

The Root Causes of Maritime Piracy and What can be done about it?



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Research Team

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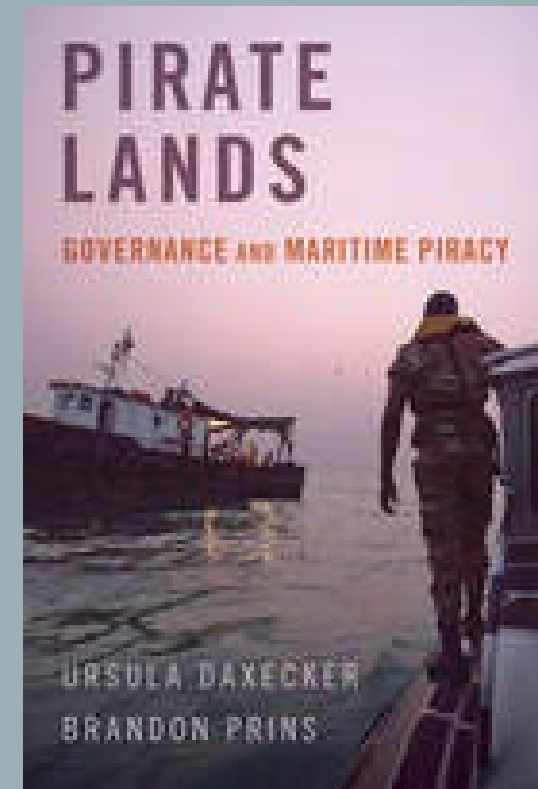
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by the Korea Foundation



OVERVIEW

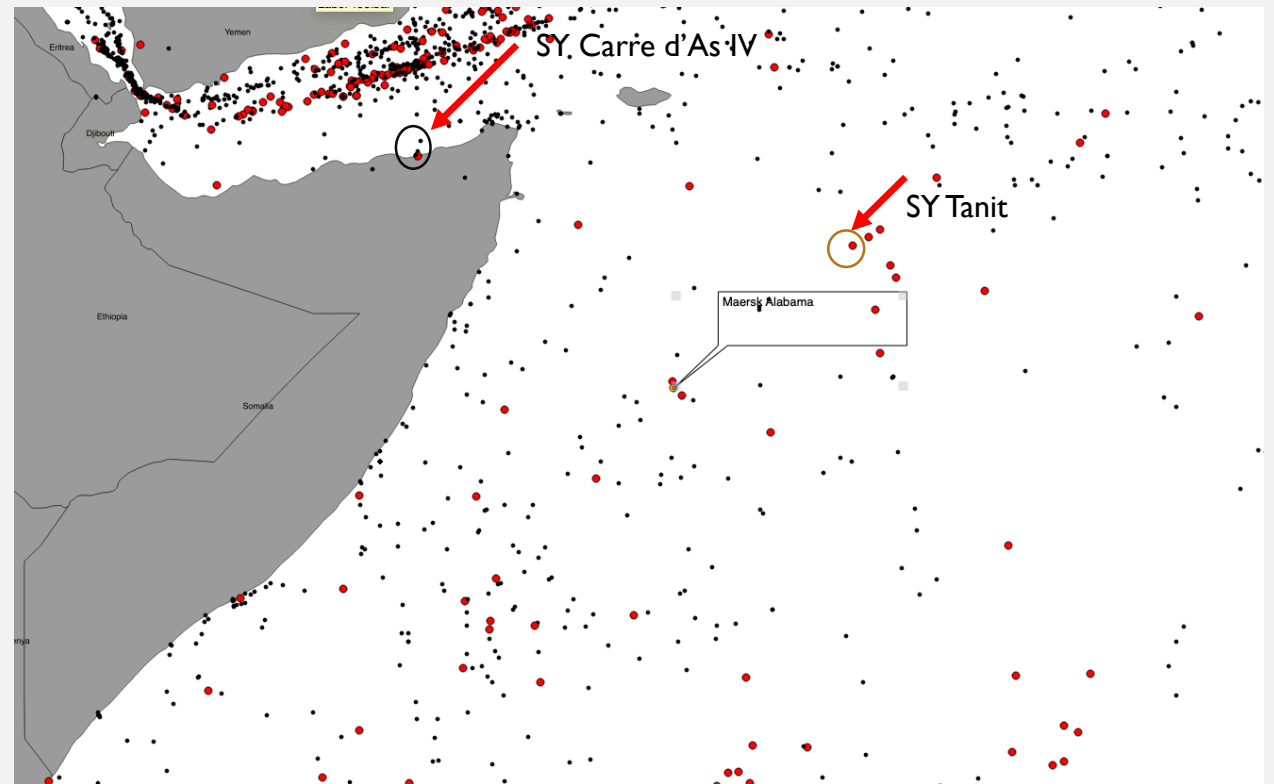
- Origins of the Project
- Visualizing Sea-Piracy
- Critical Drivers of Maritime Piracy
- The Importance of Local Conditions
- What can be done?



Photo credit: Eric Frécon

ORIGINS OF THE PROJECT

- The origins of the project center around the Maersk Alabama incident in April 2009
- Led to data collection, initial analyses, and grant proposals
- Also led to extensive primary and secondary research on maritime piracy, crime, and non-state actors

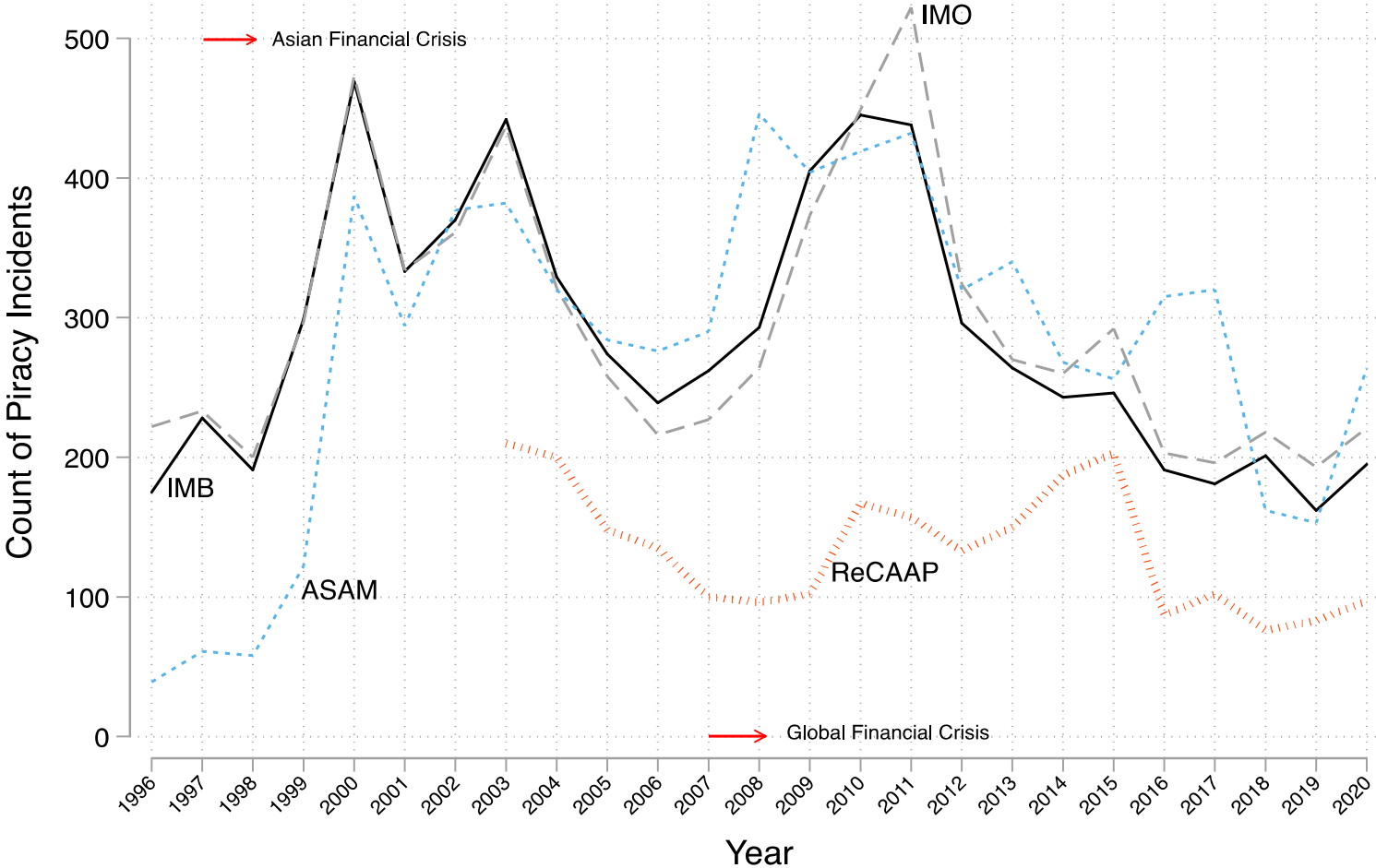


OUR THEORETICAL CONTRIBUTION

- Local environment critical for understanding maritime crime
 - Infrastructure remains important for criminal endeavors
 - Economic activity
 - Workforce
 - Governance also key
 - Capacity
 - Corruption

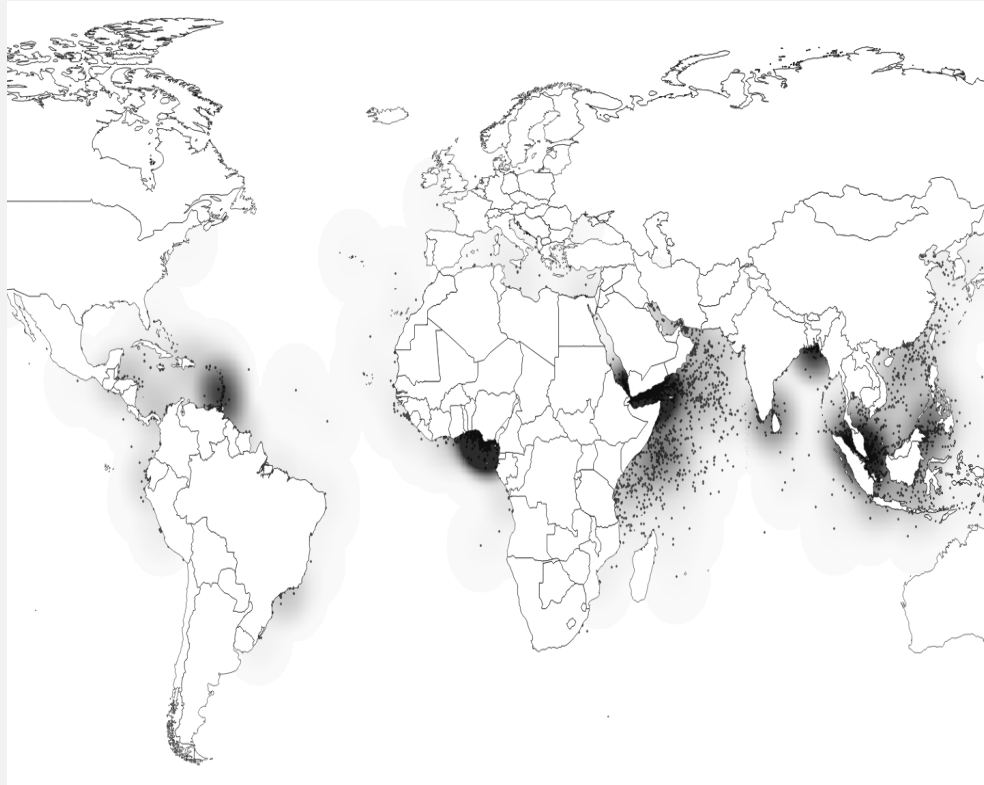
VISUALIZING SEA-PIRACY

DATA COLLECTION



- Compare 3 datasets
- Identify duplicates
- Identify unique events
- Use vessel name
- Use geometry information
- Still requires some spot checking

GLOBAL HEAT MAP

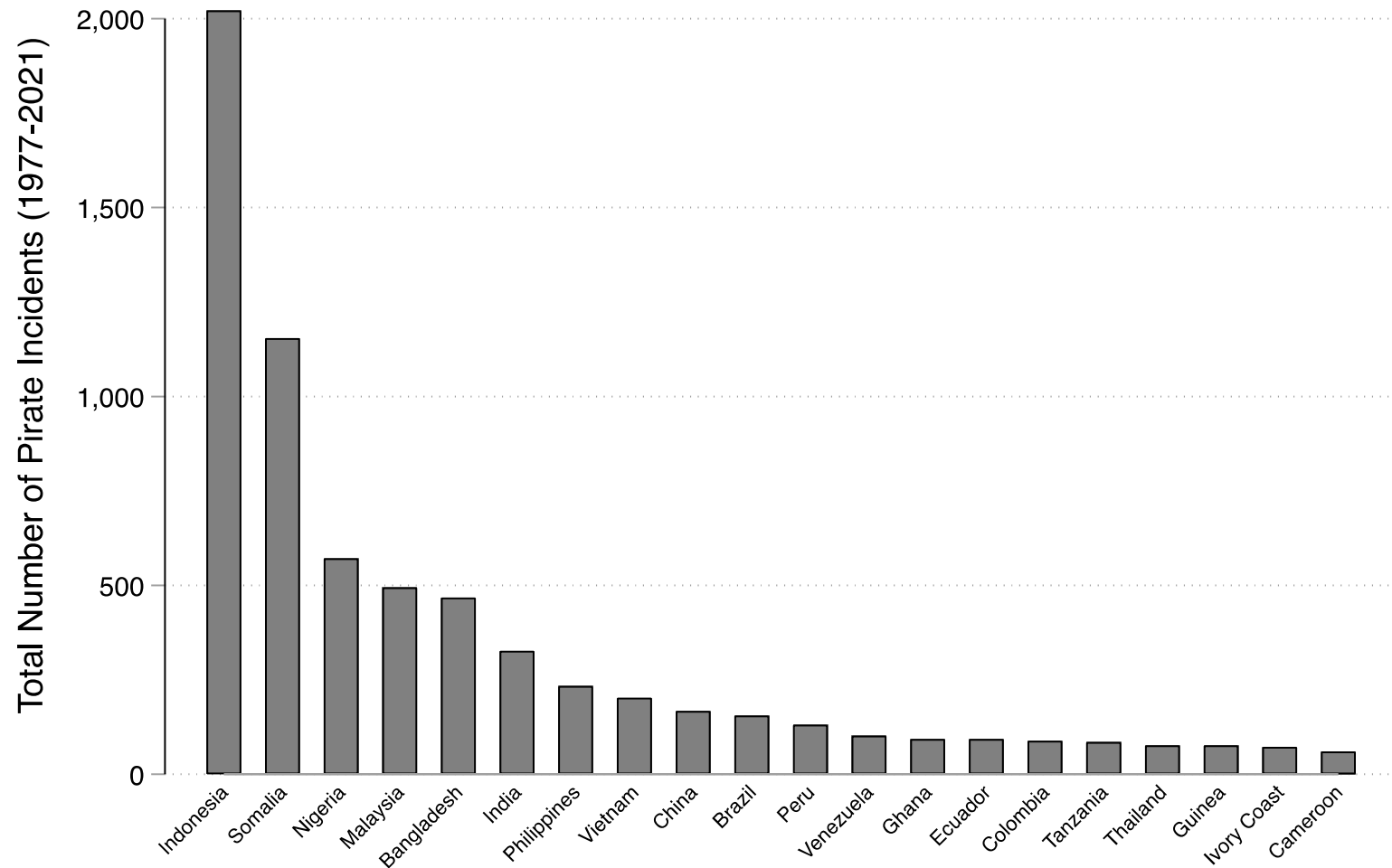


Region	% Piracy Cases 1995-2021
North/Central America	3.1%
South America	7.64%
Europe	0.74%
Africa	34.95%
• West Africa	• 15.57%
• East Africa	• 18.43%
Middle East/North Africa	3.50%
South Asia	12.69%
SE Asia/Oceania	37.39%

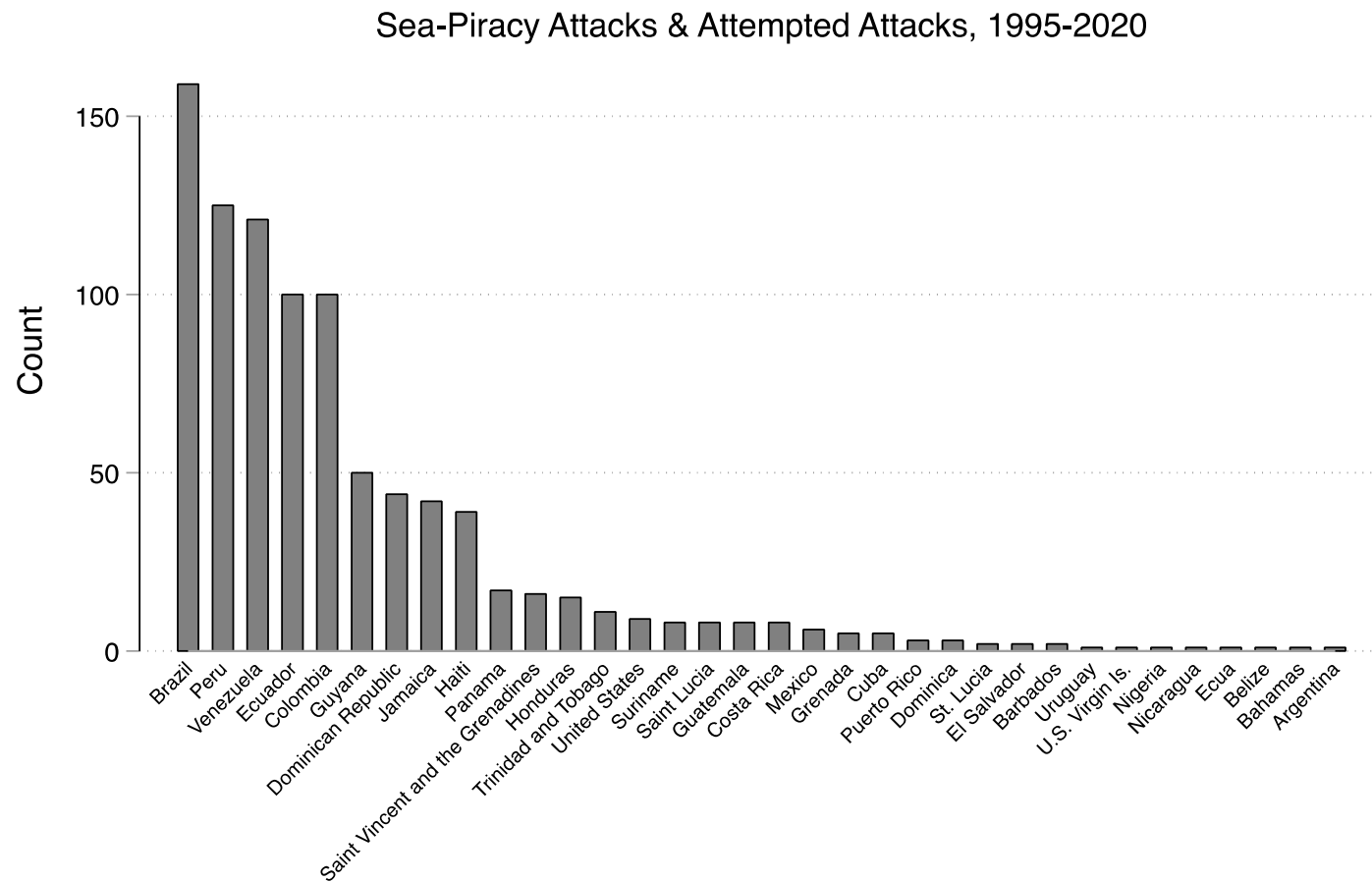
Figure: Map of piracy, from MPELD (1995-2017)

- Four primary Hotspots
1. Malacca and Singapore Straits
 2. Greater Gulf of Aden
 3. Gulf of Guinea
 4. Bangladesh
 5. South America

MOST PIRACY PRONE COUNTRIES



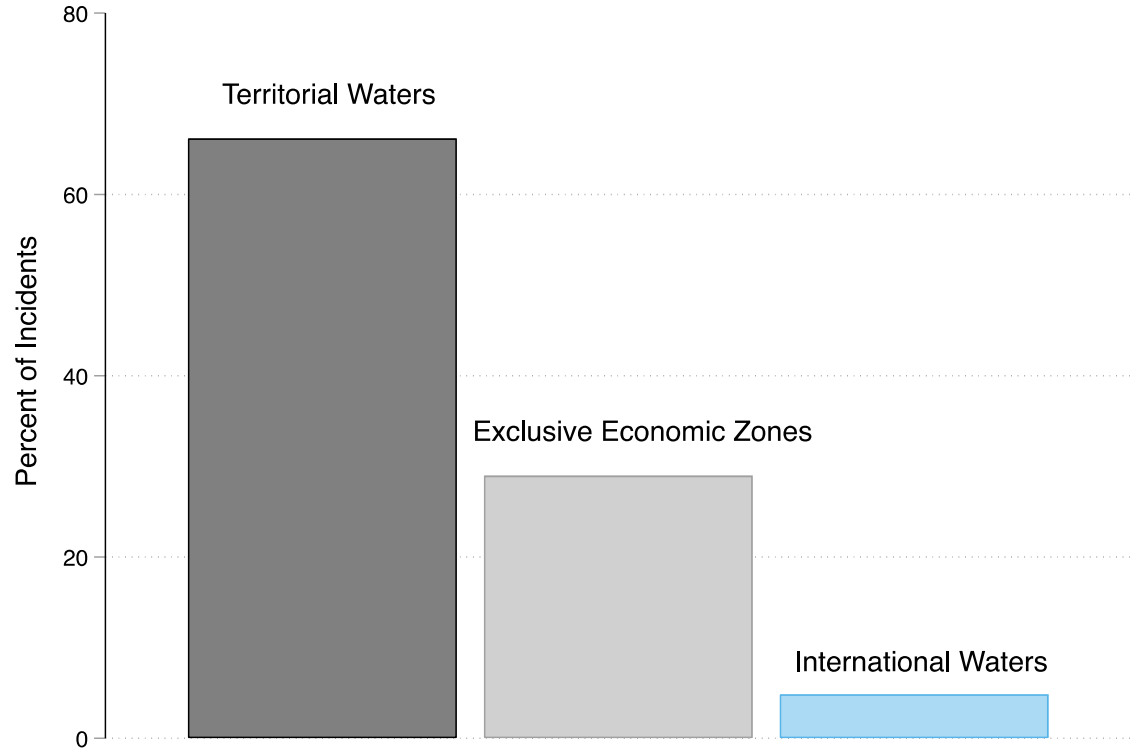
PIRACY PRONE COUNTRIES IN WESTERN HEMISPHERE



- South America is the location of most piracy and armed robbery on ships in the western hemisphere.
- 6 of the 10 most pirated countries in the western hemisphere are located in South America
- Dominican Republic, Haiti, Jamaica, and Panama are the other countries experiencing piracy.
- But fairly large decrease in piracy incidence going from top 5 to bottom 5

LOCATION OF PIRATE ATTACKS

Global 1995-2020

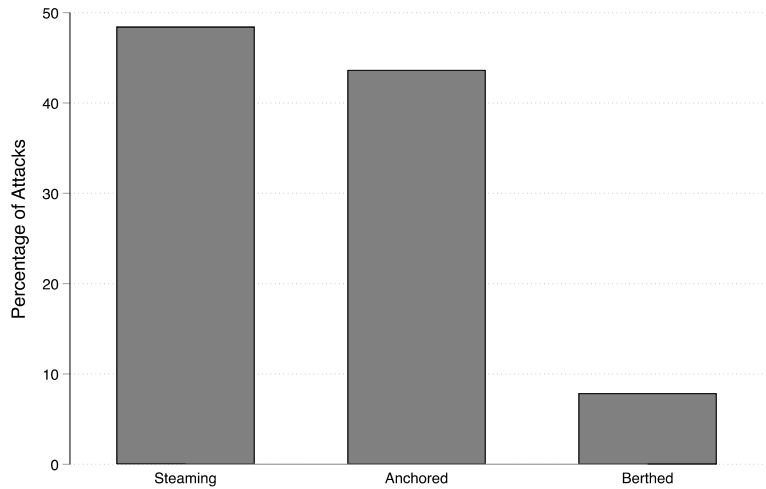


Southeast Asia 1995-2020



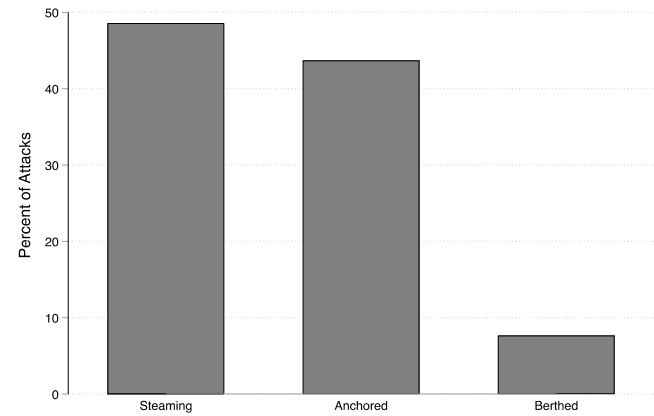
SHIP STATUS WHEN ATTACKED

Global

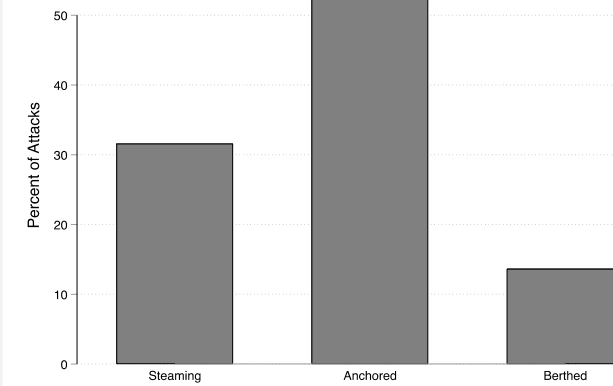


1978-2021

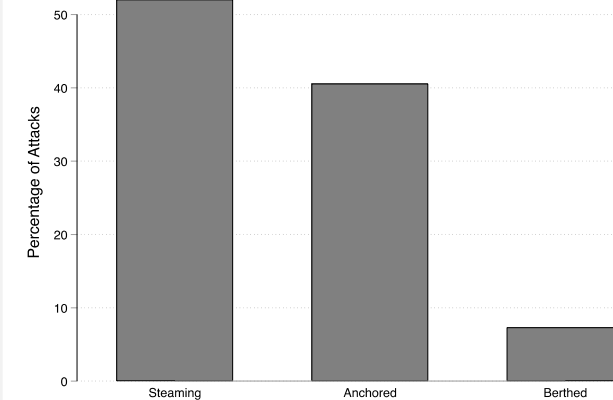
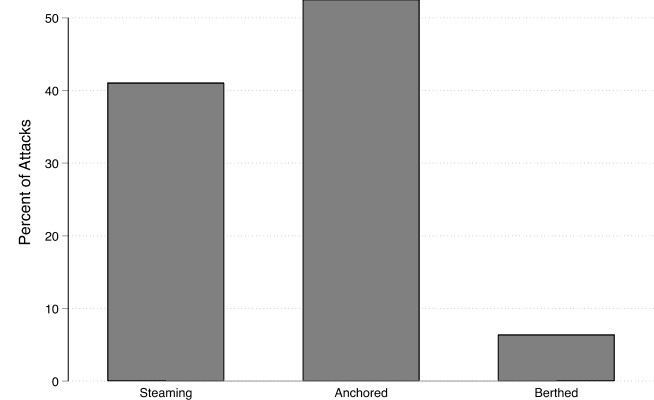
SE Asia



W. Africa



1978-2010

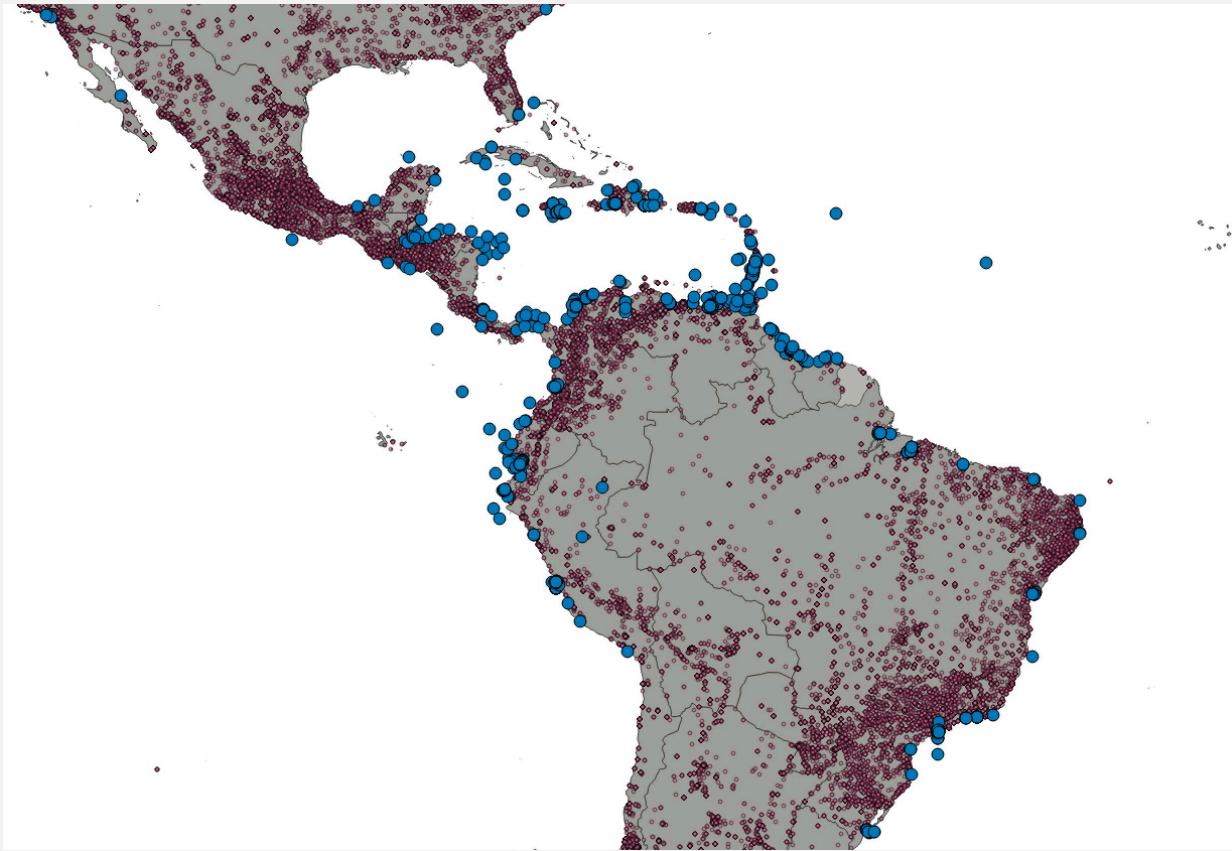


2011-2021

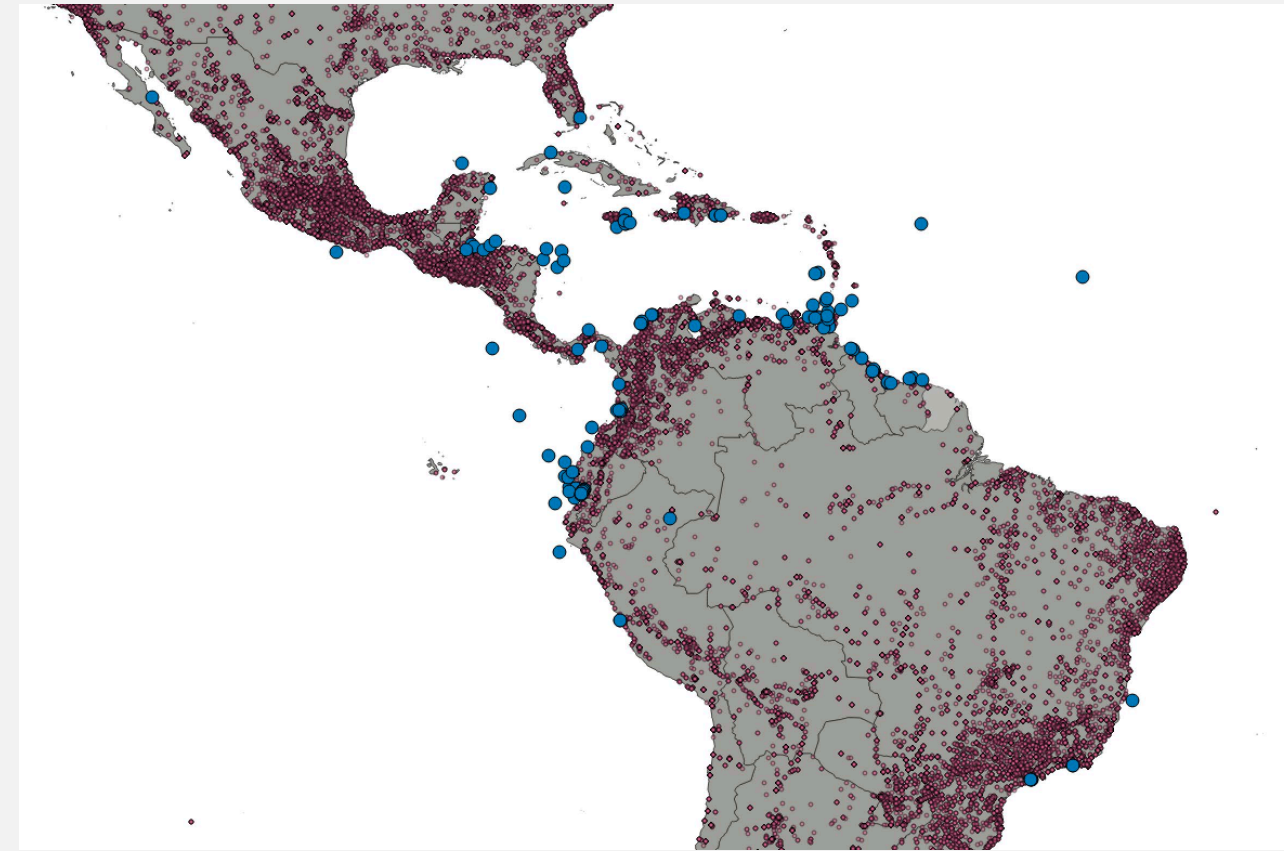


THE GEOGRAPHY OF SEA-PIRACY IN THE AMERICAS

All Incidents (1,185), 1995-2020

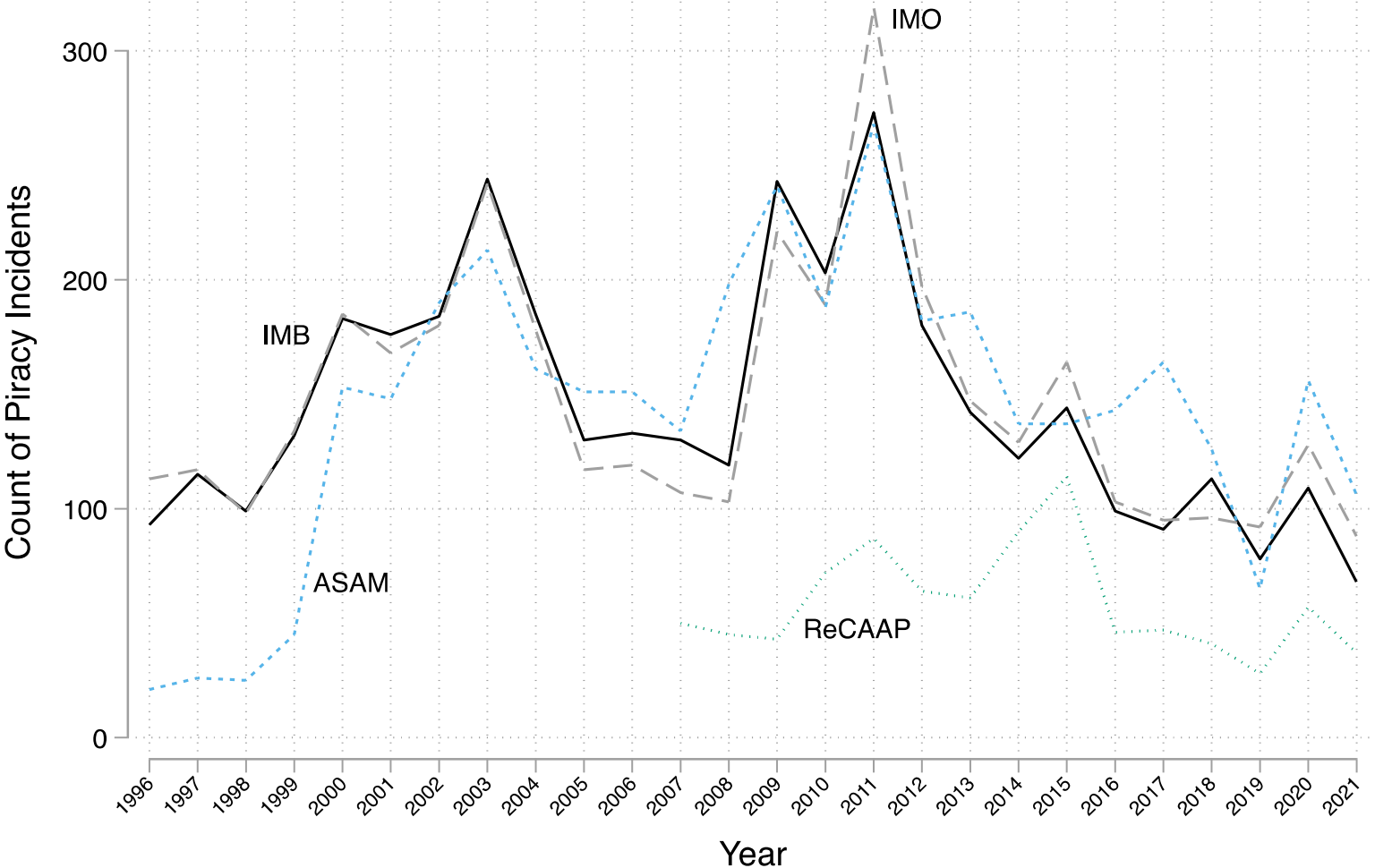


Steaming Incidents (188), 1995-2020



Note: In comparison, there were ~3,364 incidents and 1,146 steaming incidents in SE Asia over same time period

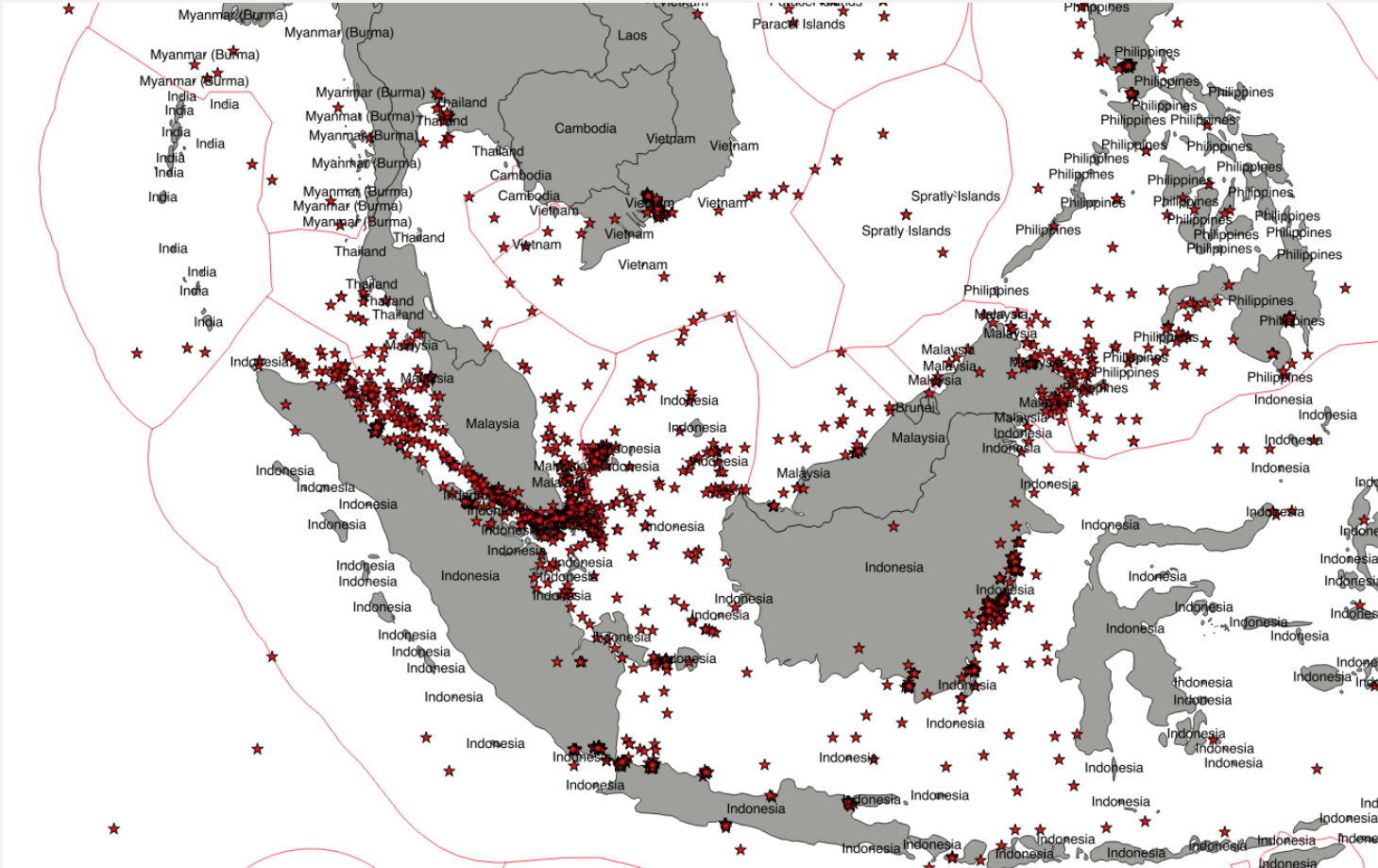
DATA COLLECTION



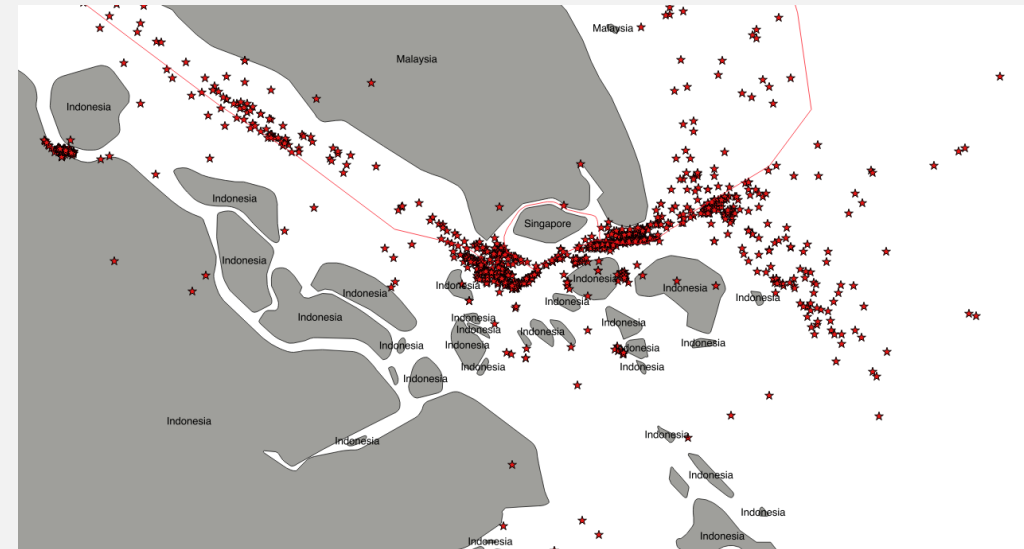
January-June Data

- Historic lows globally in 2021 across two of three datasets
 - ASAM found slightly lower piracy count in 2018
- ReCAAP found decrease in piracy from 2020, but slightly more cases than 2019
- However, no Category I cases in 2021 and only one Category 2 incident

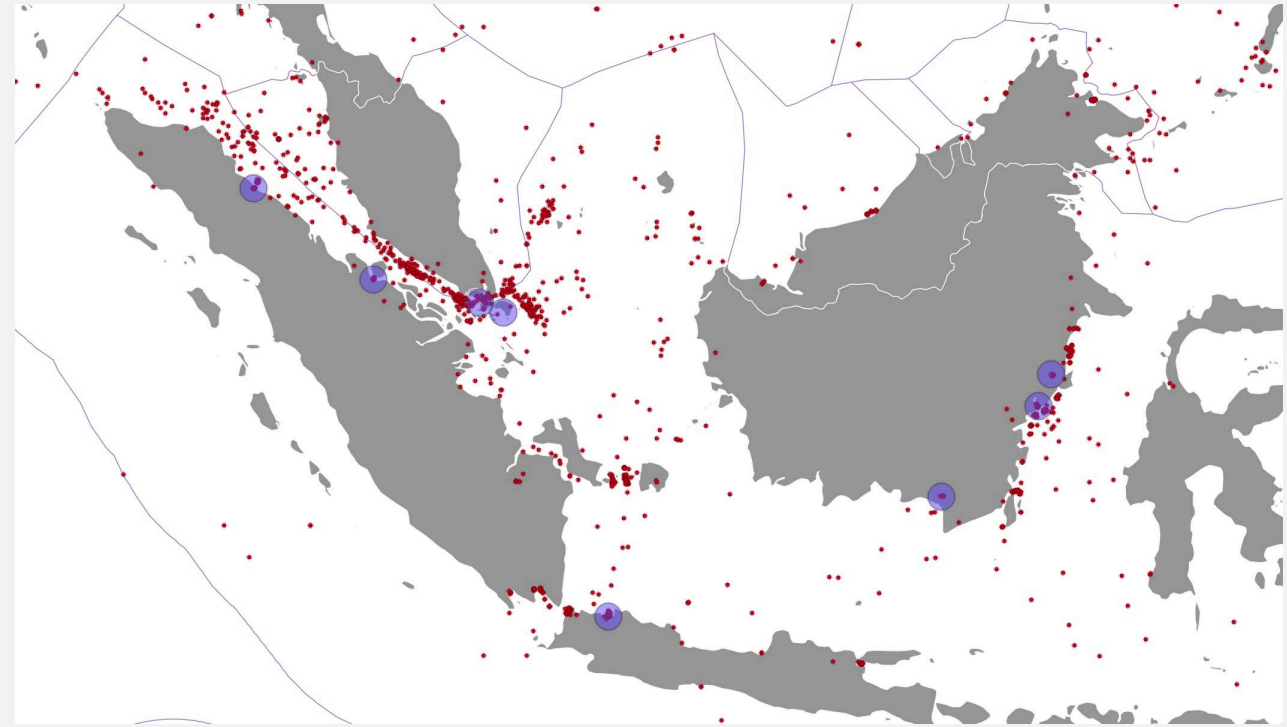
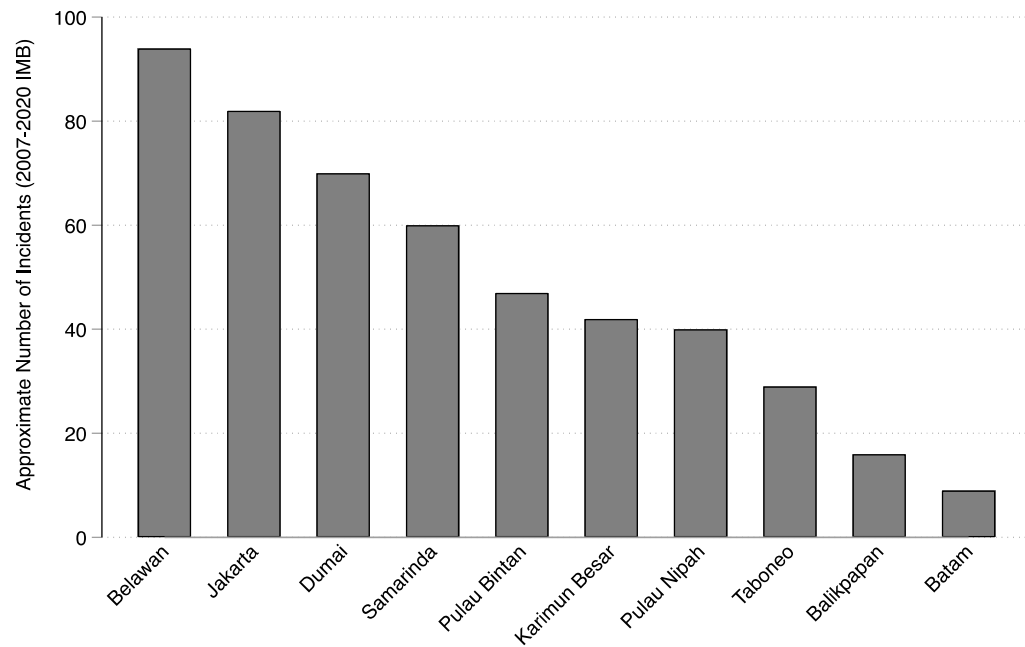
SEA-PIRACY IN SOUTHEAST ASIA 2000-2021



Singapore and Malacca Straits



MOST DANGEROUS PORTS IN INDONESIA



TOP PIRACY-PRONE PORTS IN THE AMERICAS SINCE 2015

Callao, Peru

Puerto Jose, Venezuela

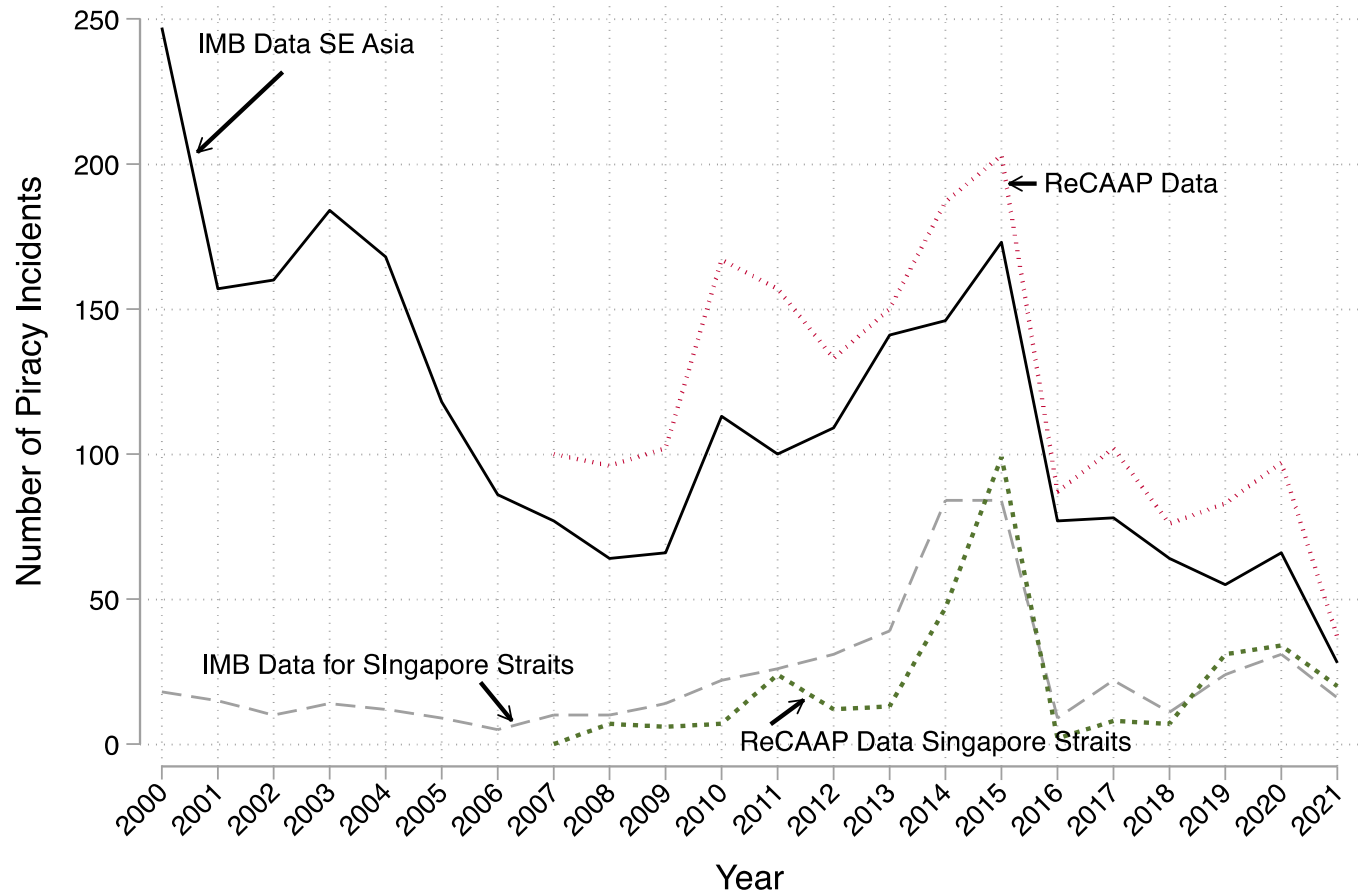
Puerto La Cruz, Venezuela

Macapa, Brazil

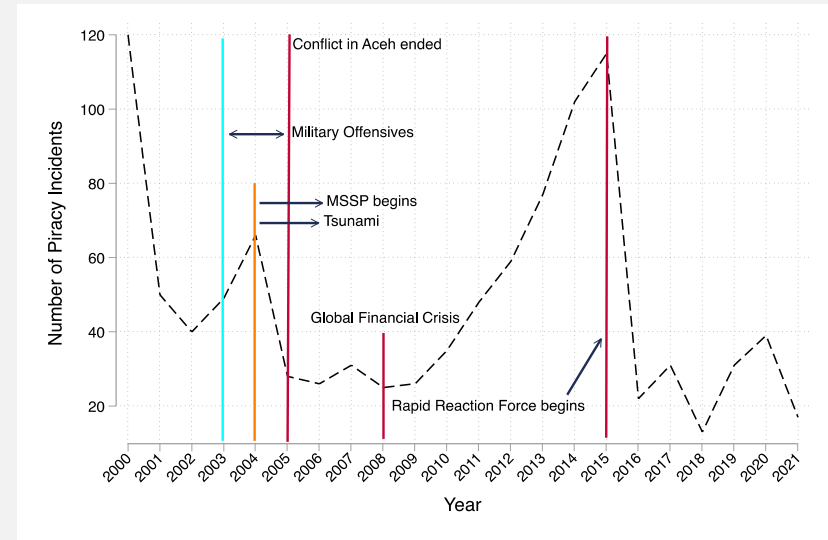
Guayaquil, Ecuador

Port Au Prince, Haiti

TREND IN SEA-PIRACY SOUTHEAST ASIA



Malacca Straits Piracy IMB Data

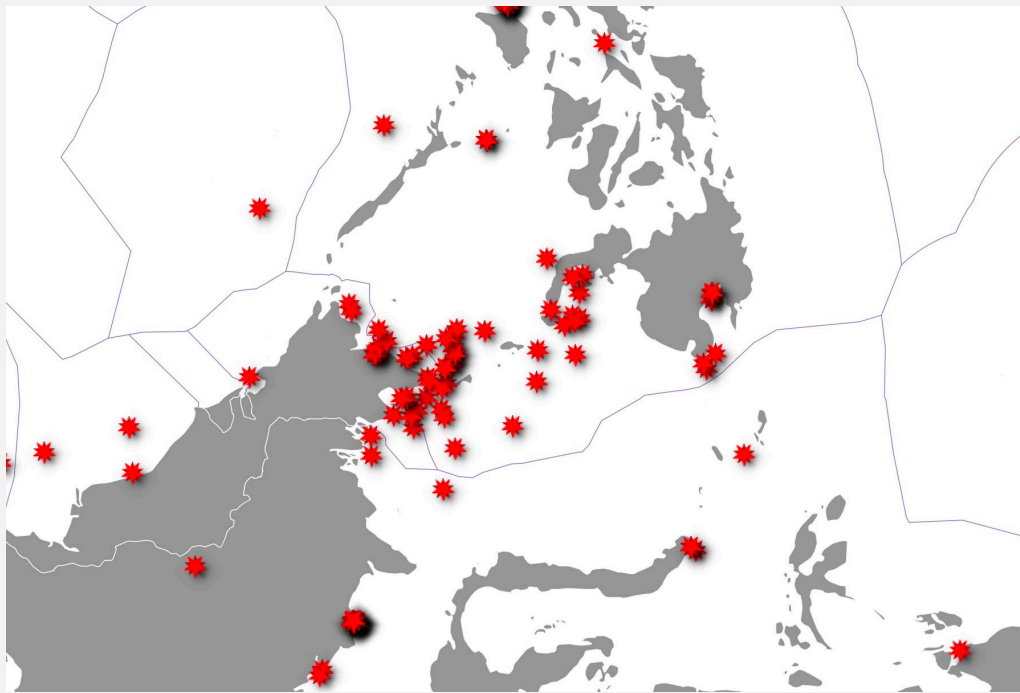


Conflict in Aceh ended in 2005	Eyes in the Sky 2005	Rapid Reaction Force 2015
MSSP Patrol 2004	Thailand joins MSSP 2009	Trilateral Patrols 2017

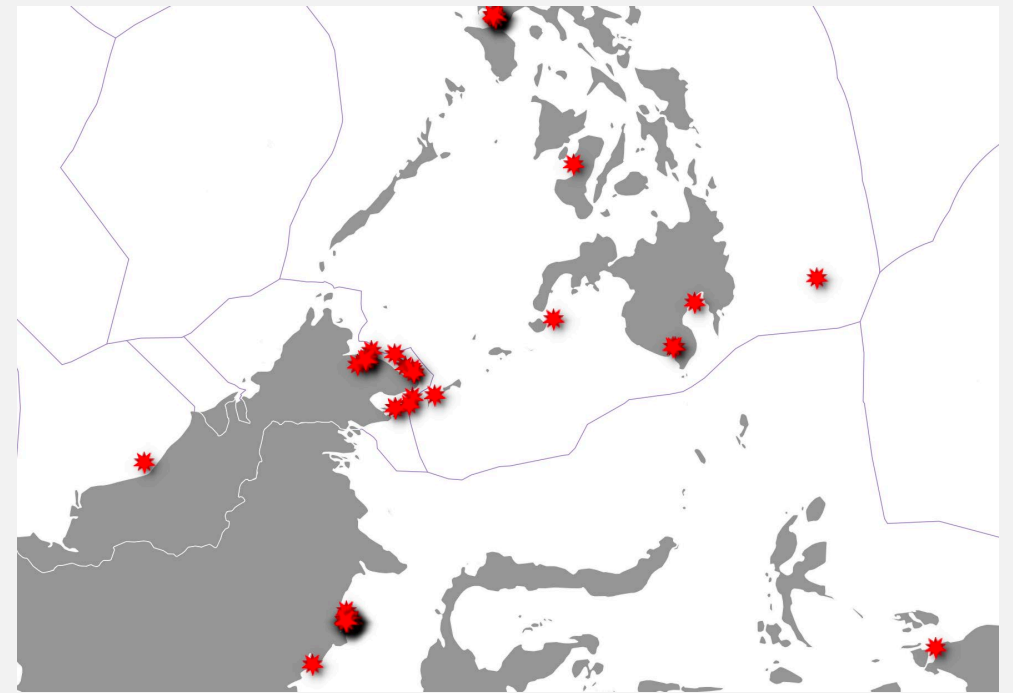
SE Asia includes:

Thailand, Singapore, Malaysia, Philippines, Indonesia, Brunei, Cambodia, Laos, Vietnam

PIRACY IN THE SULU & CELEBES SEAS IMPACT OF TRILATERAL PATROLS



Years 2015-2017 (55 piracy incidents)



Years 2018-2021 (21 piracy incidents)

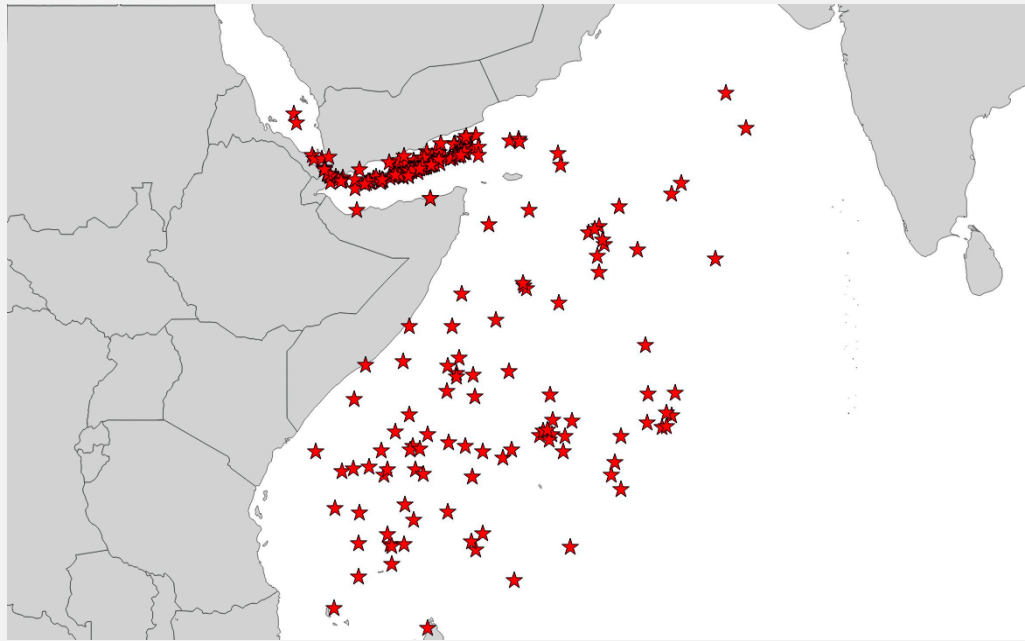
EXISTING EXPLANATION FOR SEA-PIRACY

DRIVERS OF MARITIME PIRACY

- Geography
- Grievance
- Conflict
- Opportunity

GEOGRAPHY

CHOKEPOINTS ATTRACT PIRATES



Bab el Mandab Chokepoint, Piracy 2009

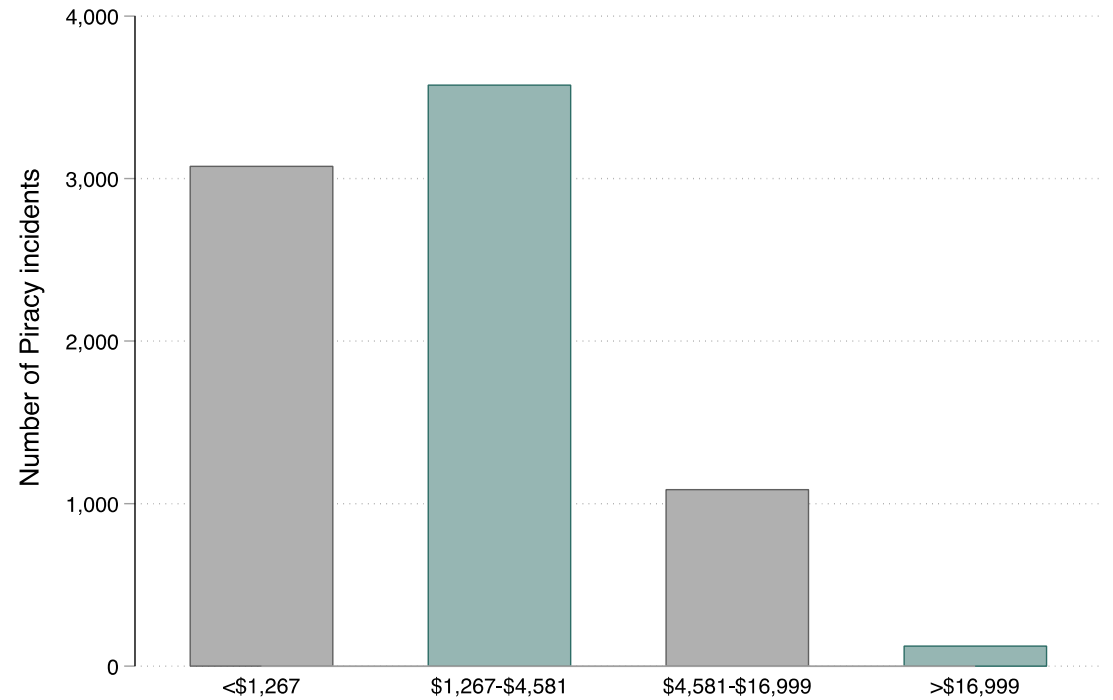
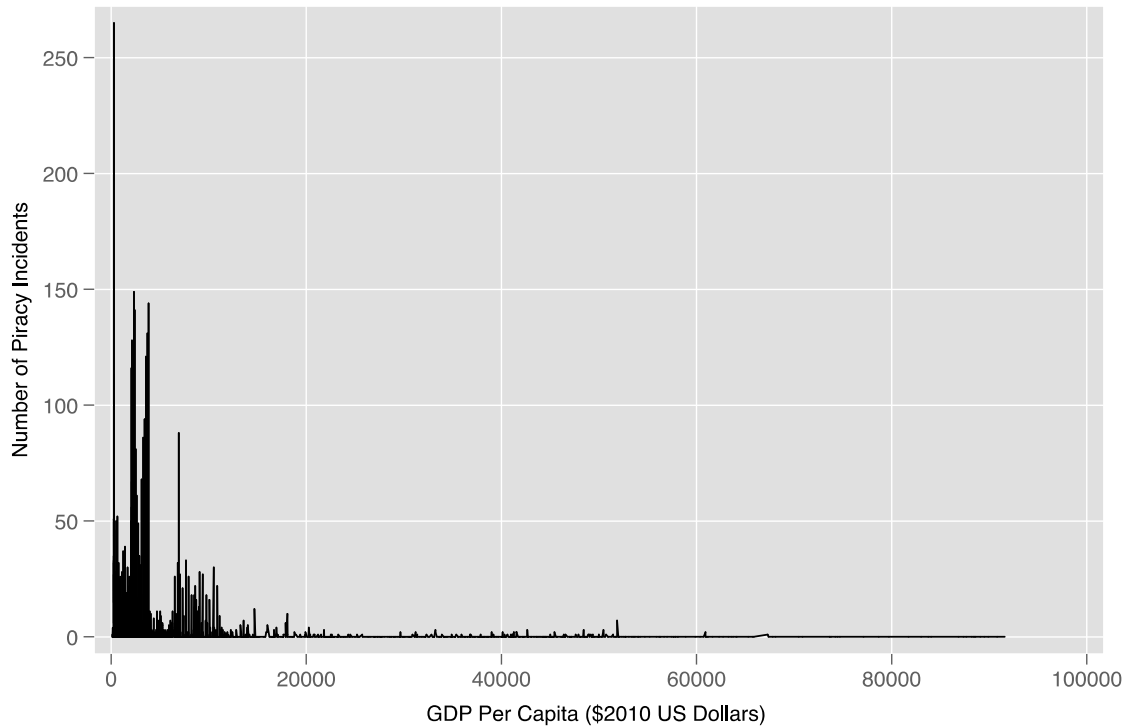


Singapore Straits, 2011-2021

● 2020
● 2021

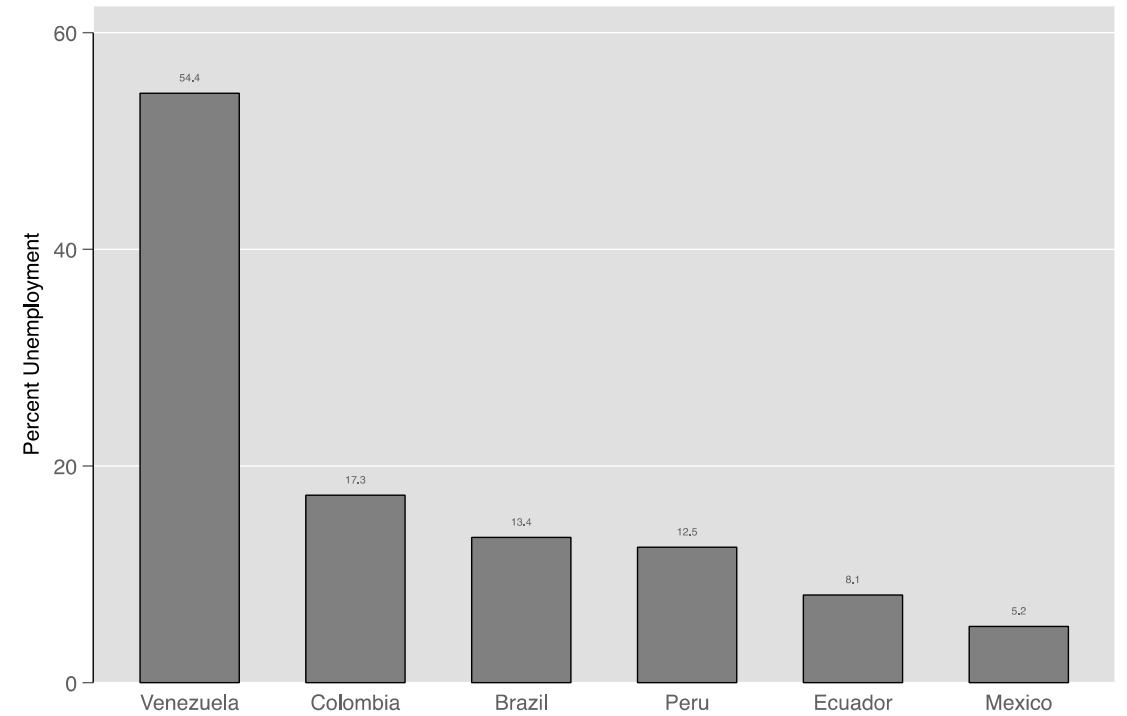
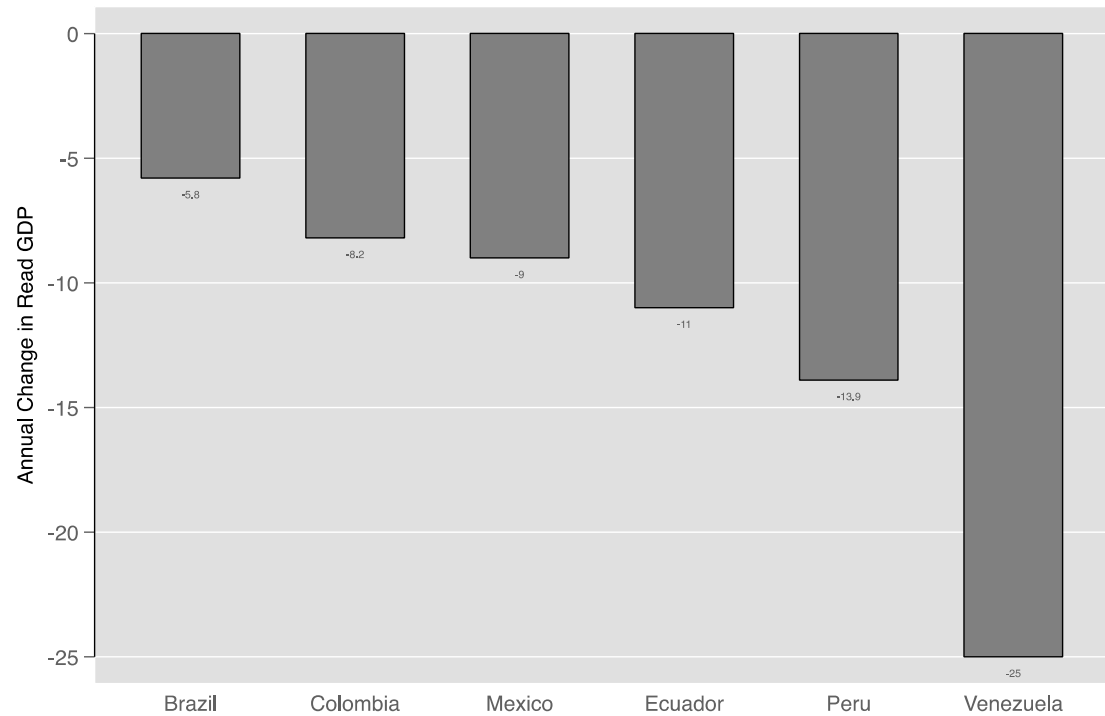
GRIEVANCE

GRIEVANCE



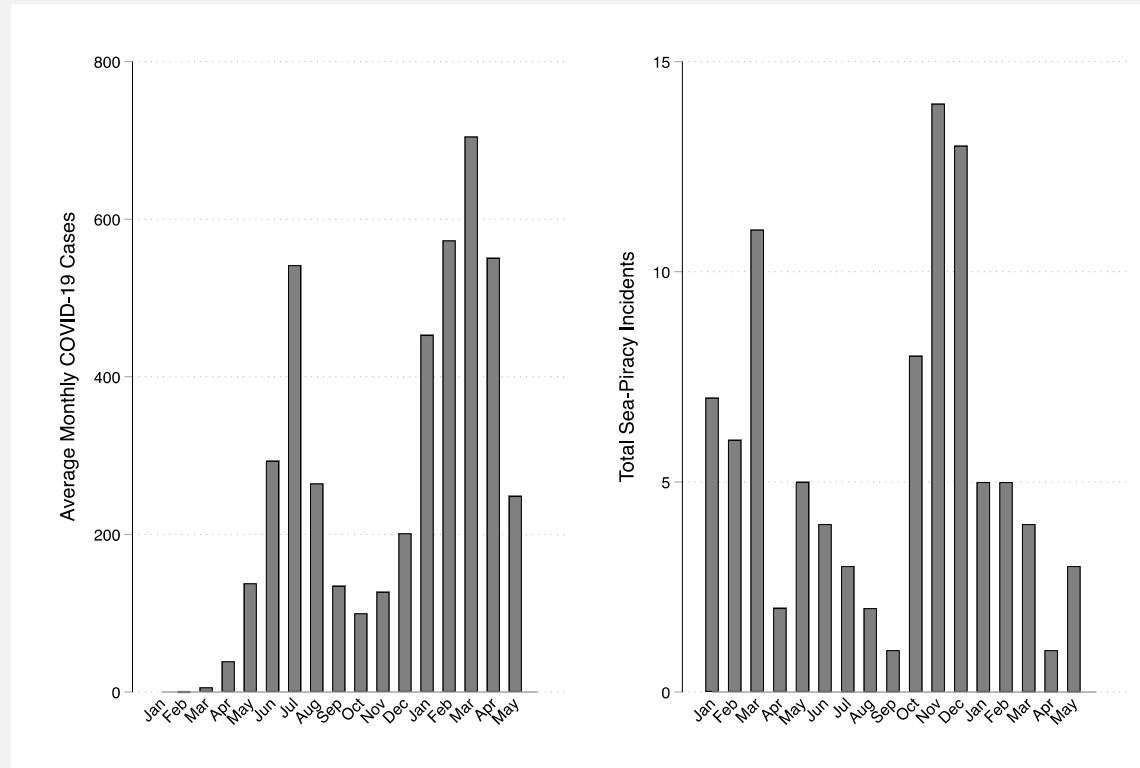
Poverty
Joblessness
IUU Fishing
Environmental Degradation

ECONOMIC EFFECTS OF COVID 2020 PROJECTIONS

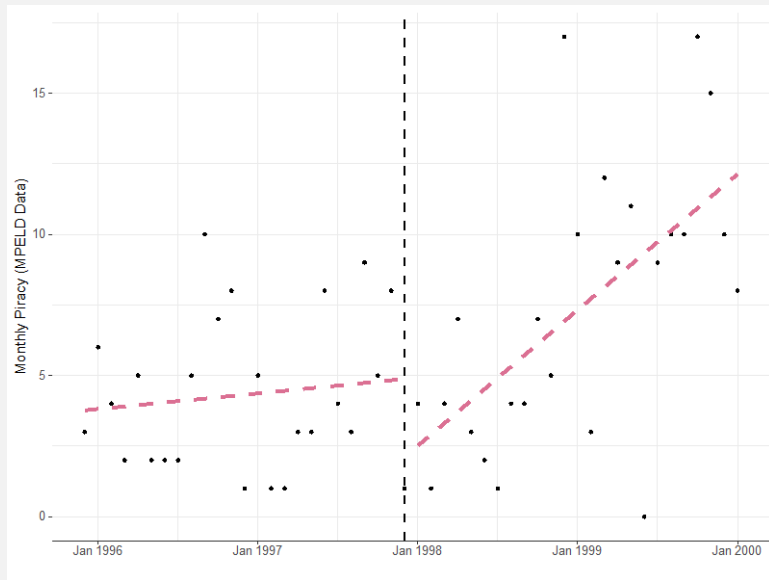


Source: [WTO](https://www.wto.org/)

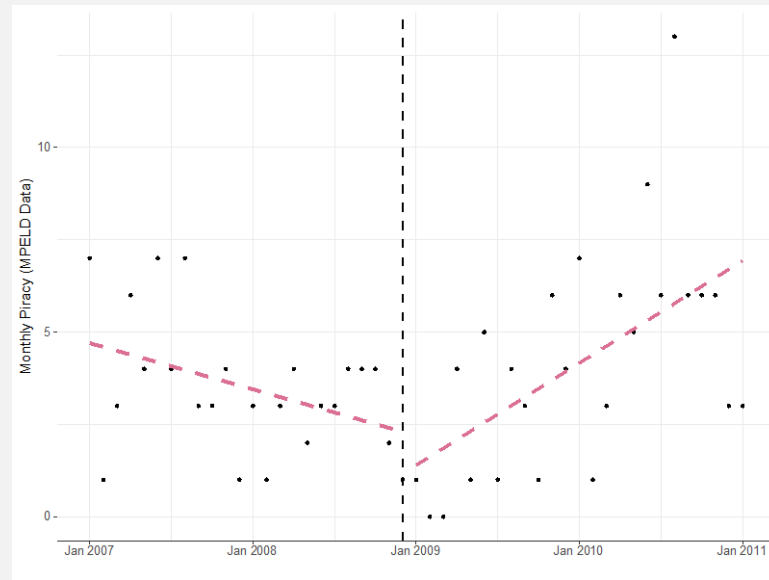
AVERAGE MONTHLY COVID-19 CASES AND TOTAL PIRACY INCIDENTS, GULF OF GUINEA COUNTRIES (2020-2021)



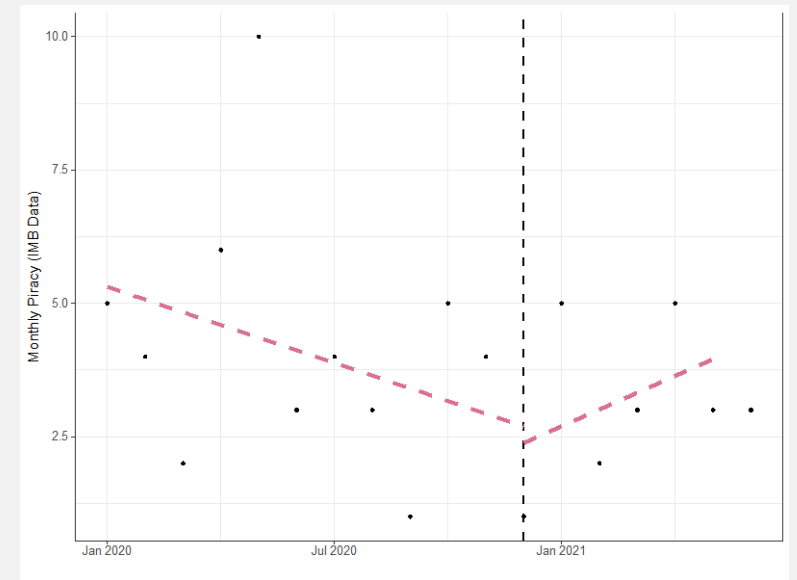
INDONESIAN SEA-PIRACY CONSEQUENCES FROM FINANCIAL CRISES



Asian Financial Crisis 1997



Global Financial Crisis 2008



COVID-19 Pandemic 2020

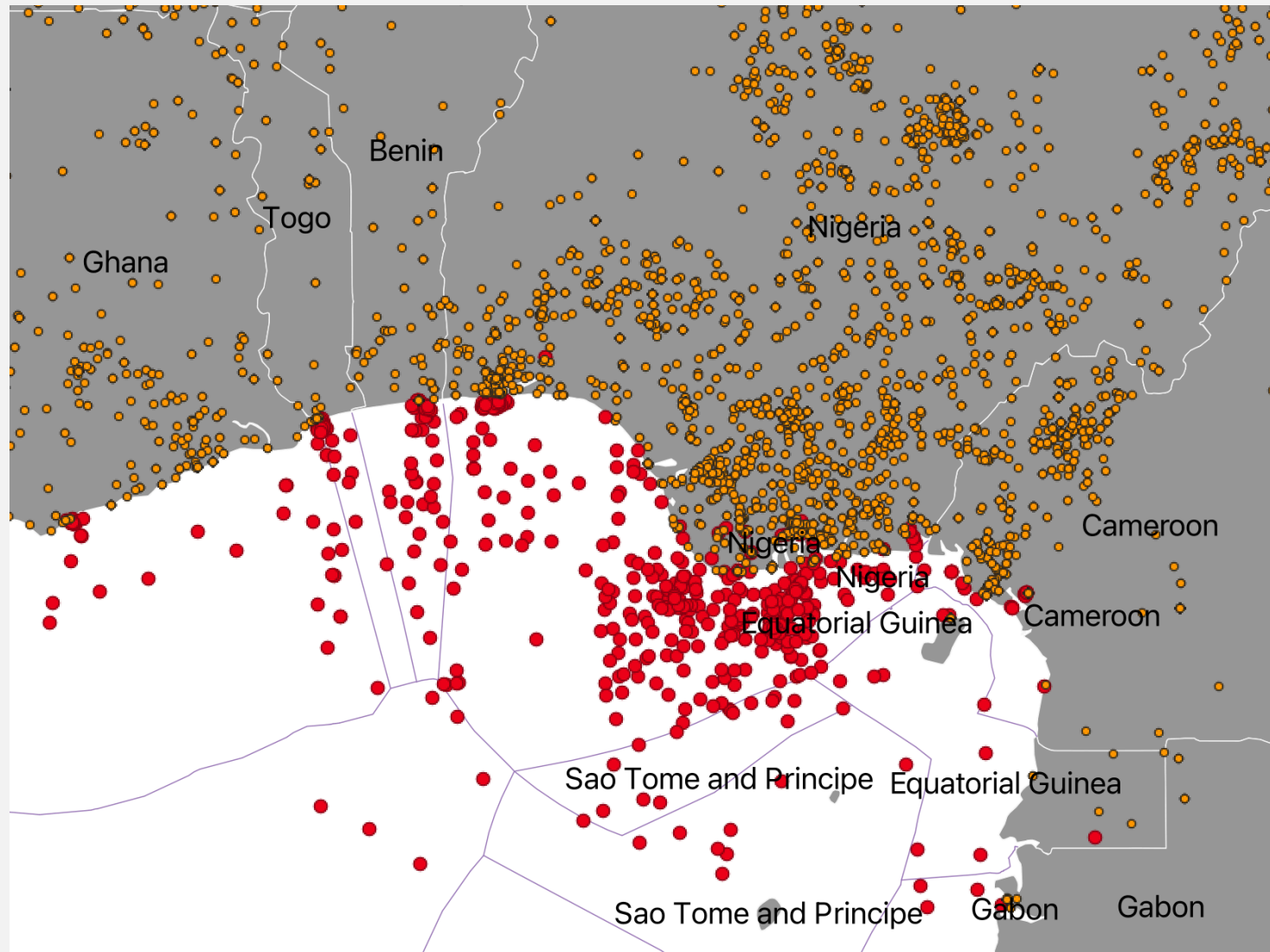
IUU FISHING REMAINS A CONCERN

- Fishing is \$400 billion global industry
- Important source of protein for half the world's population
- 93% of fish stocks are fully exploited, over-exploited, or depleted
- China has largest fishing fleet
- China's boats are globally everywhere
 - Near Galapagos Islands and Ecuador unable to respond – requested US assistance to protect its EEZ
 - Fishing vessels then simply moved south in Chile's EEZ
- Need multinational effort
- Need to prosecute ship captains and hold companies responsible
- Need greater management of resources in EEZs

POLITICAL VIOLENCE

ARMED CONFLICT & PIRACY

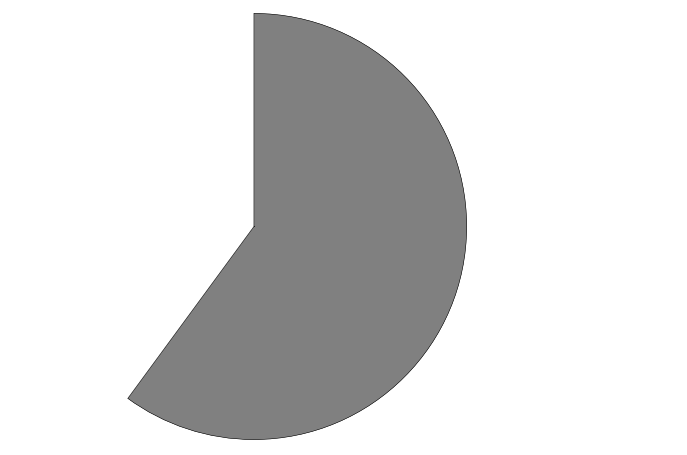
- Armed Conflict Incidents, 2011-2019
- Piracy Incidents 2011-2021



Political violence on land in West Africa spills over onto the water in the form of crime and piracy

VIOLENCE ASSOCIATED WITH MARITIME PIRACY INCIDENTS

Global 2001-2020



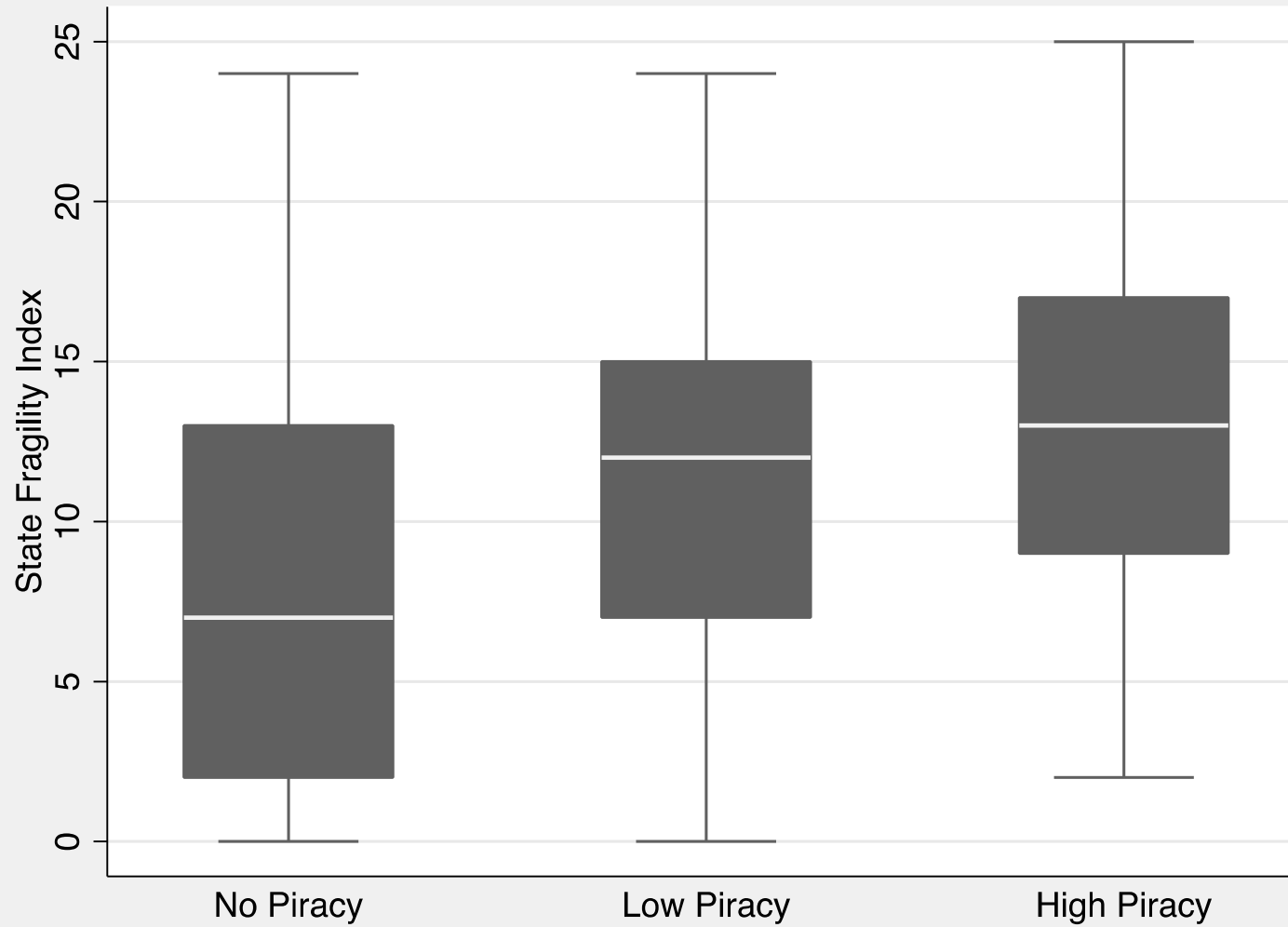
Southeast Asia 2001-2020



West Africa 2001-2020

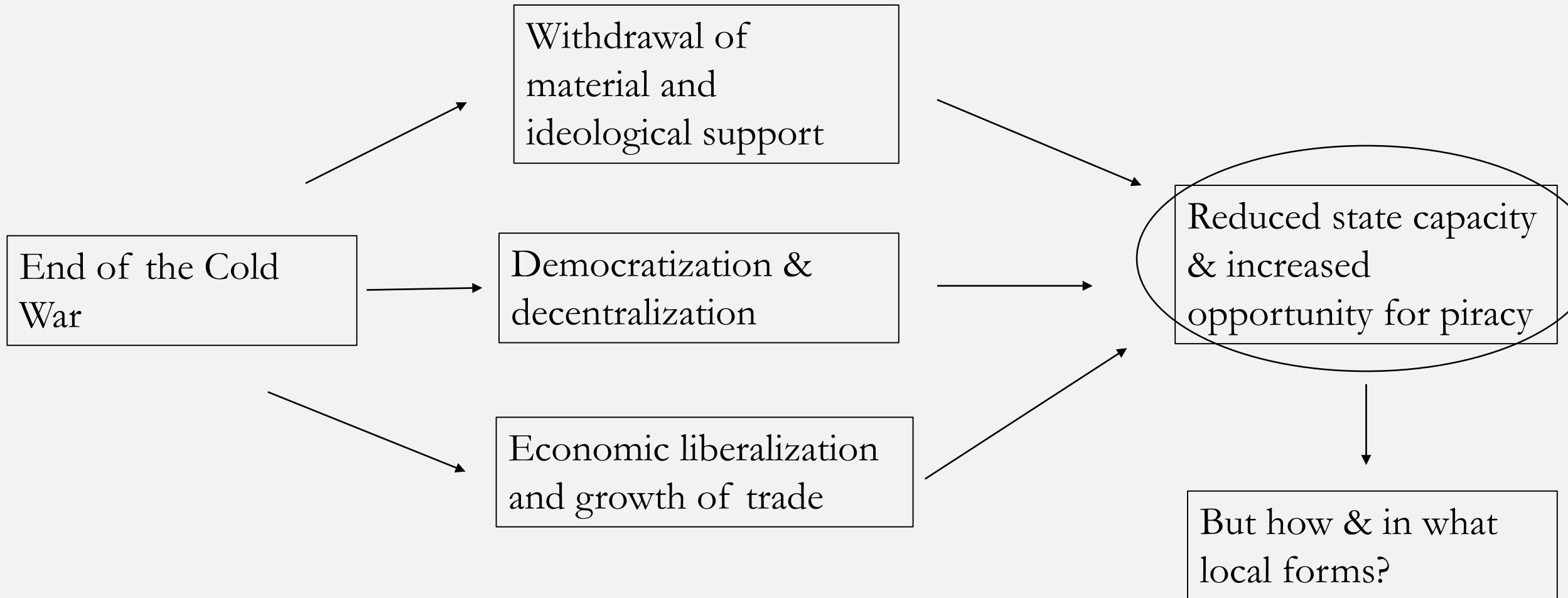
OPPORTUNITY

INCREASING STATE WEAKNESS LEADS TO MORE SEA-PIRACY (ON AVERAGE)



THE IMPORTANCE OF LOCAL GOVERNANCE CONDITIONS

INTERNATIONAL EVENTS HELPED CREATE A PERMISSIVE POLITICAL ENVIRONMENT



HOW GOVERNANCE MATTERS FOR EXPLAINING MARITIME PIRACY

What Local Conditions Benefit Piracy?

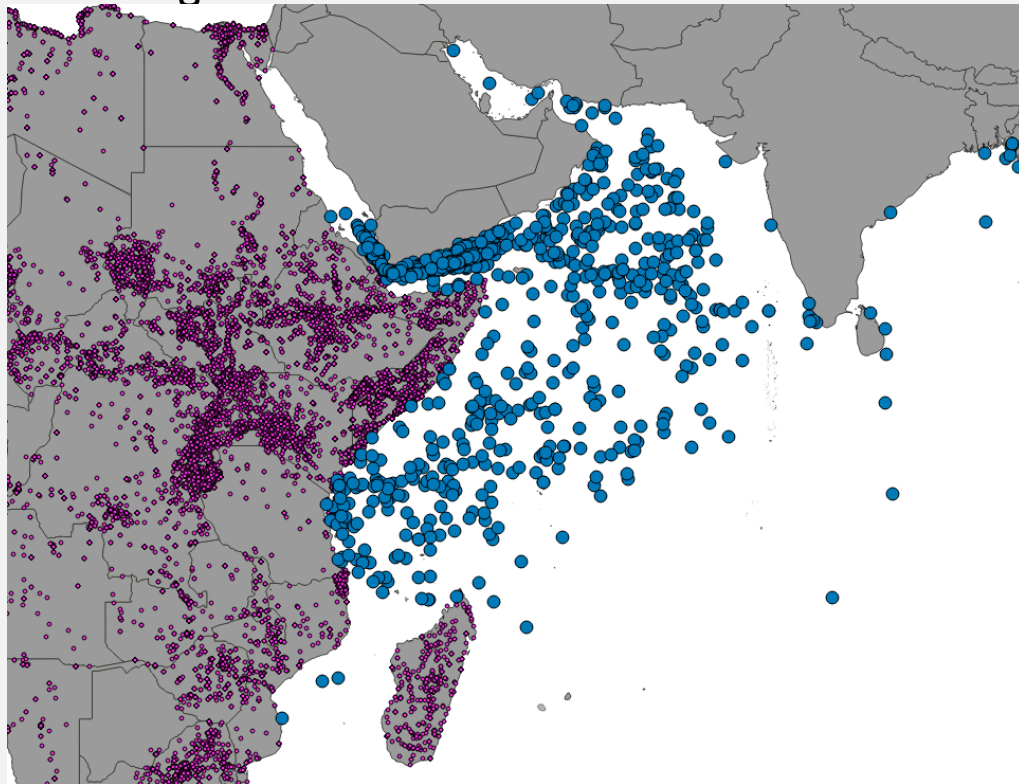
- **Markets and Infrastructure**
 - Like all businesses, pirates need to be close to economic activity
 - Markets and infrastructure for upfront investments, recruitment, and backend of operations
- **Potential for Collusion**
 - Unlike other businesses, pirates need protection
 - Active or tacit support from local state actors and the community

WHAT CAN BE DONE TO REDUCE MARITIME PIRACY?

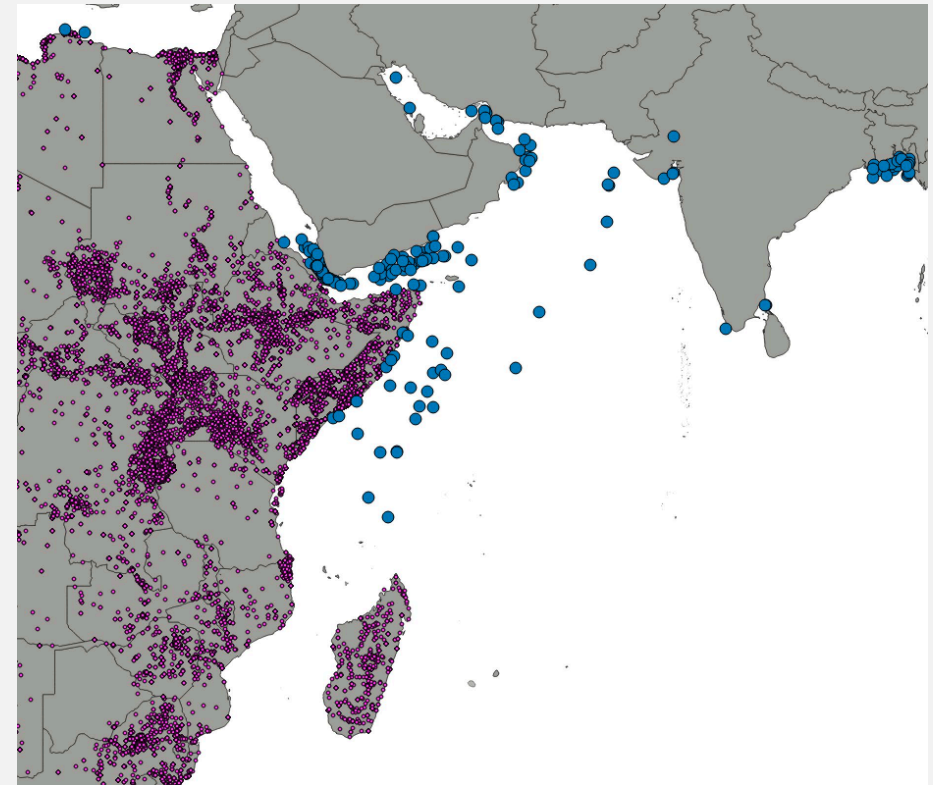
- Capacity Building
 - Can be expensive when focused on counter-piracy
 - Improvements in local governance probably more efficient
- Partnerships
 - Information-sharing (ReCAAP, ISCs, Djibouti and Yaounde Codes)
 - Naval Exercises
- BMPs
 - Effective
 - Some are costly
- Naval Missions
 - Expensive
 - Without other grievance-reducing policies, might just lead to substitution
- Address IUU Fishing
- Improve working conditions in fishing industry
- Mitigate effects of financial crises and public health emergencies

SEA-PIRACY IN THE GREATER GULF OF ADEN

Steaming incidents 2008-2012



Steaming incidents 2013-2020



EU Operation Atalanta (December 2008 to present)

NATO Ocean Shield (August 2009- November 2016)

CTF 151 (January 2009-present)

Piracy-specific BMP (version 2 August 2009)

CONCLUSIONS

- Tackling IUU fishing must be a priority
- Coast-guard capacity helps deter criminal activity
- Hot pursuit needs to be negotiated by countries in the region
- Collusion between substate actors-crime deserves more attention
- Ship hardening still works
- Countries must better prepare for economic recessions and public health emergencies

Thank-you

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GRID-CELL DATA

wkt_geom	gid	xcoord	ycoord	col	row
Polygon ((-180 -90, -180 -89.5, -179.5 -89.5, -179.5 -90, -180 -90))	1	-179.75	-89.75	1	1
Polygon ((-179.5 -90, -179.5 -89.5, -179 -89.5, -179 -90, -179.5 -90))	2	-179.25	-89.75	2	1
Polygon ((-179 -90, -179 -89.5, -178.5 -89.5, -178.5 -90, -179 -90))	3	-178.75	-89.75	3	1
Polygon ((-178.5 -90, -178.5 -89.5, -178 -89.5, -178 -90, -178.5 -90))	4	-178.25	-89.75	4	1
Polygon ((-178 -90, -178 -89.5, -177.5 -89.5, -177.5 -90, -178 -90))	5	-177.75	-89.75	5	1
Polygon ((-177.5 -90, -177.5 -89.5, -177 -89.5, -177 -90, -177.5 -90))	6	-177.25	-89.75	6	1
Polygon ((-177 -90, -177 -89.5, -176.5 -89.5, -176.5 -90, -177 -90))	7	-176.75	-89.75	7	1
Polygon ((-176.5 -90, -176.5 -89.5, -176 -89.5, -176 -90, -176.5 -90))	8	-176.25	-89.75	8	1
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Polygon ((-175.5 -90, -175.5 -89.5, -175 -89.5, -175 -90, -175.5 -90))	10	-175.25	-89.75	10	1



259,200 grid cells globally

Grid cells 1-10

EVIDENCE FROM INDONESIA

