SMUN 2024



INTERPOL

STUDY GUIDE

INTERPOL

INTERNATIONAL CRIMINAL POLICE ORGANIZATION

AGENDA

INTERPOL

Discussing the rise in global maritime crime and piracy, with special emphasis on the Arabian Sea.

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Letter from the Executive Board



Welcome to Interpol, your trial by fire.

The Executive Board welcomes each one of you to Scottish Model UN, or SMUN.

The subject matter is bound to evoke strong emotions rather than relying solely on logical reasoning, and the committee members contribute further to this lively discussion with their well-researched insights and passionate arguments, guaranteeing an exciting exchange of ideas. We're standing at a pivotal juncture where the stakes have surged to unparalleled levels. It's a moment of great significance and gravity, unlike anything we've ever encountered.

For many, it may be the first-ever MUN conference in your educational experience, and we strongly encourage you to go through the study guide that has been prepared for you as a part of the conference to get an in-depth understanding of the issues that will be discussed in committee. However, there is a lot of content available beyond the study guides. Delegates are urged to run external research in order to be holistically well versed with not just the agenda at hand, but also parallel political issues and individual histories and knowledge of provided portfolios. You are expected to research, collate, list down possible points of discussion, questions, and plausible responses and be prepared to enjoy the intellectual energy in the room. At the same- time it is not only about speaking and presenting but also the ability to listen, understand viewpoints and learn from each one's perspective.

Letter from the Executive Board

Interpol is a technical, Continuous Crisis committee that has a strong focus on multilateralism and the ability to create solutions that benefit not only a political party, but all parties involved. The issue being discussed in the committee requires a balance of all traits to ensure the best results. Remember that you can be a powerful delegate and still be diplomatic and respectful of your fellow delegates. The executive board strongly encourages all delegates to actively participate in the committee regardless of their experience, and engage in debate.

We, the executive board, ensure a thrilling experience and wish all our enthusiastic delegates the very best!

Regards,
The Executive Board,
Shanay Shukla- Head Chairperson
Mihikaa Rao- Vice Chairperson
Maahir Shah- Moderator
Jai Melwani.- Crisis Coordinator

Introduction to the Committee and Agenda

The Committee for INTERPOL plays a pivotal role in facilitating international cooperation among law enforcement agencies worldwide. Comprising representatives from various member countries, this committee serves as a platform for strategic discussions and decision-making aimed at combating transnational crime effectively.

Its primary mandate revolves around enhancing communication and collaboration between national law enforcement bodies, thereby bolstering the exchange of intelligence, information, and expertise crucial for tackling a diverse array of criminal activities, including terrorism, human trafficking, drug smuggling, cybercrime, and organised crime syndicates.

The committee also focuses on developing and implementing policies, protocols, and operational frameworks to streamline INTERPOL's activities and optimise its resources in pursuit of global security objectives. Through its deliberations and initiatives, the Committee for INTERPOL underscores the importance of international solidarity and concerted action in safeguarding communities against emerging threats and maintaining the rule of law on a global scale.

The Committee for INTERPOL addresses maritime crime as a significant aspect of its mandate, recognizing the vulnerability of international waters to various illicit activities. Maritime crime encompasses a broad spectrum of offences, including piracy, armed robbery at sea, illegal fishing, smuggling of contraband goods, human trafficking, and environmental crimes such as illegal dumping and pollution. Given the interconnectedness of maritime trade routes and the vast expanse of oceans, combating such crimes requires robust international cooperation and coordination.

Introduction to the Committee and Agenda

One key aspect of the committee's mandate related to maritime crime is the facilitation of information sharing and intelligence cooperation among member countries' maritime law enforcement agencies. By promoting the exchange of relevant data, including vessel tracking information, suspected criminal activities, and modus operandi of criminal networks, INTERPOL enhances the ability of maritime authorities to detect, intercept, and prosecute perpetrators effectively.

The committee supports capacity-building initiatives aimed at enhancing the maritime law enforcement capabilities of countries in the region. This includes providing training, technical assistance, and resources to strengthen naval patrols, coast guard operations, and port security measures. By bolstering the ability of regional authorities to detect, deter, and respond to piracy threats, INTERPOL contributes to the overall security and stability of the Arabian Sea.

In collaboration with relevant international organisations and regional initiatives such as the Contact Group on Piracy off the Coast of Somalia (CGPCS), INTERPOL leverages partnerships to coordinate efforts and resources effectively. By aligning strategies, sharing best practices, and fostering cooperation among stakeholders, INTERPOL enhances the collective response to piracy in the Arabian Sea.

In summary, the Committee for INTERPOL addresses piracy in the Arabian Sea within its broader mandate to combat maritime crime. Through information sharing, capacity building, and international cooperation, INTERPOL endeavours to mitigate the impact of piracy, safeguard maritime interests, and promote security in the region.

Introduction to the committee and agenda

Objectives of the INTERPOL:

Objective 1: Demonstrate global leadership of the law enforcement community in respect to financial crime and corruption.

Objective 2: Support member countries to reduce the level of corruption and financial crime through the exchange of intelligence.

Objective 3: Help member countries to bring more criminals to justice and to repatriate funds.

Objective 4: Improve the response to financial crime and corruption by increasing expertise and reducing internal and external barriers to knowledge and data sharing.

IMPORTANT TERMS

RED NOTICE- To seek the location/arrest of a person wanted by a judicial jurisdiction or international tribunal with a view to extradition.

BLUE NOTICE- To locate, identify or obtain information on a person of interest in a criminal investigation.

GREEN NOTICE- To warn about a person's criminal activities if that person is considered to be a possible threat to public safety.

YELLOW NOTICE- To locate a missing person or to identify a person unable to identify themselves.

BLACK NOTICE- To seek information on unidentified bodies.

ORANGE NOTICE- To warn of an event, a person, an object or a process representing an imminent threat and danger to persons or property.

PURPLE NOTICE: To provide information on modi operandi procedures, objects, devices, or hiding places used by criminals.
(modus operandi procedure) : A distinct pattern or manner of working that comes to be associated with identifying a particular criminal.

INTERPOL- UNSC SPECIAL NOTICE: To inform INTERPOL's members that an individual or an entity is subject to UN sanctions.

VIOLENT CRIMES IN THE ARABIAN SEA

The Arabian Sea, a critical maritime zone for global trade, unfortunately faces a significant challenge – the prevalence of violent crime. The International Criminal Police Organization, or Interpol, with its extensive global mandate, plays a pivotal role in addressing these criminal activities. To formulate effective strategies, a comprehensive understanding of the multifaceted nature of this violence – piracy, terrorism, human trafficking, and drug smuggling – is paramount.

Piracy continues to be a prominent threat in the Arabian Sea. Perpetrators target commercial vessels, fishing boats, and even cruise ships, often resorting to armed attacks, hostage-taking, and cargo theft or ransom demands. These acts disrupt vital trade routes and create a climate of fear for those who navigate these waters. Interpol steps in by facilitating the seamless exchange of information between member countries, fostering collaboration through the implementation of joint operations, and bolstering regional maritime security initiatives.

Terrorism poses another critical threat in the Arabian Sea. The presence of extremist groups and the intricate geopolitical landscape create a volatile environment conducive to terrorist activity. INTERPOL combats this menace through meticulous intelligence gathering, meticulously tracking terrorist financing networks, and hindering the cross-border movement of extremists. By fostering close collaboration with national law enforcement agencies and international partners, the organisation strives to dismantle terrorist networks and preempt attacks.

VIOLENT CRIMES IN THE ARABIAN SEA

Human trafficking in the Arabian Sea represents a grave violation of fundamental human rights. Criminal networks exploit vulnerable populations – men, women, and children – forcing them into labour, exploitation, and other egregious acts. INTERPOL tackles this abhorrent practice through coordinated investigations with member countries. Law enforcement capacity building and targeted public awareness campaigns are crucial aspects of this fight.

Drug smuggling flourishes along the maritime routes of the Arabian Sea, with traffickers transporting illicit drugs like cocaine, heroin, and synthetic opioids. Interpol disrupts these operations through intelligence sharing, targeting the organised crime groups involved, and supporting efforts to interdict drug shipments at sea.

In conclusion, violent crime in the Arabian Sea – encompassing piracy, terrorism, human trafficking, and drug smuggling – necessitates a robust Interpol response. Through international cooperation, information exchange, capacity building for regional law enforcement agencies, and the implementation of targeted operations, INTERPOL plays a vital role in ensuring the security and stability of the Arabian Sea. By safeguarding maritime trade and protecting human rights, the organisation's efforts contribute to a more secure and just future for the region.

Key concerns

The main concern for violent crime on the Arabian Sea is maritime piracy. This involves acts of violence or robbery at sea for personal gain, often by armed individuals on smaller boats targeting larger commercial ships. Piracy can involve:

- Hijacking the ship and holding it for ransom
- Stealing cargo
- Kidnapping crew members for ransom
- Physical harm to crew members

The area around Somalia has historically been a hotspot for piracy, although international efforts have helped reduce the number of incidents in recent years. However, piracy still occurs and countries bordering the Arabian Sea remain vigilant.

Here are some additional points to consider:

There are international efforts to combat piracy, including the Combined Maritime Forces, a multinational naval partnership. While piracy is the most common violent crime on the Arabian Sea, there are also concerns about arms and drug smuggling.

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WHAT PIRACY MAY INVOLVE

Hijacking: This refers to taking control of a ship by force or threat of force. Pirates might overpower the crew and navigate the ship to a different location, often a secluded port, where they can hold the vessel and its cargo hostage. Negotiations would then take place, typically demanding a ransom payment in exchange for releasing the ship and crew.

Stealing Cargo: Pirates might be interested in specific cargo on a ship, such as high-value electronics, oil, or other commodities. They might use armed force to subdue the crew and gain access to the cargo hold. The stolen goods are then often sold on the black market for significant profit.

Kidnapping Crew Members: In some cases, pirates might target the crew itself. They could kidnap specific crew members, such as the captain or officers, and demand ransom payments from the shipping company or the crew members' families. This tactic can be particularly effective as it plays on the emotional distress of loved ones and the pressure to ensure the safety of the kidnapped individuals.

WHAT PIRACY MAY INVOLVE

Physical Harm to Crew Members: Violence against the crew can occur during any piracy incident. Pirates might use threats or actual violence to intimidate the crew and gain compliance. This can include using weapons, physical assault, or threats of violence.

Combined Maritime Forces (CMF): This is a multinational task force established to deter, disrupt, and defeat piracy and other illicit activities at sea. The CMF is composed of naval forces from various countries that patrol the Arabian Sea and other piracy hotspots. They conduct operations such as escorting high-risk vessels, apprehending suspected pirates, and sharing intelligence with member nations.

Arms and Drug Smuggling: The vastness of the Arabian Sea makes it a potential route for smuggling illegal goods. Criminals might use smaller, faster boats to transport weapons or drugs across international borders. These activities can have a destabilising effect on regional security and contribute to violence on land.

CASE STUDIES OF PIRACY IN THE ARABIAN SEA

INTERPOL

1. Hijacking for Ransom:

MV Maersk Alabama (2009): This Danish cargo ship was hijacked by Somali pirates in the Gulf of Aden, a branch of the Arabian Sea. The pirates held the captain, Richard Phillips, hostage on a lifeboat for several days. A dramatic rescue mission by the US Navy SEALs resulted in the death of three pirates and the safe return of Captain Phillips. This high-profile case highlighted the dangers faced by seafarers and the lengths pirates would go to for ransom.
MT Rubezh (2010): A Russian tanker, the MT Rubezh, was hijacked by Somali pirates further east in the Arabian Sea, off the coast of Oman. The pirates held the ship for over four months, demanding a multi-million dollar ransom. Negotiations eventually led to the release of the crew and the ship. This case demonstrated the pirates' ability to operate over a wider area and their persistence in seeking ransom payments.

2. Stealing Cargo:

MV Sirius Star (2008): This massive Saudi Arabian oil tanker was hijacked by Somali pirates in the Arabian Sea, south of Oman. The pirates, however, did not attempt to take the ship to port. Instead, they used the ship's own fuel to operate it for several weeks while negotiations for ransom took place. The pirates were ultimately paid a substantial ransom, but their primary goal appeared to be stealing the oil cargo itself, which they likely sold on the black market.
*MV Albedo (2010):*This Singaporean chemical tanker was hijacked by Somali pirates in the Arabian Sea, off the coast of Yemen. The pirates boarded the ship and stole a significant amount of chemicals being transported. This case highlighted the vulnerability of ships carrying non-traditional cargo and the potential for pirates to target specific goods for resale.

CASE STUDIES OF OTHER CRIMES IN THE ARABIAN SEA

1. Arms Smuggling:

Yemen Conflict (Ongoing): The ongoing civil war in Yemen has created a demand for weapons by various factions. The Arabian Sea, with its long coastline and limited enforcement capabilities, has become a route for smuggling arms into the country. Iran has been accused of supplying weapons to Houthi rebels, while Saudi Arabia, leading a coalition against the Houthis, has also been accused of arms transfers that violate international agreements. This arms flow fuels the conflict and contributes to instability in the region.

Somalia (2012): A Yemeni dhow carrying a large cache of weapons was intercepted by the Indian Navy in the Arabian Sea, off the coast of Somalia. The weapons were believed to be destined for Somalia's militant group Al-Shabaab. This case demonstrates the ongoing challenge of curbing arms smuggling through this critical waterway.

2. Drug Smuggling:

MV Mukesh (2019): Indian authorities seized a large quantity of heroin from the MV Mukesh, an Iranian dhow, in the Arabian Sea, off the coast of Gujarat. This seizure highlighted the use of the Arabian Sea by drug traffickers to transport narcotics between South Asia and the Middle East. The drugs were suspected to be originating from Afghanistan and destined for markets in Iran and beyond.

Pakistan (2023): Pakistani law enforcement agencies intercepted a fishing boat carrying a significant amount of hashish in the Arabian Sea, off the coast of Balochistan. This case suggests the use of smaller vessels for smuggling activities and the ongoing presence of drug trafficking networks operating in the region.