

African Union

Intermediate Committee

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### Topic 1: Combatting Piracy and Stabilizing Coastal Countries in the Horn of Africa

#### **Introduction**

In past years, the horn of Africa saw piracy at an all-time low in the last decade. From 2016-2022, only thirteen attacks were recorded, and zero of them successful after March of 2017. This led to the removal of the Indian Ocean's 'high risk' status by the International Shipping Commission (ICS). However, in recent years, a spike in attacks, hijackings, and other forms of piracy have had significant impacts on ships, countries, and the entirety of the horn of Africa. While military and governments of the region have taken measures to combat piracy, there still remains the need to stabilize coastal nations impacting and being affected by the issue.

#### **Definitions:**

1. Piracy: Any violent action, including robbery, committed outside the normal jurisdiction of a nation or state, either on the seas or in the air.
2. Hijack: Attackers boarding and taking control of a ship against the crew's will.
3. Boarding: A successful attack in which pirates enter a ship but do not take control.
4. Ransom: The release of a prisoner in exchange for payment as demanded by the pirates.

#### **History**

Nicholas A. Jackson, Cartographer  
Geographical Cartography Program  
Library of Congress, Washington, DC  
Source: CIA, US, and UN Dept. of  
State. Major Shipping Routes are the  
reference only.  
Postland Boundaries are approximate

To Cape of Good Hope,  
Atlantic Ocean

Victoria  
Seychelles  
Islands

tion of piracy, which was seen as a

due to the large ransom put on these

attributed to the increase in piracy in

region has had major economic and social impacts. Increased security measures implemented on ships traveling through bodies of water around the horn of Africa (including the Gulf of Aden, Red Sea, and Indian Ocean) has made it much more expensive to export items through this area. With this, the disruption of trade caused by pirates has resulted in a decline in profitability from trade, additionally impacting economies around the world. Furthermore, humanitarian issues have raised, including the treatment of prisoners onboard these hijacked ships.

On a global scale, nations around the world have joined the fight against piracy, attempting to combat it through naval patrols, best management practices (BMP), and implementing legislation to control the issue through the legal system. In particular, Somalia has adopted multiple resolutions to fight these robberies at sea. However, as piracy remains an ongoing and escalating problem, more work needs to be done to stabilize Somalia and other coastal countries in the region to end these attacks once and for all.

### **Questions to Consider:**

1. How might rescue missions be more or less impactful than paying ransom when attempting to solve piracy in the short term?
2. Should coastal countries be responsible for their own territorial waters?
3. Do foreign countries have the right to occupy Somali waters? If so, to what extent?
4. How could stabilizing coastal countries in the horn of Africa be a primary contributor to addressing piracy in the long run?
5. Should legal punishment be stricter for those convicted of piracy?

## Topic 2: Protecting Trade Routes

### **Introduction**

With the implementation of new plans by the African Union, the continent of Africa could become a global trade and economic powerhouse in the near future. With the envisionment of Agenda 2063 set to be the main driver of these changes, it plans to achieve its goals in a 50-year period. The agenda calls for a turn away from focusing on issues such as the struggle against apartheid and political independence and diverts its attention to developing the continent socially and economically. However, the African Union cannot solely rely on Agenda 2063 to increase profitable opportunity throughout the region. The AU must consider other solutions, such as the BIAT Action Plan, as well as look at other steps, including enhanced infrastructure, to ensure that trade routes throughout Africa are efficient and secure.

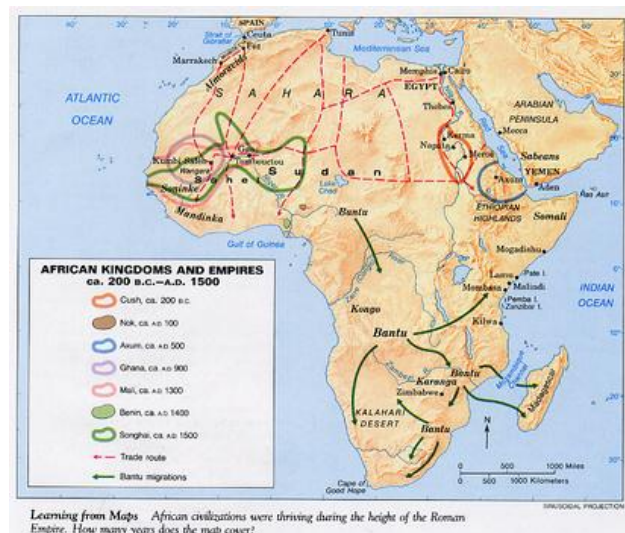
### **Definitions:**

1. Agenda 2063: A plan set to transform Africa through the prioritization of economic and social development, inclusivity, peace, and security.
  - a. This new agenda was created in place of Africa's previous agenda, which highlighted combating segregation and political issues.
2. Apartheid: A policy that encouraged racial segregation and discrimination against nonwhites in South Africa

3. BIAT - Boosting Intra-African Trade: An action plan divided into seven divisions, each working towards the common goal of enhancing its trade position from a global perspective.

## History

Trade has always been a prominent part of Africa. At its core, the majority of trade stemmed from the Trans-Saharan trade networks from 1200 - 1450, which was influenced by multiple factors that still impact trade to this day. From technological advances to major urban/trading centers, and even the establishment of well-marked trade routes. Centuries later, and trade is still a lifestyle



for many living in Africa. As trade continued, so did the economic growth of many countries in the region. In 1996, the average increase in real GDP across Africa was recorded at 5%, the highest it has been since the 1970's. However, numerous countries were skeptical about opening their economies to the wider world, with many African nations implementing tariffs, import bans, and more.

## Current Situation

In the past decade, trade has seen a new light in Africa, with many factors to its modern-day success. Governments have begun to change regulations, such as reducing tariffs to aid in increasing the effectiveness of the BIAT Action Plan. Countries have also developed new

infrastructure, adding more efficiency to these trade routes. Moreover, technological advancements have made it much easier to produce and export goods, but with new payment systems comes more comfort from clients looking to engage with new markets, especially if the requirements for Agenda 2063 are to be met. But there are still many obstacles that need to be tackled before Africa can be the next remunerative trading hub. The expensive cost of trade has led to remote areas facing inequality in contrast to closer and more inland areas. Not only that, but although infrastructure is improving in Africa, it is not being done at a fast rate. A large reason for this is the \$22 billion being paid annually by African countries in debt repayments, which in turn diverts money away from being used to build better roads and ports.

**Questions to Consider:**

1. Do laws and legislation created in the past carry any significance to the current situation?
2. Does Agenda 2063 allow for the most efficient solution to increasing economic stability in Africa?
3. Should more plans, aside from Agenda 2063 and BIAT, be implemented by the African Union?
4. Are debt repayments and other financial reasons the only cause for slow development and growth of Africa's economy?
5. How might equality throughout the continent play a role in ensuring efficient and secure trade routes?

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