ANALYSIS OF PIRATE ATTACKS: FROM CLASSIC TO CONTEMPORARY

Análise de ataques de piratas: do clássico ao contemporâneo

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ABSTRACT

This article aims to promote a re-reading of the historical evolution of piracy. It aims to show how piracy has been changing and becoming more dangerous since its emergence to nowadays.

It will be shown that the reemergence took place after the Cold War, mostly in Southeast Asia and Horn of Africa, damaging the economy since 90% of world trade uses maritime routes. Since then, the countries most affected have implemented measures to suppress these attacks. However, many states do not have governmental stability capable of carrying out this repression, depending on the help of other states.

The following essay will show some efforts applied in order to combat piracy, even in states that ignore piracy due to the lack of government stability.

KEYWORDS

Maritime Security – Piracy – Pirate Attacks – Maritime Routes – Organized Crime

RESUMO

Este artigo tem por objetivo promover a releitura da evolução histórica da pirataria. Mostrar como a pirataria vem sendo mudada e se tornando mais perigosa desde o seu aparecimento até os dias de hoje.

Será mostrado que o ressurgimento se deu após a Guerra Fria, em sua maioria no Sudeste Asiático e no Chifre da África, prejudicando a economia uma vez que 90% do comércio mundial utiliza rotas marítimas. Desde então, os países mais afetados tiveram que implementar medidas para suprimir os ataques piratas. Contudo, muitos estados não possuem estabilidade governamental capaz de realizar a devida supressão, dependendo da ajuda de outros Estados.

A pesquisa a seguir mostrará alguns esforços de cada país a fim de combater a pirataria, mesmo em estados que ignorem a pirataria devido a falta de estabilidade governamental.

PALAVRAS-CHAVE

Segurança Marítima – Pirataria – Ataques de Piratas – Rotas Marítimas - Crime Organizado

1. Introduction

When we think of pirates, the first image that comes to mind is one of colonial ages, when wooden ships and sword fights were of time. Because of this, it is thought of pirates in the past, but not in the present, where the attacks orchestrated by them have risen exponentially in the past decades. Places like Southeast Asia, The Caribbean and Gulf of Guinea are the ones most affected by this.

In the preface[1] of the book *The World of Maritime Piracy: the last two decades* by Commander Portela Guedes, Professor Armando Marques Guedes argues that the main cause for the reemergence of piracy was the end of the Cold War, where the power of both bloc leaders USA and Soviet Union, started to loosen. With this came the third wave of globalization that began in the mid-70s and was marked due to the emergence and eventual dominance of the information sector and as consequence, an increase in pirate attacks.

During the 21st century, over 90% of international trade was completed with the use of maritime routes. Due to the increase of demand, the number of ports and routes worldwide multiplied, along with the presence of pirates in them. Because of this, the security and controls available at sea "decreased with the very tangible reduction of the density and consistency of the extant military and police patrols; as an outcome, the number of desirable targets for potential pirates increased expeditiously"[2].

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[1] Henrique Peyroteo Portela Guedes. The world of maritime piracy: the last two decades. Colares: Edições Revista de Marinha, imp. 2014. P. V.

[2] *Ibid.*

As a consequence, this attacks also increased due to the lack of state control, such as coastal States without government and the "dispossessed populations in hugely unmanageable demographic growth booms and burdensome deficit expectations"[3].

Piracy has evolved as centuries pass. In the following essay, the analysis shows how this has changed from its classic form in the 2000 BC, to its modern form of the XX century. Maritime piracy has had many faces throughout history. It is been described as terrible and glorious, village and romantic, anachronistic and modern. However, piracy is a danger to the real people, the sea and the economy, that has to be dealt with. Nowadays, governments act in different ways against piracy. The use of force, diplomacy or no action at all are some examples. In fact, some regions suppress or allow piracy at convenience.

In the past, anyone who attacked on the sea was considered a pirate. It was recognized as an act of depredation and plundering of coastal villages and town. On the contrary, modern piracy is considered as a business. One example of this is that pirates attack vessels to kidnap ship owners and their crew in order to receive a ransom. These business activities increased in some areas (Southeast Asia, Horn of Africa) after the Civil War, giving the opportunity of making money to poor people, who otherwise wouldn´t have access to it.

It is important to know that the piracy "requires certain conditions to emerge and thrive. Pirates require a relatively safe haven on land, access to sea (particularly high-volume trade routes), and a weak or corruptible government"[4].

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[3] *Ibid.*, P. VII.

[4] *Ibid*, P. 12.

To conclude, there are some countries in Southeast Asia and Horn of Africa that have suffered from the piracy phenomenon, making maritime routes dangerous for these vessels and it´s crews. There is a desperate need of adequate maritime security that is able to respond when attacks occur. As it will be shown in the following pages, when there is adequate security and a stable government, it is possible to reduce pirate attacks by more than 50% in a given area or even on the high seas.

2. Classic Maritime Piracy

2.1. Historical

Piracy has been around for more than four millenniums. Among the Greeks and Romans there were pirates and pirate communities. At this time, those who apprehend people or property indiscriminately and without a formal declaration of war, were considered pirates. Meanwhile, in Medieval Times, the meaning of piracy shifted to theft at sea[5].

Pirate attacks have been recorded in the Mesopotamia civilization, around 2000 BC. King Minos of Crete was the first sovereign to build a naval fleet to protect its civilization against piracy, which the fleet was destroyed by a tsunami in 1400 BC.

In the 14th century BC, the Lukkans, who were a pirate community based on the southwest coast of Asia Minor, were recorded invading Cyprus, destroying the remaining

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[5] Understanding Contemporary Maritime Piracy. A dissertation presented by Anamika Twyman-Ghoshal to the School of Criminology and Criminal Justice. P. 13.

Minoan culture and, later on, being a major disturbance for Egypt, allying themselves with the Hittite Empire which "offered safe haven on land, in exchange for their naval power"[6].

In XII BC the Lukkans disappear from the history books. Research says "it is likely that they were simply assimilated by a collection of maritime nomads and raiders known as "seas people""[7]. In addition, in 1160 BC the seas people would have overthrown the Hittite empire, plundering their capital that initiated a "dark age" in the ancient world until 800 BC.

The Greek history of piracy started when the first act recognized as piracy. This assault was dated in 736BC, were Phoenician and Assyrian merchants were robbed. Piracy never failed to cause problems. In the 1st century AC, a fleet of one thousand pirate ships attacked and destroyed the entire Roman fleet, which ended with the plundering of villages in southern Turkey. The first recorded attack took place in the Mediterranean Sea. Here, ships often sailed close to the shore, because of the presence of many islands, making the route vulnerable to attacks[8].

Historically, some have taken action and succeeded. By 1st century AC, Rome was thriving with trade, but had a problem of piracy and decided to take action. In 74 AC, the Romanian city of Pompey, practically eliminated piracy.

Pirates weren't the only threat at the time. Vikings also plundered villages along the northwestern European coast during this period. They emerged strongly on the English coast in 789 AD and used ships to reach the coastal villages and towns that were not

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[6] Haywood, Robert and Roberta Spivak. Maritime Piracy. Downloaded by [University of Defence] at 21:05 09 May 2016. P. 24.

[7] *Ibid.*

[8] Giulia Berlusconi. Piracy: History. Manuscript published in Beare M.E (Ed.) (2014). Encyclopedia of Transnational Crime and Justice (pp.301-303). London: SAGE Publications. History of piracy. Available from: https://www.researchgate.net/publication/295086441_History_of_piracy [accessed Dec 30 2020].

prepared for the attacks. The word Vikings means "a sea rover or pirate"[9]. However, they were more than just bandits, because "they were organized and possessed a strictly enforced code of law governing the division of booty and punishment for desertion, treachery or theft"[10]. A curious fact about Vikings is that they not only made voyages into the Mediterranean, but they were also the first Europeans to reach at American coast.

Piracy revived after the sacking of Constantinople by Crusaders in 1204, where Aegean islands and mainland ports became safe havens for pirate. In the Adriatic Sea, piracy also spiked, and the Dalmatians restarted activities in places that the Byzantines used to control.

Another historical piracy attack was recognized in the 14th century, when the Lukkans raided Cyprus. The Lukkans benefited by the foreign protection in exchange of their promise to not attack Hittites ships. The reason for the proliferation of piracy in the Mediterranean was the lack of a nation with a powerful navy capable of and invested in patrolling.

As unstable government can also be a reason to the increase of this legal activity. Malabar is "a historical region on the southwestern verge of the Indian peninsula, was of immense importance in oceanic commerce on account of its near-monopoly on the production of black pepper"[11]. From the twelfth to the sixteenth century, Malabar became an

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[9] Gosse, Philipe, 1879-1959. The history of Piracy. Originally published: London; New York; Gongmans, Green, 1932. Manufactured in the United States of America. Dover Publications, Inc., 2007. p. 199.

[10] *Ibid.*

[11] Sebastian R. Prange. A trade of No dishonor: Piracy, Commerce, and Community in the Western Indian Ocean, Twelfth to Sixteenth Century. Download from http://ahr.oxfordjournals.org/ D at Florida International University on May 29, 2015. American Historical Review. p. 1271.

important test case for Portugal's imperial ambitions in Asian waters. The arrival of the Portuguese in Malabar intensified indigenous piracy.

To further question the effect of political organizations, the relation of piracy and trade must be explored. It is important to know that the maritime piracy did not arrive with violence in Asian waters. The Portuguese and the Indians were so interested and dependent in maritime affaires, that they received their essential supplies, as well as luxury goods[12].

In 1492, Spain under Ferdinand and Isabella seized control of the Iberian Peninsula from the Moors and sent them scurrying back across the Straits of Gibralter[13], affecting directly on the social and political life of North Africans. After the expulsion, piracy in the Mediterranean changed. "The new race of corsairs built bigger and faster vessels, supplementing oar with sail"[14]. Because of that and understanding that piracy was a part of the business, the payment system from pirate to countries has improved to give percentages to native rulers and thus guarantee protection for themselves.

In the 16th century, "the first great era of modern piracy"[15], the situation changed again when the Barbary corsairs had their bases in the northern African coast and the Christian corsairs were based in Malta. They used to attempt piracy in rowing boats to take sailors and passengers. If prisoners did not have enough money to pay a ransom after the attack, they were sold as slaves[16]. More than two centuries had to pass for the Barbary

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[12] *Ibid, 1281.*

[13] Gosse, Philipe, 1879-1959. The history of Piracy. Originally published: London; New York; Gongmans, Green, 1932. Manufactured in the United States of America. Dover Publications, Inc., 2007. p. 30.

[14] *Ibid*, 32.

[15] *Ibid*, 28.

[16] The Golden Age of Piracy. <https://www.rmg.co.uk/discover/explore/golden-age-piracy#:~:text=From%20the%2016th%20century%2C%20large,pirates%20found%20impossible%20to%20resist.&text

Corsairs to be eradicated. Only after the French conquest of North Africa in 1830, the land was free of them.

But they were not the only pirates at the time. In the 16th century, English, French and Dutch pirates, who had their bases in Europe, sailed to attack Spanish fleets in the eastern Atlantic Ocean. Spanish ships returning on this route were always loaded with gold, silver and commodities and products. When English pirates decided to explore the Americas, "Spain had claimed the sole right to establish colonies there and to trade with indigenous Americans"[17].

Moreover, near the 17th century, French and English pirates established their bases in the Caribbean. Between 16th and 17th century, the Caribbean Sea was a hunting ground for pirates who previously attacked Spanish ships, and now could choose a victim of different imperial nations. What caught the attention of pirates was when Spanish started sending the great treasures from the New World[18] to Europe. These pirates were called privateers and legitimated by their governments through "Letters of Marque"[19]. This means that during the "Golden Age of Piracy" (1690-1730), pirates used to receive "letters of marque" by the British crown that formally transformed them into privateers and the UK used privateering as the foundation for its gradual achievement of command of the sea.

=As%20Spanish%20settlers%20set%20up,too%20came%20under%20pirate%20attack.> accessed on 29 December 2020.

[17] Giulia Berlusconi. Piracy: History. Manuscript published in Beare M.E (Ed.) (2014). Encyclopedia of Transnational Crime and Justice (pp.301-303). London: SAGE Publications. History of piracy. Available from: https://www.researchgate.net/publication/295086441_History_of_piracy [accessed Dec 30 2020].

[18] New World: used for the majority of Earth's Western Hemisphere, specifically the Americas. From wikipedia < https://en.wikipedia.org/wiki/New_World> accessed 30 December 30 2020.

[19] Gosse, Philipe, 1879-1959. The history of Piracy. Originally published: London; New York; Gongmans, Green, 1932. Manufactured in the United States of America. Dover Publications, Inc., 2007. p. 467.

Because of that, piracy was legalized, and pirates started to attack the Spanish ships (which resulted in Spain's financial decline). After Spain was totally weakened, Britain and France offered to pardon their privateers, however, some of them continued practicing piracy. The British navy only managed to prevent piracy expeditions in the early 18th century.

In the early 19th century Spain authorized (by letters of marque) other corsairs to attack ships. Nevertheless, once again the British navies end piracy in the Caribbean in the beginning of this century.

[20] There is an interesting story about a pirate who was an English corsair that attacked and pillaged ships in France that at the time were at war against England. He is called Captain William Kidd. At the beginning of King William's war, Captain Kid was appointed by the governor of Barbados, Lord Bellamont, to command an official ship in the West Indies to go in search of pirates. In 1696, Kidd left Plymouth for New York and, arriving there, increased the crew to one hundred and fifty-five men. After that, he went towards Madera, supplying the ship with wines and other items that were said to be necessary, proceeding towards Bonavista, Cape Verde to get salt. Then he went to Madagascar where he met Captain Warren and accompanied him for 3 days. Arriving in Madagascar, 9 months after leaving Plymouth, he found no pirates. Arriving at Johanna, the ship needed some repairs and got money from some French citizens to buy materials to repair the ship.

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[20] Photo available at https://br.pinterest.com/pin/407857309995577858/?autologin=true.

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It was on Bab's Key (island located at the entrance to the Red Sea) that the desire to become a pirate started to light up in Kidd. He sent a boat out to shore and, upon their return, warned that 15 other ships would be leaving the shore. That was when, tired of failure, he fired at a Moorish ship. However, he responded to Kidd's attack, forcing him to leave, since he was not prepared it.

Some time later, Kidd landed in Cawar, where news of what had happened to the Moorish ship had already arrived, pointing to Kidd as the author of piracy. Kidd went on his journey with a French flag flying and also had a French crewman, who turned captain to command the longboat ordered to a Frenchman. Kidd took the cargo and sold it, feeling that it could lead to a bad result, since his men did not think of anything else but to attack the ships they saw.

Kidd denied his men to capture the Dutch ship that passed by, which led to arguments between Kidd and Moor, resulting in the death of Moor. After the ochroid, Kidd continued sailing and came across several ships, looting them all. Still, he took possession of a Portuguese ship and detained it for a week, looting what was on board and released the ship later.

On one of the islands of Malabar, Kidd got a four-hundred-ton Moorish ship that carried a rich cargo, called the Merchant's Fall, commanded by the English Wright. Kidd ordered Wright to lower his dinghy, giving him a prison sentence. Kidd sold all the cargo of the ship and gained about 10,000 pounds. The captain and the Queda Merchant ship headed for Madagascar and, arriving there, men belonging to the pirate ship Resolution surrendered to Kidd, believing that he was still carrying out the governor's orders. However, Kidd, who had also become a pirate, promised them friendship and all possible assistance.

For all these reasons, Kidd, who was an English privateer and attacked ships in France with the proclamation of the governor of England, began attacking ships that were not part of the agreement with the English government, losing the title of privateer and becoming a real pirate. As a result, he was arrested in the United States and sentenced to death in his own country.

O pirata Barba-Negra

[21] Another great story about pirates is situated in this same period. This is the story of a Pirate Edward Teach, better known as Blackbeard. Teach who was born in Bristol, sailed on private ships serving Jamaica during the last War against French. Teach had never arrived at a command post until he began his acts of piracy in late 1716 when Captain Benjamin Hornigold put him in charge of a sloop that he had captured. In 1717, Teach and Hornigold went from the Providence Island to American mainland and, in the middle of the route, they captured sloops from Havana and Bermuda. From captured sloop from Havana, they took 120 barrels of wheat flour. As for the Bermuda origin, they took gallons of wine. In addition, they seized a ship from the island of Madeira, carrying out lootings of considerable value. Upon returning to the West Indies, they captured a large ship from French Guinea, on which Teach took over as captain with Hornigold's assent.

Teach as captain of his ship equipped it with 40 cannons changing its name to Queen Ann's, Revenge. Teach captured another great ship, the Great Allen and the pirates ransacked many things from the ship and set it on fire after the entire crew disembarked.

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[21] Photo taken from the book *"Uma história dos Piratas".* Daniel Defoe (2008).

When they arrived at Turniff, they saw a ship that, when the crew of this ship saw the Blackbeard's flag flying, soon lowered its sails and surrendered to Captain Teach.

Teach continued to carry out attacks on other ships in order to take possession of them. When he had already captured all ships and prisoners, he needed medicine and demanded that the Provincial Government give him a box. They threatened to commit violence against prisoners, claiming that everyone would be murdered and heads sent to the governor if they did not supply the medicine.

The government granted the decision to Blackbeard to save the human lives present on the ships and prevent further calamities. After receiving the medicines, he freed the ships and prisoners. Teach later on went to North Carolina to present surrender to Governor Charles Eden, receiving the certificate of forgiveness.

In 1718, Blackbeard continued to carry out other ships, but this time only stealing the provisions, stocks and other items that he deemed necessary for consumption. That was when they issued a Proclamation offering a reward to anyone who helped to end the piracy. The operation was carried out under the command of tenant Maynard, who hoisted the king's flag towards Blackbeard. Shortly after the attack began, Teach's ship ran aground. Tenant Maynard shot Blackbeard and ordered Blackbeard's head to be pulled out and hung on the end of the bowsprit. The tenant sailed towards the James river in Virginia, where he came across the ship and Teach's head hanging down.

Divulgação/Wikimedia Commons

[22]Continuing with famous pirate stories, there was another one that served as pirate in the Atlantic and Indian Oceans in the mid 1690s. Called Avery, he was born in Devonshire, England. He served as the first mate of a merchant ship on several commercial voyages before the Ryswich Peace, an alliance between Spain, England and Netherland against France. Avery, for his part, was the first mate on the Duke's ship, commanded by Captain Gibson.

While they travelling to Madagascar, they did not capture any ships. However, when they reached the island, they found two anchored sloops. The men who owned these boats, upon seeing Avery, believed that it was someone to arrest them, doing their best to save themselves. Avery's men came to them to warn them that they were friends to join.

Heading towards the coast of Arabia, they saw a large ship that they thought was Dutch, returning from the East Indies. Avery fired his cannons only from a distance and left the men on board disappointed, waiting for more aggression. However, the ship that belonged to the Mongol fleet, surrendered when Avery's men invaded it.

When reports that the theft was carried out by the English reached the Mongol, threats were made warning that they would send an army to expel the British from the Indian coast. Then Avery and his men began to plan how they would arrive in America, with the intention of sharing the treasures they had stolen, in order to live freely, without being recognized and imprisoned. They arrived on the island of Providence and put the ship up

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[22] Photo available at https://super.abril.com.br/blog/superlistas/10-piratas-de-verdade-que-fizeram-historia/

for sale, for fear of reaching New England and being recognized for the theft they had committed. He sold it and soon after bought another sloop, stopping in several parts of America without being recognized.

Avery handed his wealth (such as diamonds acquired through theft) to local Bristol merchants in order to be able to sell without being investigated. He then changed his name and lived in Biddiford without attracting attention. However, his money had ran out and he had no news of the traders with his diamonds. The captain went to Bristol and discovered that merchants had stolen his diamonds, threatening to denounce him if he remained there. That was when Avery returned to Ireland and found his way back to Bristol to confront the trader, but on the way, he became ill and died, without his diamonds.

[23] Finally, the famous story of Mary Read, a pirate who lived most of her life disguised as a man. This story started when Mary Read's mother married a man who took sea voyages, and shortly after the wedding he left on a voyage leaving her with a young son. Due to her husband's absence, she had a relationship with another man and Mary was born of this man. However, the husband never returned and there was no husband to assume Mary's paternity. Seeing her belly grow, she left for another place so that no one could see and hide the shame she felt. With her departure, the boy died and also gave birth to Mary. After three years, her mother found herself in a precarious situation without unable to support her and

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[23] Photo available at https://en.wikipedia.org/wiki/Mary_Read#/media/File:Mary_Read.jpg.

asked for help from the mother of the husband of her son who had died, who had died, who was in a good financial condition.

Therefore, once the son had died, he dressed her as a boy to introduce his mother-in-law and she, in turn, offered to help. Later, she passed away and Mary's mother found herself in a precarious situation again, when Mary went to work with a French lady, staying as a message boy. Shortly thereafter, he wrote to serve on board a frigate. Afterwards, he enlisted as a cadet in an infantry regiment, in which he was not promoted. Until he fell in love with a partner and lived accompanying him even without authorization, which provided part of the troubled crew, since he was still dressed as a boy. Mary then told her partner her true gender.

Following to winter quarters, her partner bought women's clothes for her and they married, shocking all the officers. As a result, they decided to abandon military services and started living near the castle of Breda, where they set up a restaurant. Shortly after, her husband died and the Ryswick Peace ended the position of officers in Breda, interfering with the economics of Mary's restaurant.

Thereby, Mary again adopted men's clothing and headed for the West Indies. It happens that, on the way, English pirates captured the ship and as Mary was the only one with English nationality on board, they hijacked and kept her even after they let the ship go. Mary stopped at an island after the forgiveness granted to the pirates. However, the money ran out and upon learning that Captain Rogers was equipping privateers to attack the Spanish, she embarked to become a privateer. On board, the crew decided to return to their old piracy activity including Mary Read.

Later, Mary fell in love and married a man who was acquitted by the Court. Mary, on the other hand, went to trial and declared that she was always forced to become a pirate and that she was terrified of that activity. Crew members against her statement claimed that she was alone on the deck with Anne Bonny, when she would have aimed and fired her weapons, killing one crew member and wounding many others, very bravely, without any objection, and was then found guilty by the Court. Mary, who was pregnant and on the eve of giving birth, died in prison after having a violent fever.

Following the chronological analysis of classical piracy, after these period mentioned above, other dangerous piracy attacks was established in the Persian Gulf, because it was a principal passage for European trading ships, turning interesting to the pirates. These pirates who attacked vessels in this way, had their bases in the western coast of the Arabian Peninsula. Because of the increase of the pirate attacks on this area, in the early 19th century, organized expeditions were held against Arab pirates, supported by British navy, resulting in a large decline of piratical activities. As it has been shown, British and Americans have always tried to suppress piracy attacks around the world. However, even though it worked for a while, piracy attacks have increased again since 1980s.

3. Contemporary Maritime Piracy[24]

Modern piracy is "a transitional phenomenon, since it involves the ship owners, crew members, ports, and territorial waters of different states. However, it is a local problem

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[24] Of this theme to look the entire Henrique Portela Guedes book "*The world of Maritime Piracy: the last two decades*".

as well"[25]. To successfully implement piracy, pirates need a safe haven port on land, access to sea and a corruptible government. In Bangladesh, for example, pirates operate in ports run by corrupt officials, where they steal cargo from ships and resell it ashore. They also take the ship with the stolen cargo and sell it as scrap or register it with false documents. After this registration, they usually use them to practice criminal activities.

Since the 1980s, piracy has reemerged as an international problem that affect international shipping. This reemergence can be attributed to two main phenomena. First, "the end of the Cold War weakened the political control of states previously supported by the superpowers, which reduced states' ability to provide maritime security" and also "an increase in international business and trade as result of globalization"[26].

In the past, near its origins, piracy was recognized as acts of depredation and plundering of coastal villages and towns, it was widespread and considered an honorable way to earn a living.

Now, piracy attacks happen regularly far from the coast and now is not only an act of piracy as it was in the past, where it referred to those who attacked another at sea. It became something different from one era to another. Nowadays, in the Southeast Asia pirates use to attack ships in its territorial waters. The attacks on West African coast and in South America are recognized by use of violence against person. In Somalia waters, piracy is an organized crime organization because they often use the government, and poor

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[25] Giulia Berlusconi. Piracy: History. Manuscript published in Beare M.E (Ed.) (2014). Encyclopedia of Transnational Crime and Justice (pp.301-303). London: SAGE Publications. History of piracy. Available from: https://www.researchgate.net/publication/295086441_History_of_piracy [accessed Dec 30 2020].

[26] Daxecker, Ursula E., and Brandon C. Prins. (2013) The New Barbary Wars: Forecasting Maritime Piracy. Foreign Policy Analysis, doi: 10.1111/fpa.12014. pp. 3.

people, without prospect in order to make their own money, join this illegal activity. They hijack vessels, they kidnap ship owner, and they attack with violence just to earn money.

The growth of attacks since the end of the 20th century is due to the constant increase in international trade and an increase in available trade routes. At the beginning of the 21st century, 90% of world trade used maritime routes for economic benefits. With the increase in the transit of ships on maritime routes, the number of ports has also grown as has the circulation of goods and merchandise, drawing the attention of pirates in areas that had less patrolling and maritime security.

Because of that, the most affected countries by contemporary maritime piracy are in Eastern Africa, which includes offshore Somalia, the Gulf of Aden and the areas of Eastern of Somalia, West Africa, such as Niger Delta and the Gulf of Guinea, South China Seas, waters around Indonesia, Malacca Straits, as well as the Caribbean and South America[27].

In the last decade of the twentieth century and into the first years of the twenty-first century, Southeast Asia was the most affected area by this cativity. Since 2005, after they implanted some measures to suppress the attacks, it decreased significantly. Because of that, Somalia and Nigeria, in the Horn of Africa leads the world in piracy and acts of maritime robbery.

Research shows that the majority of goods are transported by sea. However, the Straits of Malacca and Singapore account for a quarter to a third of maritime trade, due to

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[27] Kraska, James. Contemporary maritime piracy: international law, strategy, and diplomacy at sea. Foreword by Brian Wilson. pp. 1.

the fact that most of the oil passes through this area en route to China, Korea and Japan, making it a preferred target of piracy.

3.1. In Southeast Asia

One of the main threats to maritime security in Southeast Asia is piracy. In these waters there are at least three main types of attacks on ships, which are thefts of ports and anchorage, ransacking and robbery of vessels on the high seas or the territorial waters and hijacking of vessels[28].

In fact, some attacks on ships is not piracy, but armed robbery against ships. It is important to shown the difference to understand the limits the types of cooperative measure that can be taken to increase the safety of sea routes and combat attacks against ships.

Piracy is classified in article 101 of UNCLOS as:

"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;

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[28] Peter Chalk (1998) Contemporary maritime piracy in Southeast Asia, Studies in Conflict & Terrorism, 21:1, 87-112. Peter Chalk (1998) Contemporary maritime piracy in Southeast Asia, Studies in Conflict & Terrorism, 21:1, 87-112.

(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 of inciting or of intentionally facilitating an act described in subparagraph (a) or (b)".

While Armed Robbery is definied by IMO Resolution A.1025 (26) as:

"Armed robbery agains ships means any of the following acts:

1. any illegal act of violence or detention or any act of depredation, or threat thereof, other than an act of piracy, commited for private ends and directed against a ship or against persons or proporty on board such a ship, within a State's internal waters, archipelagic waters and territorial sea;

2. any act of inciting or of intentionally facilitating and act described above".

Thus as classified by UNCLOS, while piracy is an attack on ships on the high seas[29] or in the exclusive economic zones[30] of states, the armed robbery against ships are

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[29] UNCLOS, Article 101.

[30] UNCLOS, Article 58 (2).

"attacks occur in maritime zones under the sovereignty of the coastal state"[31], as defined by International Maritime Organization (IMO).

Piracy has been present in the waters of Southeast Asia for more than 2.000 years. However, in the last decade of the twentieth century and into the first years of the twenty-first century, incidents of maritime piracy in this area have increased significantly[32].

Actually, the number of reported piracy incidents in Southeast Asia started to increase in the end of the Cold War, when the number of attacks increased from 3 in 1989 to 60 in 1990, as well as to 102 in 1991, that is, it increased in more than 300% in 3 years.

Table 1
Reported piracy incidents in Southeast Asia

Year	Number of reported attacks	Percentage of global total
1989	03	N/A
1990	60	N/A
1991	102	95
1992	69	65
1993	75	73
1994	62	69
1995	99	58
1996	99	57
1997 (Jan–Mar)	22	64

IMB Regional Piracy Centre, Kuala Lumpur.

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[31] Douglas Guilfoyle (ed), Modern Piracy. Legal challenges and responses. Edward Elgar, Cheltenham (2013). xvi, 354 pp. 14.
[32] Young, Adam J. Contemporary maritime piracy in Southeast Asia: history, causes and remedies. 2007. pp. 2.

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However, between 1998 and 2004, a significant increase in attacks on ships, ingluenced in the Asian Economic Crisis in 1997 and the instability in Indonesian government in 1998, which ended with the independence movement in the Indonesian province of Aceh, forcing many people living in the coastal areas to turn to piracy to supplement their incomes.

According to the Annual Report of the International Maritime Bureau (IMB)[33], in 2000, the largest number of attacks on ships in the world was recorded in the waters of Southeast Asia. Just in the Malacca Straits there were 75 attacks reported in 2000, making Indonesia waters the most dangerous in the world.

In 2001, after increased piracy in the Malacca Strait, to demonstrate that common means of transport can be used to carry out large-scale attacks against economically important targets, Al Qaeda launched its attack on the Twin Towers in New York, making maritime security a high priority at the IMO.

After that, in Southeast Asia, it was highlighted how insecure the maritime domain was. As a result, hypotheses began to emerge that pirates in the region would cooperate with regional or international terrorist groups in order to carry out a devastating attack on ships.

As described, there are different types of piracy. However, the most serious form of piracy resides in Malacca Strait since 2001, that takes the form of kidnapping. The armed pirates take over the vessel and kidnap senior crew members while awaiting rescue

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[33] ICC IMB, Piracy and Armed Robbery Against Ships Annual Report 1 January–31 December 2000.

negotiations. Most of the time, after the payment by their employers, the kidnapped crew members are released unharmed.

In 2004, new mechanisms to cooperate to suppress attacks on ships were implemented by Malaya, Singapore and Indonesia (MALSINDO) and the IMO adopted measures to enhance the security of ships and ports, forcing the states to adopt it. At the 92nd[34] session in June 2004 and the 93rd[35] session in October 2004, the IMO Council and the IMO Secretariat concerned with the safety of vital shipping lanes, giving special attention to the Straits of Malacca and Singapore[36].

To suppress the attacks on ships, Malaya established a new Maritime Enforcement Agency which have a similar function to a coast guard and Indonesia received help from Japan and United States to patrol boats and radars stations. Besides that, they also took measures to cooperate to decline the attacks such as improvement of the maritime patrol system in Strait of Malacca where each state takes care of its own waters. After that, air patrols in the strait, called "Eyes in the Sky" where necessary, and these arrangements where formalized by the chiefs of Defense of these three states. But that is not all. Indonesia and Singapore, since 2005, have complete information in order to improve surveillance and security at the Singapore Strait border.

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[34] IMO, Council – 92nd session <https://www.imo.org/en/MediaCentre/MeetingSummaries/Pages/MSC-92nd-session.aspx> accessed 23 December 2020.

[35] IMO, Council – 93rd session < https://www.rina.org.uk/hres/c93dsummdecisions.pdf> accessed in 23 December 2020.

[36] Douglas Guilfoyle (ed), Modern Piracy. Legal challenges and responses. Edward Elgar, Cheltenham (2013). xvi, 354 pp. 19.

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As a result of these measures, attacks on ships decreased significantly between 2005 and 2008 in Southeast Asia. An example of this is reported by 2008 Annual Report of the IMB that compares 2003 with 121 attacks to 28 incidents in 2008[37].

In fact, attacks on ships in Southeast Asia became a serious problem from 1998 to 2003 until the states took hard measures to suppress the attacks on ships. Piracy still exists nowadays, however, not all attacks are reported to IMB, making it difficult to know exactly the quantity of attacks exist.

According to IMB Annual Report of 2019[38], Southeast Asia reported 12 incidents in Singapore Straits and 25 in Indonesia. As it shown below, until 2015 and 2020 the attacks further decreased.

	Location	2015	2016	2017	2018	2019
S E ASIA	Indonesia	108	49	43	36	25
	Malacca Straits	5				
	Malaysia	13	7	7	11	11
	Philippines	11	10	22	10	5
	Singapore Straits	9	2	4	3	12
	Thailand	1				

Table 1: Locations of ACTUAL and ATTEMPTED attacks, January – December 2015-2019[39]

37 ICC, IMB <https://www.rk-marine-kiel.de/files/piraterie/imb/IMB_Piracy_Report_2008.pdf> accessed 23 December 2020.

38 IMB Annual Report of 2019 < https://www.sail-world.com/news/225693/2019-Annual-IMB-Piracy-Report#:~:text=In%202019%2C%20IMB's%20Piracy%20Reporting,to%20the%20latest%20IMB%20figures.> accessed 23 December 2020.

39 ICC, IMB Annual Reports < https://www.icc-ccs.org/reports/2019_Annual_Piracy_Report.pdf> accessed on 1 January 2021.

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	Location	2016	2017	2018	2019	2020
SE ASIA	Indonesia	24	19	25	11	15
	Malaysia	4	3	2	3	2
	Philippines	3	13	3	3	4
	Singapore Straits		1			11
	Thailand					1

Table 1: Locations of ACTUAL and ATTEMPTED indicents January – June 2016-2020

Between 2010 and 2019, the total attacks in Southeast Asia accounting for 39,8% of total pirate attacks in the world[40]. According to the International Chamber of Commerce's International Maritime Bureau's reports 162 incidents of piracy and armed robbery against ships in 2019 compared to 201 for 2018.

Over the past few decades, maritime stakeholders have made great efforts to curb pirate attacks. However, there are still a large number of attacks and hijackings taking place at sea. It is important to understand that in order to guarantee efficiency of maritime transport, safety and maritime protection are priorities, being necessary to identify the influencing factors and carry out a rational forecast in order to avoid attacks.

The analytical model of the Bayesian Network (BN) is based on collecting pirate attacks from the Piracy and Armed Robbery database of the Global Integrated Shipping Information System (GISIS) reported by the IMO; analyze characteristics of the pirate attacks that occurred in Southeast Asia and identification of the influencing factors and, finally, the development and validation of the proposed model for preventing pirate attacks

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[40] Meizhi Jiang, Jing Lu. The analysis of maritime piracy occured in Southeast Asia by using Bayesian network. College of Transportation engineering, Dallan Maritime University, Dallan, China.

in order to identify the most important influencing factors and risk prediction[41]. Therefore, this analysis can prevent attacks due to the discovery of the probability that a ship will be attacked or hijacked by pirates.

3.2. In the Horn of Africa

3.2.1. Somalia

Somalia is located in the Horn of Africa, near the passage of the Gulf of Aden, the Arabian Sea and the western Indian Ocean. The maritime transit in the Gulf of Aden is more than 20% of the world's shipments and 80% of Europe's maritime trade[42]. In Somalia coast, the main factors leading to piracy acts are the increased trade, the finiancial crisis, Somalia without a central government since 1991 when started the Civil War, weakness of coastal security to prevent pirate attacks. Piracy in Somali is as a business activities strategy, the ransom business and the hijacking's intention is only to gain money. How Mohamed H Yusuf has explained in his article, this business activities:

"is chained together and started from the big towns where Somali elites are found toward the pirates hubs even toward the remote villages where elderly and clan

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[41] Meizhi Jiang, Jing Lu. The analysis of maritime piracy occured in Southeast Asia by using Bayesian network. College of Transportation engineering, Dallan Maritime University, Dallan, China.

[42] Afyare A. Elmi, Ladan Affi, W. Andy Knight & Said Mohamed (2015) Piracy in the Horn of Africa Waters: Definitions, History, and Modern Causes, African Security, 8:3, 147-165.

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leaders are based. Most supplies such as the foods, waters fuel and even the narcotic leats (Qat) are relies chain of supplied by the elites, elders and others who are indirectly involved the piracy, until it reaches the areas where hostages are kept until being paid money from their heads and the ships"[43].

Then, pirates are sent to earn money and give it to their leaders. A curious thing is that the most of hired pirates from elite are young men without job and security in their home.

It is important to know that one of the factors that explain the numerous piracy incidents that have increased over the years, began with the loss of fishing resources that affects the economy and food of coastal communities[44]. Although, fishing has never been a large part of the Somalia economy. The greatest economic damage to local fisheries dependent communities resulted just from the 2004 tsunami.

However, the real case of the emerged of Somalia Piracy began for the last two or three decades when Somalia did not have any central administration to secure its "borders including maritime safety and the safety of its resources and people"[45].

A type of piracy emerged after the collapse of the Barre regime in 1991 that developed during the decade that calling itself "coast guard", which, according to the UN, were aimed at attacking vessels that illegally fished and those that dumped toxic substances

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[43] Mohamed H Yusef. Article: The Sea Piracy: Trend, Myth & the Reality for the Somali modern day of Piracy in Horn of Africa.

[44] Fadón, Fernando Fernández. Piratería en Somalia: "mares falidos" y consideraciones de la historia marítima. 2009.

[45] Mohamed H Yusef. Article: The Sea Piracy: Trend, Myth & the Reality for the Somali modern day of Piracy in Horn of Africa. p. 33.

in coastal waters[46]. After Mohamed Barre was outside in 1991, the Somalia disintegrated into warring clans, however, they did not manage to unite the country. Because of that, Ethiopia invaded Somalia in December 2006 in order to end the power of Union of Islamic Courts (UIC), accusing it of ties to Al Qaeda, when a Transitional Government was installed[47].

Thus, as they did not have a government in control, they caused foreign ships from Europe and Asia to sail into Somali's unprotected coastal waters, "intimidating and harassing the smaller Somali fishing boats and even stealing their nets"[48].

According to Marchal "pirates are seen as genuine nationalists who fight the looting of national assets and fine foreign vessels recurrently accused of depriving Somalis of their national wealth"[49]. That is, Somalis clearly see Somalia as a victim of continued foreign intervention and exploitation.

There was an increased attack of piracy in Somalia in 2003-2004 after they rise of an efficient business model, a collapse in government and policing in Putland (the place where Somalia's piracy is based), and a shift towards the use of mother ships[50].

Somalia has the longest coast on the african mainland and is located in a strategic area that connects the world, which makes it difficult to deal with andd patrol, due

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[46] ONU (2006/229), Informe del Grupo de Supervisión para Somalia en cumplimiento de la Resolución 1630 (2005) del Consejo de Seguridad S/2006/229, Nueva York. p. 26.

[47] Somali pirates began as volunteer coast guard <https://www.peoplesworld.org/article/somali-pirates-began-as-volunteer-coast-guard/>

[48] *Ibid*.

[49] Roland Marchal, 'Somali Piracy: The Local Contexts of an International Obsession' (2011). pp. 38.

[50] Douglas Guilfoyle (ed), Modern Piracy. Legal challenges and responses. Edward Elgar, Cheltenham (2013). xvi, 354 p. 38.

to the entire area being open, to protect international Maritimes from pricay in Somalia has not been easy.

An important factor that improved piracy was the emerged of a new piracy cartel in Hobyo-Harardhere area. This cartel was established by Mohamed ABdi Hassan "Afweyne"[51] who set up an efficient and profit-oriented piracy company recruiting the best pirates for his group.

In 2008, the government of Putland stopped paying its police, generating a new collapse without enabling condition with any capacity to suppress piracy, making the Somalia sea as huge dangerous area. The pirates' tactics to capture larges merchant vessels is hijack fishing vessels and redeploy these as mother ships and when these ships are in their possession, they can use it as a mother ship, not only to be able to carry out various attacks but also with greater range and resistance as well as the capacity to ride out bad weather[52]. Because of that, pirates can do attacks beyond 1800nm of Somali coast, called "ballon effect".

During the ransom negotiation, pirates often accept less than expected and may have a problem with their investors/creditors. It happens that, due to the increase in ship transits in the Gulf of Aden with more security implementation, they are less prone to pirates and, therefore, those who do not take precautions as security measures generally also do not have comprehensive insurance and, because of that, pirates are forced to settle for the lowest sums.

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[51] He is a Somali entrepeneur, diplomat and pirate leader who founded the Hobyo-Harardhere Piracy Network in 2005.

[52] Douglas Guilfoyle (ed), Modern Piracy. Legal challenges and responses. Edward Elgar, Cheltenham (2013). xvi, 354 p. 39/40.

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Hansen list at least three basic models of structure behind the Somali piracy industry, that is:

> "the first one involves a responsible group structure within which an investor functions as leader, carrying all costs, but also taking most of the ransom";
> "the second one has a shareholder structure in which the pirates themselves invest to meet the current running expenses of the group"; and
> "the third one and last one has a shareholder structure in which a leader gathers shares from local investors and hires a crew (often on commision"[53].

The latter model of structure behind the Somali piracy industry, in order to receive part of the ransom paid in the event of a successful hijacking, ordinary Somalis could make modest contributions in cash or weapons to specifical pirate attack.

According to Sarah "piracy decreases when food imports become more expensive, creating alternative business opportunities in the agricultural sector"[54], making piracy as a criminal organizations[55].

In fact, an organized crime is too difficult to control. The states, aparentaly, have no influence on whether the control will be sucessful or not, even with their strength, capacity or centralisation. This happens because governments and criminal organizations can exist

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[53] Stig Jarle Hansen, "Piracy in the greater Gulf of Aden: Myths, Misconception and Remedies", Norwegian Institute for Urban and Regional Research (2009) ("NIBR Report") pp. 35.

[54] Sarah Percy & Anja Shortland (2013) The Business of Piracy in Somalia, Journal of Strategic Studies, 36:4, p. 553.

[55] Criminal Organization: "Organizations that have durability, hierarchy and involvement in a multiplicity of criminal activities".

when a activity minimizes violence and provides governmental functions [56]. As a consequence, it will be similarly difficult to control the Somali piracy's due to it is resemblance as organized crime.

As explained by Ehrhart and Petretto:

"Somalia is a source of various threats endangering not only its closest neighbors but also international peace and security: Despite the plight of its inhabitants of which many again and again had to flee civil war, violence, and famine, it has seen the rising of the Islamist insurgent group Al Shabaab with close links to Al Qaida as well as the thriving of organized crime. While trafficking in drugs, persons, and weapons have been established branches for a long time, maritime piracy has been added as profitable business model in the new millennium. Within a few years, it has become a million-dollar business which evoked unprecedented activities of a multitude of actors in the maritime sphere and beyond"[57].

This means, if the government and the international community helped the Somali people to build a government to manage their security, including coast guards, piracy in Somalia can be stopped at no extra cost to the people.

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[56] Sarah Percy & Anja Shortland (2013) The Business of Piracy in Somalia, Journal of Strategic Studies, 36:4, p. 559.

[57] Hans-Georg Ehrhart & Kerstin Petretto (2014) Stabilizing Somalia: can the EU's comprehensive approach work?, European Security, 23:2, 179-194, p. 179/180.

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According to the Annual Report from IMB, "from 1 January to 30 June 2020, no incidents were reported to the IMB PRC for Somalia and the Gulf of Aden"[58]. To apprehend pirate action groups, the international navies are patrolling these waters and recommended to adhere to the BMP 5 (Best Management Practices to Deter Piracy and Enhance Maritime Security in the Red Sea, Gulf of Aden, Indian Ocean and Arabian Sea) while transiting these waters. Also, actions and cooperation between the Indonesian Marine Police and the IMB has result in a decrease of attacks on ship in these waters as reported by ships.

3.2.2. Nigeria

The contemporary maritime piracy attacks in Africa concentrate in Nigeria and Somalia. According to the International Maritime Bureau (IMB), while Somalia was the most dangerous country in the world, Nigeria was right behind since 2008. Just this year, 2020, there were 14 attacks between January and June. From these 14 incidents, 6 ships were boarded, 4 attempted and 4 fired upon. There was an attack to a tanker 196 nautical miles southwest of Bayelsa, Nigeria with eight pirates armed with machine guns. They kidnapped the crew member, which after a full month were released to safety. Another recently attack was on 8 September 2020, in Lagos, Nigeria where "armed pirates attacked a refrigerated cargo ship underway"[59]. According to IMB Annual Report which compares the attacks

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[58] ICC – IMB Piracy and Armed Robbery Ships Report – Second Quarted 2020 < https://www.icc-ccs.org/reports/2020_Q2_IMB_Piracy_Report.pdf> accessed on 1 January 2021.

[59] ICC,International Maritime Bureau https://iccwbo.org/media-wall/news-speeches/imb-piracy-report-2020/#:~:text=ICC%20International%20Maritime%20Bureau%20(IMB,in%20the%20Gulf%20of%20Guinea.&text=Two%20fishing%20vessels%20were%20hijacked%2C%20both%20in%20the%20Gulf%20of%20Guinea. [Accessed 30 Dec 2020].

between 2016 and 2020, Nigeria became the most dangerous area to transiting. There are a lot of attacks in its waters since 2016, more than Somalia which used to be the most dangerous area.

Location	2016	2017	2018	2019	2020
AFRICA Angola	1	1			4
Benin			5	1	6
Cameroon			2	1	
Democratic Rep. of Congo	2		1	1	
Equatorial Guinea				2	2
Gabon					2
Ghana			5	3	1
Guinea			1	1	1
Gulf of Aden*	1	2	1		
Ivory Coast	1	1		1	2
Kenya	2	1			
Liberia				1	
Morocco				1	
Mozambique		1		1	3
Nigeria	24	13	31	21	14
Red Sea*		1			
Sao Tome and Principe					1
Sierra Leone		4			
Somalia		4	1		
South Africa	1				
The Congo	1	1			1
Togo	1		1	3	1

Table 1: Location of ACTUAL and ATTEMPTED incidents January – June 2016-2020[60]

In the beginning, pirates attacked vessels used to pass between the sea and the river, near places like the Cawthorne Channel near Bonny. There was a legacy of the slave

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[60] Table 1 available on https://www.icc-ccs.org/reports/2020_Q2_IMB_Piracy_Report.pdf

trade that the war canoes levied *comey* (traditional duties) during the colonial times and these duties served to maintain the monopoly of foreign trade in order to tax Europeans who tried to reach the backlands markets[61]. Some of attacks have been undertaken by the Movement for the Emancipation of the Niger Delta (MEND), but they still qualify as piracy because the aim is to raise funds.

In the 1990s, coastal communities attacked boats that passed on and ad hoc basis, without much organuzation. Unlike the smuggles who operated the execution of Oran and all types of traffic, including weapons and refined oil, these pirates were thieves from the sea. They stayed close to the coast, stole what interested them and shared with their relatives in the nearby villages. However, the vessels were not seized, and the crew was not kidnapped for ransom, being assessed as theft, which still occurs around Lagos anchorage nowadays having no relation to the Niger Delta militants. Because of these attacks, Nigeria suffered an economic, social and environmental crisis. As a consequence of pollution from oil-production, decimated local fisheries and farmland. Also, gas flaring has caused chronic respiratory problems.

It is crucial to know that the piracy attacks increased after the Civil War, but that, not all pirate attacks in this area are politically motivated. There are other reasons that lead to these attacks such ass massive unemployment and the lack of meaningful economic opportunities that have drawn young people to practice maritime criminal activities[62]. In Somalia, pirates are generally young unemplyed men who pirate for wealth, as they have

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[61] Marc-Antoine Pérouse de Montclos (2012) Maritime Piracy in Nigeria: Old Wine in New Bottles?, Studies in Conflict & Terrorism, 35:7-8, 531-541.

[62] Donna Nincic (2009) Maritime piracy in Africa: The humanitarian dimension, African Security Studies, 18:3, 1-16. p. 7.

no job opportunities. Because of that, they practice kidnapping in order to obtain ransom as a profitable business to make money and be rich.

Given that Nigeria accounts for more than 60% of the maritime traffic in the West African sub-region, piracy is prevalent in this area, increasing shipping costs to destinations in Nigeria and the Gulf of Guinea. For this reason, ship insurance premiums tend to be more costly when vessels are sent to these areas. The reality is that with a government unable to act, piracy can increase more and more, making it attractive for pirates to acquire their wealth, since they have no government incentives with economic opportunities, coming to resort to maritime crime.

4. Conclusion

As discussed in this essay, the perception of pirates by states has gradually changed over the years and, nowadays, as pirates are seen as civilian criminals, they are theoretically subject to criminal prosecution which differs from when they were previously seen as combatants, these who were subject to lethal military operations. In other words, when assigning pirates as combatants, they have no right to due process, but are allowed the right to use lethal force against what they consider their enemies. Nevertheless, pirates assigned as criminals are entitled to due process of law, as they are designated as civilians.

How it was shown, there were several problems that contributed to increase the attack and as Armando Marques Guedes clarified in his preface "this growth of illegal open sea activities organized so as to capture and plunder people, good, commodities, and ships, was fostered by the growing economic and demographic imbalances which made

themselves felt in a world tainted by ever more marked asymmetries"[63]. This asymmetry also refers to politics, since, there are many coastal states with no governmental interest. It is important to keep in mind that to combat piracy it is necessary to understand the cause, be it human, political, economic.

Piracy has still been a danger to international seas since before Christ. Nowadays, navies are at the center of the international effort to combat piracy, trying to protect vital shipping lanes, arrestings suspect pirates, collecting evidence and when there is a suspect, they transfer it to the countries they will prosecute. However, the business model of contemporary piracy that clearly seeks financial gain rather than political power, making the international law sees pirates as civilian criminals.

In Southeast Asia, in its turn, countries established measures to suppress the pirate attacks which are coast guard and help to patrol boats and radar stations. Not only that, they also took measures to cooperate in order to decline the attacks such as improvement of the maritime patrol system in Strait of Malacca where each state takes care of its own waters as well as the BN model trying to prevent attacks through analysis. As a result of these measures, attacks on ships have declined significantly.

On the other hand, according to Roger Middleton[64], a specialist in the Horn of Africa, suppressing piracy is important for peace and opportunity, along with an advanced and well-known police and judicial force. However, many countries ignore piracy due to the lack of government stability, which does not help in suppressing piracy, quite the contrary,

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[63] Henrique Peyroteo Portela Guedes. The world of maritime piracy: the last two decades. Colares: Edições Revista de Marinha, imp. 2014. Pp. VI.

[64] Roger Middleton, Piracy in Somalia: Threatening Global Trade, Feeding Local Wars (London: Chatham House, 2008), p. 12.

it further encourages the poor population even more and without opportunities to earn money and share with its population. The opinion of former US Navy officer James Wombwell says that "if you eliminate the shore havens or modify the political conditions that make piracy possible, then piracy will die out. If those pillars remain intact, then no amount of naval patrols are going to fully suppress piracy" [65]. Consequently, as it was shown, piracy has decreased a lot in some Horn of Africa countries, despite a spike on the recent decades.

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[65] James A. Wombwell, The Long War against Piracy: Historical Trends (Fort Leavenworth, Kan.: Combat Studies Institute Press, 2010), 110. Available at: www.dtic.mil/cgi-bin/GetTRDoc?AD=ADA522959&Location=U2&doc =GetTRDoc.pdf.

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