Seas (henceforth, UNCLOS), encompasses any unlawful act of violence, seizure, or plunder carried out by the crew or passengers of a private vessel for personal gain against another ship or individuals and assets on that ship.² It constitutes a criminal offense that can only occur on the high seas or

¹ Aarya Dubey is a 2nd year student at Maharashtra National Law University, Aurangabad.

² Abdul Haseeb Ansari ET. AL., *Combating Piracy Under the United Nations Convention on the Law of the Sea 1982*, 56 J. INDIAN L.INST. 320, 325-327 (2014).

within a State's Exclusive Economic Zone (henceforth, EEZ). When such piratical actions occur within a State's territorial waters, they do not classify as piracy; instead, they are referred to as "armed robbery at sea" or "armed robbery against ships." Various international institutions and organizations have established distinct legal frameworks through conferences and conventions to prevent maritime piracy and protect lives and property in various maritime regions. Maritime piracy affects major maritime routes and jeopardises the safety of sailors, from all over the world, with hundreds being taken hostage every year. Pirates are paid millions of dollars in ransom. Piracy and violent theft on the high seas have far-reaching implications, including disruption of global shipping and trade. These acts also have a considerable negative impact on the lives and livelihoods of seafarers, as well as the security dynamics in piracy-prone areas.

Maintaining maritime order, adhering to international laws and agreements, and promoting peaceful governance of seaborne commerce are key focal points within the maritime domain. Over the years, the international maritime system has demonstrated impressive resilience and robustness in confronting disruptive factors. Historically, most maritime security issues were primarily political or military in character and found resolutions through diplomatic talks or direct actions. However, in contemporary times, a nation's maritime security requirements have evolved into a more intricate landscape, necessitating innovative approaches to address them. The maritime security environment is being threatened from multiple directions, some of which are piracy, illicit trade of firearms, drug trafficking, unauthorized immigration, environmental contamination, disputes over maritime boundaries, and unlawful fishing. Consequently, any action that disrupts maritime stability inherently jeopardizes security.

This Article delves into the issue of maritime piracy, exploring the reasons behind its rising graph, the actions taken by states to combat it, and India's initiatives in addressing the problem of piracy.

2. HISTORICAL EVOLUTION OF PIRACY AND MARITIME SECURITY CONCERNS

When the world thinks of a pirate, it thinks of a man in his middle years sporting an eye patch, a three-cornered hat, and perhaps with a hook in place of hand, like Captain Hook's (Peter Pan's nemesis). Classic literary works like *Treasure Island* and movie renditions with protagonists like Captain Jack Sparrow (Johnny Depp's character in the hit movie series *Pirates of the Caribbean*), have romanticised pirates, elevating their mythical position to valour. Nonetheless, maritime

piracy extends beyond the realm of action movies. Even films like *Captain Phillips*, which combine Hollywood action with enough historical grounding to merit the "based on true events" title, are atypical. In reality, sea pirates are the rebels of the ocean, living free and unbridled by societal laws, with the primary goal to rob and hijack any ship that passes through their territory.

Modern-day pirates may not possess the fictional traits of pirates from history, but piracy is indeed a real and profitable industry, generating millions of dollars each year, primarily through the escalating sums of ransom payments. It has been approximated that in 2008, piracy resulted in ransoms amounting to \$150 million³, while according to a World Bank assessment from 2013, maritime piracy in Somalia alone costs \$18 billion per year.⁴ Because of the economic burden that it has imposed on the global economy and the maritime sector in the first two decades of the 21st century, piracy has become a prominent issue for international policymakers, and has grown into a mounting concern impacting both commercial and private shipping, particularly in regions like the coast of Nigeria, Somalia, and Southeast Asia.

2.1 THE EARLY DAYS OF PIRACY: A BACKGROUND

Ancient maritime piracy entailed stealing and trading any goods, the pirates discovered aboard seized ships. In the 17th century, West Indian pirates were called buccaneers, a name given after the wooden frame (or boucan) used by French hunters to prepare meat. When these hunters resorted to piracy, they came to be known as boucaniers.⁵ In Netherlands, pirates were referred to as *vrijbuiters* (meaning, plunderers)⁶, while in Spain, they were called *pícaros* (meaning rogues). Although the widespread popularity of the term pirates, it doesn't clearly define everyone to whom it is applied. In 100 CE, the Greek historian Plutarch provided what has become the widely embraced definition of pirates- individuals who attack ships without legitimate authorization. Conversely, privateers, also known as corsairs, are individuals who are authorized to seize enemy merchant vessels. Famous privateers include the Barbary corsairs⁷, the

³ Shatakshi Johri & S. Krishnan, *Piracy and Maritime Security*, 23 WORLD AFFAIRS: J. INT'L ISSUES 80, 81 (2019).

⁴ Chitanya Mallapur, *The Indian Ocean's \$18-Billion Piracy Stakes*, IND. SPEND (Sep. 19, 2023, 2:45 PM), <https://www.indiaspend.com/the-indian-oceans-18-billion-piracy-stakes-84029/>.

⁵ ROYAL MUSEUMS GREENWICH, <https://www.rmg.co.uk/stories/topics/who-were-real-pirates-caribbean> (last visited Sep. 19, 2023).

⁶ Garance Franke-Ruta, *Meet the First Filibusters: The 16th and 17th Century Pirates of the Caribbean*, THE ATLANTIC (Sep. 19, 2023, 8:50 PM), <https://www.theatlantic.com/politics/archive/2011/01/meet-the-first-filibusters-the-16th-and-17th-century-pirates-of-the-caribbean/68829/>.

⁷ G. N. Clark, *The Barbary Corsairs in the Seventeenth Century*, 8 CAM. HIS. J. 22, 22 (1944).

Maltese corsairs⁸, and the French corsair Jean Bart, commissioned by King Louis XIV to raid and plunder English and other adversary ships.⁹

As per the views of certain experts, sea piracy can be traced back over 2,000 years ago when maritime robbers posed a continuous threat to the trade routes of ancient Greece. Since then, it remained a menace to the security of maritime nations until the establishment of stable regular navies. However, piracy was at its peak between 1620 and 1720, and this time is regarded as the golden age of piracy. From the 16th to the 19th century, Barbary pirates from North Africa haunted the waters of the Mediterranean Sea, and many were involved in the profitable slave trade. Governments issued letters of marque authorising sailors (privateers) to ransack alien and enemy vessels so as to save them from piracy charges, which was punishable by death. Francis Drake, who was a renowned English privateer during the 16th century, pillaged the Spanish treasure ships returning from the New World, and shared his profits with Queen Elizabeth I, who praised him for his efforts.¹⁰

Life aboard merchant vessels in the golden age of piracy was exceedingly harsh and difficult, with sailors often being underpaid. Conversely, pirate crews, unconstrained by national and international laws, shared the spoils of their ill-acquired huge plunders. It is noteworthy that majority of the pirates had served in the merchant or navy ships before turning to piracy. Following the capture of a ship, pirate captains would solicit recruits from among the captives to join their own crew. The hope and desire of becoming wealthy through the plundering of treasure of cargo vessels was the motivation why honest sailors resorted to a life in piracy.

It was in reaction to ship attacks in Southeast Asia and the Caribbean, that the International Maritime Bureau of the International Chamber of Commerce established the Piracy Reporting Centre in 1992.¹¹

2.2 THE SWASHBUCKLERS OF THE HIGH SEAS: ICONIC PIRATES OF THE GOLDEN AGE OF PIRACY

Though pirates have existed throughout antiquity, the 17th and early 18th centuries were regarded as the golden age of piracy when more than 5000 pirates were estimated to be on the waters of

⁸ Paul Cassar, *The Maltese Corsairs and the Order of St. John of Jerusalem*, 46 CATH.HIS. REV.137, 137-138 (1960).

⁹ Charlie Connelly, *Jean Bart: The Ultimate Swashbuckler*, THE NEW EUROPEAN (Sep. 19, 2023, 4:11 PM), <https://www.theneweuropean.co.uk/brexit-news-jean-bart-the-ultimate-swashbuckler-7898652/>.

¹⁰ NEW AFRICAN, <https://newafricanmagazine.com/3598/> (last visited Sep. 19, 2023).

¹¹ Shatakshi Johri & S. Krishnan, *Piracy and Maritime Security*, 23 WORLD AFFAIRS: J. INT'L ISSUES 80, 84 (2019).

high seas. Some of the ill-reputed pirates linked with this era include Captain Kidd, Blackbeard, and Captain Henry Every.

William Kidd, originally a Scottish privateer, rose to infamy and fame as one of the most notorious pirates of the 17th century. Initially tasked with capturing pirates while operating on the first Pirate Round in the Indian Ocean, he ultimately turned to piracy himself. Blackbeard, another infamous pirate of the golden age, is considered one of the most cunning and merciless pirates who terrorised the Atlantic and the Caribbean waters during the early 18th century. He served as a privateer during Queen Anne's War and later turned to piracy following the war's conclusion. According to the most credible sources, the majority of Blackbeard's pirating activities were carried out under the supervision of Ben Hornigold. Nonetheless, his most notable achievement was the capture of the French ship *La Concorde*, in 1717, which he renamed to *Queen Anne's Revenge* to underscore his dominance as a pirate.¹² Henry Every, another one of the fiercest and most accomplished pirates of the 17th century, pillaged a ship belonging to the Mughal emperor, carrying cargo valued at more than \$95 million by today's standards, and managed to vanish without a trace and was never sighted again.¹³

Although the pages of history are replete with the infamous male pirates, there were very few women who turned to piracy. This was largely because sailors believed it brought ill fortune to have women aboard ships. Nevertheless, there were a handful of remarkably powerful female pirates, with Ching Shih standing out as the prime example, as she led a pirate community consisting of 80,000 members.¹⁴ The other renowned female pirates were Anne Bonney (of Irish descent) and Mary Reed (English), both of whom were captured and put to trial, in 1720. Although both were condemned to death, they were left scot-free owing to their pregnancies.¹⁵

¹² Zahra Ahmed, *History of Black Beard – The Most Famous Pirate*, MARINE INSIGHT (Sep. 19, 2023, 11:04 PM), <https://www.marineinsight.com/maritime-history/the-history-of-black-beard-the-most-famous-pirate/>.

¹³ Mark Cartwright, *Henry Every*, WLD. HIST. ENCY. (Sep. 19, 2023, 11:17 PM), https://www.worldhistory.org/Henry_Every/.

¹⁴ Urvija Banerji, *The Chinese Female Pirate Who Commanded 80,000 Outlaws*, ATLAS OBSCURA (Sep. 19, 2023, 11:31 PM), <https://www.atlasobscura.com/articles/ching-shih-chinese-female-pirate>.

¹⁵ Karen Abbott, *If There's a Man Among Ye: The Tale of Pirate Queens Anne Bonny and Mary Read*, SMITHSONIAN MAG. (Sep. 19, 2023, 11:36 PM), <https://www.smithsonianmag.com/history/if-theres-a-man-among-ye-the-tale-of-pirate-queens-anne-bonny-and-mary-read-45576461/>.

3. THE BRAZEN PIRATE RAIDS: ACCOUNTS OF THE HISTORICAL PIRACY INCIDENTS

Throughout history, the thundering seas and treacherous tides have witnessed tales of undaunted and dreadful actions, that have left an unfading mark on every corner of the globe. Some of such historical incidents pertaining to piracy in the maritime waters include the rampant state of banditry and piracy in the late 19th century Poland, and the Somali pirate attacks since 1991.

3.1 BANDITRY AND PIRACY IN THE LATE 19TH CENTURY, POLAND

Around 1900, the Kingdom of Poland was rattled by significant outbreaks of violence, and there was a rapid increase in criminal actions, such as armed robbery, extortion, and other atrocious crimes. This time also saw the emergence of bandits from the ranks of the urban proletariat.¹⁶

Towards the end of the nineteenth century, the lumber trade, which was in full expansion following the boom in demand for construction materials, railway ties, and wood pulp, was one of the most profitable commercial sectors in Poland. The enormous income made by those working in this field sparked a lot of jealousy, leading to several incidents of banditry pertaining to the transportation of lumber over water. In one such leading case of 1901 which was presented before the courts of Plock, eleven individuals were alleged of engaging in thefts and extortion of lumber traders operating along the Vistula River, for approximately a decade.¹⁷ Although, the accused pleaded not guilty as they considered their acts as a means of wealth distribution among the poor, the media opted to call them ‘pirates’, possibly with the intention of sensationalizing their case. Over 300 witnesses testified during the trial, with 219 of them from the prosecution’s side, including 120 who were either victims or their employees. These figures undoubtedly account for the widespread media coverage of the case. Right from the start, the trial of the ‘pirates’ attracted huge crowds, and reporters were deployed to cover the proceedings. Due to lack of court records, our understanding of the trial’s progression relies on these press reports. However, whether they were lumber thieves, fishermen turned to piracy, or generous outlaws working for a patriotic cause is still unclear, and requires a definite answer.

¹⁶ Jawad Daheur, *Socio-environmental crisis and banditry: A case of river piracy in late nineteenth-century Poland*, 3 LE MOV. SOC’L. 93, 95 (2018).

¹⁷ Jawad Daheur, *Socio-environmental crisis and banditry: A case of river piracy in late nineteenth-century Poland*, 3 LE MOV. SOC’L. 93, 95-96 (2018).

Making a living in them impoverished town of Plock was extremely difficult, especially given the dearth of employment opportunities. While other areas were experiencing industrial expansion, Plock's economy remained centred on agricultural, limiting its prospects for progress. Obtaining food, staying warm, and clothing adequately was a formidable challenge for poor labourers and those without employment; overall hygiene conditions were awful. During the brutal winters of 1889, the occasional sleds that arrived to provide the town with grain, and firewood, found themselves stalled on the highways owing to heavy snowfall, causing a rise in the expense of living, thus making the impoverished increasingly destitute and resorting to theft and piracy.

3.2 THE PIRATE CYCLES IN SOMALIA SINCE 1991

The surge in piracy off the coast of Somalia between 1991 and 2011 unfolded in three distinct phases (piracy cycle), rather than following a linear trajectory. The first phase, from the 1990s until the mid-2000s, witnessed relatively low levels of piracy, particularly in the Gulf of Aden. The second phase, which began in 2005, saw a dramatic increase in the number of attacks carried out by larger and more organised pirate organisations off Somalia's Indian Ocean coast. Since 2007 (i.e., the third phase), Somali pirates have increased the frequency and geographic extent of their attacks, thus marking the third stage of Somali piracy.¹⁸

The drastic collapse in Somalia's fishing sector during the 1990s aggravated the country's already poor economic situation. To reclaim control of coastal fish resources, some Somalis unofficially assumed the role of coast guards, intercepting and boarding foreign vessels while detaining their crew. These activities, illegal albeit, also provided prospects for economic gains. An early example of piracy for profit may be found in the case of the commercial vessel *Bonsella*, which was taken by a group of 26 pirates while travelling along Somalia's northeastern coast in 1994.¹⁹ In 2005, 35 attacks were launched in the Somali seas, with an additional 10 in the Red Sea and the Gulf of Aden.²⁰ The attacks carried out during the second phase differed from those of the first phase not just in frequency, but also in geographic location. This phase of Somali piracy extended till June 2006, when the the Union of Islamic Courts (henceforth, ICU), to reestablish peace and security, openly announced a war against piracy. However, the newfound maritime

¹⁸Edward R. Lucas, Somalia's "Pirate Cycle": The Three Phases of Somali Piracy, 6 J. STRATEG. SEC. 55,57 (2013).

¹⁹MARTIN N. MURPHY, SMALL BOATS, WEAK STATES, DIRTY MONEY: PIRACY AND MARITIME TERRORISM IN THE MODERN WORLD, 101-102 (Hurst Publishers 2008).

²⁰IMB, ICC International Maritime Bureau: Piracy and Armed Robbery Against Ships - Annual Report 2005, 2006.

security was short-lived, as the ICU was deposed by the Ethiopian invasion in 2006, and the pirate attacks were back with multiplied intensity. However, in 2011, while there were 237 incidents of real and attempted attacks there was a decline in the number of ships successfully captured to 28 due to a combination of increased naval patrols and stronger security measures employed on cargo boats.²¹

4. INTERNATIONAL LAWS AND EFFORTS TO COMBAT PIRACY AND SECURE MARITIME TRADE ROUTES

In 2003, the 36th Association of Southeast Asian Nations (henceforth, ASEAN) Ministerial Meeting released a “Statement on Cooperation against Piracy and Other Threats to Maritime Security.” However, it did not take any substantial action. Following this, the ASEAN Regional Forum organized a meeting of maritime experts to facilitate the coordination of coast guard efforts, information sharing, and the investigation of piracy reports. Japan’s Anti-piracy Coast Guard Program also contributed by providing additional anti-piracy technologies and training.²² In the private sector, companies like Marine Risk Management also have produced enhanced ship-tracking equipment that connect vessels at sea to security agencies in different nations.

The UNCLOS establishes the structure for combatting piracy within the realm of international law, in its provisions outlined in Articles 100 to 107 and 110. Article 100 stipulates that “all States must collaborate to the maximum extent possible in combating piracy on the open seas or in any other location beyond the jurisdiction of any State.”²³ The Convention adopts a strategy of categorizing the world’s waters into various legal classifications, which include territorial waters, the contiguous zone, the EEZ, and the high seas, among others.

Although the UNCLOS establishes a legal framework that grants States considerable flexibility in countering piracy, the onus lies on individual States to incorporate the provisions of the Convention into their domestic laws. States are responsible for ensuring that their armed forces and law enforcement personnel possess the requisite legal authority, as dictated by national legislation, to apprehend and bring suspected pirates to justice. It’s essential to note that within

²¹ ICC International Maritime Bureau, *Piracy and Armed Robbery Against Ships* (2010).

²² David Rosenberg, *The Political Economy of Piracy in The South China Sea*, 62 NAVAL WAR COLL. R. 43, 53 (2009).

²³ UNCLOS, 1982, art. 100.

the framework of the Convention, universal jurisdiction is “permissive”, meaning to say, that States have the right to exercise such jurisdiction but are not obligated to do so.

The General Assembly, acting as a principal organ of the United Nations, annually examines the issue of piracy within its deliberations under the agenda item titled “oceans and the law of the sea.” The Assembly has tackled the matter of piracy in several of its resolutions concerning oceans and maritime law. In these resolutions, it has, among other measures, called upon States to collaborate in combatting this crime and to enact national legislation that aids in the apprehension and legal pursuit of individuals accused of committing acts of piracy.²⁴In Resolution 64/71, passed in 2009, the General Assembly acknowledged the detrimental effects of piracy on seafarers and extended an invitation to “all States, the International Maritime Organization, and the International Labour Organization” to explore potential remedies for the seafarers and fishermen who fall victim to pirates.

4.1 INDIA’S ROLE IN COMBATING PIRACY

The enactment of the Anti-Maritime Piracy Act (2019) by India in January 2023 (the bill was granted approval by the President on January 31, 2023), underscores the country's unwavering commitment to combatting maritime piracy in the region, providing assurance to shipowners and operators. This Act has been put into effect to implement the provisions of the UNCLOS pertaining to the suppression of piracy on the high seas and aims to strengthen the current maritime security operations in the Indian Ocean and the Gulf of Aden.

The Act is a step towards promoting safer international transportation and domestic activities within the region, and is infact the first domestic legislation of India, crafted explicitly to deem maritime piracy in international waters as a criminal offense and empower the Indian authorities to take immediate and necessary actions. Furthermore, the Act is applicable to India's EEZ, which extends up to 200 nautical miles from the Indian shoreline. It also expands the scope of officers with the authority to carry out arrests and seizures, and criminalizes actions related to inciting, assisting, or facilitating piracy, with the aim of addressing organized criminal activities. Violation of this law could result in life imprisonment, and in cases where the accused is proven to have caused a death as a result of piracy, it may even lead to the imposition of the death penalty.

²⁴ United Nations Security Council, Resolution 2077 (2012), 2012.

The enactment of this Act follows the decision of the IMO withdrawing the *High-Risk Area* designation from the Indian Ocean as of January 1, 2023, indicating the significant improvement in the piracy situation in that area.

5. FORTIFYING COASTAL DEFENSE: RECOMMENDATIONS FOR DETERRING PIRATE ACTIVITIES AND ENHANCING MARITIME SECURITY

In order to augment safety in the maritime waters and enhance collaborative efforts among the regional states, it is imperative for the nations to prioritize advancements in maritime patrols, bolster on-board security measures without providing firearms to ship crews, and enact national anti-piracy legislations in each respective State.

5.1 IMMEDIATE FOCUS ON IMPROVED PATROLLING

Despite the disagreements by ASEAN and ARF (ASEAN Regional Forum) regarding jurisdictional matters and a suitable legal definition of piracy, they both concur on the importance of heightening maritime patrols, which may be implemented in the near future. At present, individual states' navies conduct patrols within their respective territorial waters. While these patrols are frequently coordinated, they do not involve joint or collaborative efforts, where one state's navy assists in patrolling another state's waters.

Regional states acknowledge the necessity for acquiring more advanced patrol boats, as many pirate vessels surpass the sophistication of those operated by local navies. However, most of these states lack the required resources to finance expanded surveillance. An increased emphasis on cooperative patrolling would yield immediate security advantages for the region without significantly compromising state sovereignty.

5.2 BOLSTERING ON-BOARD SECURITY MEASURES

Private security organisations propose that piracy could be prevented by deploying armed guards on cargo ships or by arming the crew members themselves. However, this idea has faced significant criticism because many experts believe that having armed ships would exacerbate the problem of lawlessness at sea. The International Maritime Bureau, the Seaman's Institute, and the International Shipping Federation, strongly oppose the arming of crews or ships as a means to counter pirates. These organizations report that most of the seafarers themselves are against this proposal. In addition, majority of the crew members lack police or paramilitary training. They are also not inclined to undergo such training while carrying out their demanding sailing

responsibilities. The risk of mistakenly targeting the wrong individual during a piracy attack or accidentally shooting a maritime law enforcement officer is also greater than the risk of an actual pirate attack.

Therefore, rather than providing arms to the crew or the vessel, most safety specialists recommend that crews protect themselves by maintaining round-the-clock radio monitoring, ensuring readily available pre-charged fire hoses, assigning individuals to keep watch for pirates at night, and avoiding the storage of cash or valuables in the ship's safe.

5.3 ENACTING NATIONAL ANTI-PIRACY LEGISLATIONS IN EACH INDIVIDUAL STATE

Prior to participating in regional collaboration, it is imperative that the countries first enact their own domestic laws concerning piracy. The threat of maritime piracy has plagued seafaring nations for centuries, and in this interconnected world, the need for a coordinated and resolute response has never been more evident. Implementing national anti-piracy laws within each individual state emerges as a potent strategy in this enduring battle. These laws serve as a crucial defense, enabling nations to protect their maritime interests, enhance security for their citizens, and contribute to the stability of international waters.

These laws, when enacted comprehensively, provide a robust legal framework that empowers states to combat piracy with greater efficiency, and delineate the legal boundaries for prosecuting pirates and prescribe clear guidelines for maritime security operations. Moreover, they facilitate cooperation among nations by fostering information sharing and joint patrols, ensuring a unified response to piracy threats. By adopting national anti-piracy laws, states not only protect their own maritime waters but also contribute to a safer, more secure global maritime environment, where piracy finds fewer footholds and legitimate maritime activities may flourish unhindered.

6. CONCLUSION

In the tempestuous seas of international waters, the shadow of maritime piracy continues to grow large, threatening the security and prosperity of nations around the world. As this Article has set out to explore the complicated web of challenges posed by piracy, it is evident that a dynamic approach is essential to safeguard the seas. The examination throughout the Article has brought to light the fact that piracy is not a relic of the past but a dynamic, evolving threat that necessitates vigilance and adaptable remedies.

In the face of this complex challenge, the imperative for international cooperation and the implementation of national anti-piracy laws within individual states emerges as a beacon of hope. These legal frameworks, bolstered by coordinated efforts among nations, provide a formidable defense against piracy's resurgence. By fostering collaboration, sharing intelligence, and promoting comprehensive legal measures, nations can not only secure their own maritime interests but also uphold the fundamental principles of freedom, safety, and prosperity on which the world's oceans are built. As the Article navigates these troubled seas, it becomes abundantly clear that piracy may persist, but its defeat is within reach through unwavering determination and unity among seafaring nations.

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