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THE ROLE PALYED BY INTERNATIONAL MARITIME ORGANIZATION IN COMBATING MARITIME PIRACY

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INTRODUCTION

The Latin word pirata comes from transire, a transeundo mare, which meant a maritime knight, admiral, or commander at sea. The term "pirata" means "to attempt" or "to attack." The Greek term "peirato" refers to semi-sovereignty, reflecting the ancient debate over whether piracy was a form of naval warfare or simply a maritime crime. Pirata is the origin of many modern English words, including the prefix per, meaning "to try" or "to risk." The terms "peril," "experience," "expert," "empire," and, of course, "pirate" are all derived from the Latin original. Piracy, like the term "Viking," refers to a seafaring way of life based on maritime violence[1].

The modern understanding of maritime piracy can be traced back to ancient Greece and Rome, the Baltic and North Atlantic, modern and medieval Europe, the Islamic world, the littoral waters of Asia-Pacific, and the "golden age" of Caribbean piracy.

The International Maritime Organization (IMO) plays an important role in preventing piracy by establishing international legal frameworks, coordinating security measures, and encouraging international collaboration. The IMO, a specialized United Nations organization's agency is in charge of maritime security and safety, has led the charge in attempts to keep the world's waterways safe for travel.

The International Maritime Organization (IMO) was founded in 1958, there are currently 176 member nations. It is in charge of establishing International marine laws, guaranteeing maritime safety, avoiding pollution, and boosting world security. Combating dangers like armed robbery and piracy at sea is one of the IMO's main duties. It has developed regulations, facilitated information sharing, and improved law enforcement capacities in high-risk locations throughout the years in collaboration with governments, regional organizations,

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[1] James Kraska, *Contemporary Maritime Piracy: International law, Strategy, and Diplomacy at Sea* (PRAEGER, Library of Congress Cataloging-in-Publication, USA,2011)

and players from the corporate sector.

The majority of maritime risks involve several countries, and the global response to piracy has also led to "whole of world" initiatives at the International Maritime Organization (IMO) and the United Nations (UN) to improve operational anti-piracy cooperation.

This article highlights the Importance of International Maritime Organization (IMO) to combat maritime piracy at a particular dimension, either global or regional, and their need at various scales and geographical locations. These features include the number of pirates, the kinds of weapons used by the pirates, and the distance traveled from the shoreline to the site of the pirate incident. This study also suggests actions to enhance maritime security and lower pirate incidences from the viewpoints of shipping firms and the reduction of such incidents.

PIRACY

The International Maritime Organization (IMO), a specialized agency of the United Nations (UN), which has made most of the efforts to solve the arising maritime problem especially Piracy. IMO has identified 5,667 piracy attacks towards international shipping since 1984. In 2009, the London-based international organization received 406 incidents involving piracy and armed robbery against ships, increasing by 106 or 24.6 percent from 2008. Similarly, the International Maritime Bureau (IMB), an industry organization that tracks piracy attempts and a branch of the International Chamber of Commerce, claims that there were almost three thousand attempted or successful maritime piracy attacks globally between 2000 and 2009. According to data from the International Maritime Organization (IMO), there were 297 successful or attempted acts of armed robbery and piracy against ships in 2012, a decrease of 142 from 2011[2].

The South China Sea and East Africa were the regions most impacted in 2010 and 2011, then West Africa (mainly the Gulf of Guinea) and the Indian Ocean. Incidences off the East African coast rose from 172 in 2010 to 223 in 2011, reaching the same level as in 2009 (222 incidents), indicating Somalia's status as a hotbed of piracy. However, there were only 49 attacks of piracy off the coast of Somalia in 2012[3].

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[2] IMO Doc. MSC.4/Circ.180, *Reports on Acts of Piracy and Armed Robbery against Ships*, Annual Report, 2011, Mar. 1, 2012 and Int'l Maritime Bureau 2012 Annual Report.
[3] IMO Doc. MSC. 4/Circ. 180, para. 6.

In the past, maritime piracy was defined as almost any kind of violence or robbery carried out at sea[4].The majority of residents of coastal towns along the Adriatic, Black, and Mediterranean seas engaged in what is commonly referred to as "piracy," either on purpose or as a kind of self-defense. Even non-piracy-related towns frequently voluntarily gave the sea raiders food or safe havens, trading with them either out of religious, tribal, or familial benevolence or even just for the sake of business. The definition of piracy varies and has evolved throughout time.

CURRENT TRENDS AND HOTSPOT OF PIRACY

Crimes carried out at sea have severe consequences and can be more hazardous because there aren't any single judicial authority and it can take several weeks or months to save ships or seafarers owing to the complex legal procedures that must be followed.

Marine crimes jeopardize the safety and security of nations whose people rely on marine resources for a living. However, maritime crimes have a global impact. Some examples include smuggling drugs and dealing with human traffickers. Maritime crimes have a significant impact on developing nations. It has the potential to disrupt their economies and governments' operations. Analyzing and studying maritime crime hotspots around the world, such as Somalia in regards to maritime piracy, is critical for developing realistic and practical strategies for eliminating the crime at its source.

Over the ages, piracy, an eternal menace to maritime trade, has constantly changed how it operates. But the fundamental goal is still the same, even though modern pirates have access to modern arms and technology, their methods still frequently entail boarding ships, stealing goods or cargo, or holding crew members hostage for ransom. Piracy is a serious threat to seafarers since it is based on violence and intimidation, regardless of the time period.

Although the Red Sea has gained attention recently due to an increase in piracy, attacks on commercial routes in this area date back hundreds of years. By 2010, Somali pirates have spread from the Somali coast into the southern Red Sea, posing the most contemporary threat since the early 2000s. International counter-piracy measures caused their activities to diminish over the next ten years, but recent occurrences suggest a troubling return.

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[4] Philip de Souza, "Piracy in the Graeco-Roman World" 2–3 (1999)

This rising threat of piracy is caused by a number of factors:

I. The end of the UN Security Council's anti-piracy mission in Somali waters in December 2022 may have boosted pirate activity.

II. The ongoing conflict in Yemen, which began in 2015, has caused instability in the region. Pirate organizations may be able to operate with less opposition as a result of this instability.

III. Attacks on ships thought to be backing Israel have apparently been carried out directly by the Houthis, a Yemeni rebel organization, since November 2023, most likely in solidarity with the Palestinian struggle.

IV. Furthermore, the Houthis may use ransom demands and hijackings as a means of generating revenue to support their military effort. According to reports, the Houthis launched around 40 strikes against vessels between October 2023 and March 2024. Three men tragically lost their lives as a result of these attacks, and one ship was captured and another was sunk.

CONSEQUENCE OF PIRACY ON GLOBAL TRADE AND MARITIME SECURITY

Today's global economy depends heavily on the marine lines of communication. The IMO claims that the "most cost-effective, fuel-efficient, carbon friendly, and fastest way" to carry big loads of cargo around the globe is by sea. Thus, it should come as no surprise that more than two-thirds of petroleum and almost 90% of global trade are carried out by water[5].

According to a 2010 United Nations Conference on Trade and Development (UNCTAD) report, the world economy benefited from the operations of more than 50,000 commercial ships, such as bulk carriers, cargo ships, and oil tankers, to the tune of nearly $380 billion[6]. The network of maritime transportation is enormous in scope. Only 5% of the 230 million trips made by 15 million shipping containers annually are inspected, despite the fact that the majority are checked. In many nations, the maritime transportation network and the

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[5] Int'l Maritime Org., IMO's Contribution to Sustainable Maritime Development, International Maritime Organization, *available at* www.imo.org. (Visited on January 25, 2026)

[6] The top 20 flag States with the greatest tonnage under registry include: Panama, Liberia, Marshall Islands, Hong Kong (China), Bahamas, Singapore, Greece, Malta, China, Cyprus, Italy, United Kingdom, Japan, Germany, Norway, South Korea, Isle of Man, Denmark, Antigua & Barbuda, and Bermuda. The ten largest container shipping companies in the world are based in Denmark, Switzerland, France, Taiwan, Germany, Singapore, South Korea/Germany, China and Japan. Shipping and World Trade: Key Facts, *available at:* http://www.marisec.org/shippingfacts/worldtrade/volume-world-trade-sea.php. (Visited on January 25, 2026)

ashore infrastructure that supports it provide a substantial source of employment and revenue. Over 1.2 million individuals work directly for the shipping sector as port and seafaring employees worldwide.

As the backbone of globalization, maritime transportation effectively transports vast amounts of freight across borders and continents, lifting hundreds of millions of employed individuals out of poverty. Economic growth and the preservation of law and order on land depend on the establishment and upkeep of maritime security and order. However, the global marine transportation system is plagued by regulatory gaps, regional and local instability, ongoing security breaches, and widespread corruption. According to the Organization for Economic Cooperation and Development (OECD), marine transportation is a complex system with thousands of intermediaries and vessels registered in multiple countries. Some vessel owners use complex corporate registration practices to conceal their identities[7].

STRUCTURE OF IMO

"Safe, secure, and efficient shipping on clean oceans."

— The Mission Statement of IMO

The administrative structures of the IMO are composed of an assembly that represents the member states and a council selected by these members every two years. The council serves as the executive body and carries out all the duties of the assembly during its recess. Additionally, the council has the duty of appointing the organization's secretary-general.

Moreover, there are multiple committees and sub-committees tasked with different areas of maritime regulation. The marine safety committee, for instance, is tasked with establishing navigation, design, and transportation regulations to minimize dangers on the seas. Issues regarding pollution are dealt with by the Marine Environmental Protection Committee, while matters concerning maritime law fall under the purview of the legal committee.

The Organization is composed of an Assembly, a Council, and five key Committees, including the Maritime Safety Committee; the Legal Committee; the Marine Environment Protection Committee; the Facilitation Committee, the Technical Cooperation Committee, and

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[7] James Castonguay, International Shipping: Globalization in Crisis, Witness (online magazine), Vision Project Inc., *available at:* http://www.visionproject.org/images/img_magazine/pdfs/international_shipping.pdf. (Visited on January 25, 2026)

several Sub-Committees assist the work of the primary technical committees[8].

Assembly

This is the organization's supreme governing body. It is composed of all Member States and convenes in regular sessions every two years, but can also hold extraordinary sessions if needed. It is the Assembly that approves the work programme, votes on the budget and determines the Organization's financial arrangements. The Council is also elected by the Assembly.

Council

The Assembly elects the Council for two-year terms that start after every single regular session of the Assembly. The Council acts as the Executive Organ of IMO and is tasked with overseeing the Organization's operations under the Assembly's authority. During the intervals between Assembly sessions, the Council carries out all of the Assembly's functions except for the task of advising states on maritime safety and pollution prevention, which Article 15(j) of the IMO Convention specifically assigns to the Assembly.

PURPOSE AND POWERS OF IMO

International shipping carries about 80% of the world's trade to individuals and communities worldwide. For the majority of products, shipping is the most economical and efficient way to move them over international borders. It offers a reliable, affordable way to move things throughout the world, promoting trade and fostering prosperity among peoples and nations. The regulatory framework created and upheld by the IMO provides the safe, secure, and effective international maritime sector that the world depends on.

In order to maintain the safety, environmental soundness, energy efficiency, and security of this crucial industry, IMO regulations address every facet of international shipping, including ship design, building, equipment, staffing, operation, and disposal[9].

Purpose of IMO

Promoting efficient, safe, and secure transportation while preserving the maritime

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[8] Structure of IMO, International Maritime Organization, *available at,* https://www.imo.org/en/About/Pages/Structure.aspx (Visited on January 25, 2026)
[9] Introduction to IMO, *available at:* Introduction to IMO (Visited on April. 3, 2025)

environment is the IMO's purpose. Any program aimed at achieving long-term, sustainable economic growth must include shipping. The shipping industry, civic society, and the Organization's Member States are already collaborating through IMO to guarantee a sustained and enhanced contribution to a green economy and sustainable growth. One of the IMO's top goals for the upcoming years is the advancement of sustainable shipping and marine development.

IMO'S FUNCTION AND MANDATE

The IMO has a worldwide mandate as the UN system's specialized organization for maritime issues. The Organization now has 175 independent states as members. The Convention on the International Maritime Organization, which was ratified at the United Nations Maritime Conference in Geneva on March 6, 1948, created the predecessor organization, the International Maritime Consultative Organization[10]. All member states are allowed to participate in the IMO, which is a consensus-based organization. The organization's power to create ocean governance regimes is outlined in Article 1 of the IMO Convention.

Although the IMO is only specifically referenced in Article 2 of UNCLOS, the treaty has multiple additional clauses that relate to a "competent international organization" that has the power to establish new guidelines and standards for international shipping. Although UNCLOS is a significant component of ocean law and policy as an "Umbrella Convention," many of its provisions for marine safety and security are vast or even aspirational in nature, necessitating the creation of additional regulations by follow-on accords and implementing laws. The main tool for creating more precise or comprehensive operational regulations than those found in UNCLOS is the IMO. States can use the roadmap provided by the IMO Convention's contracting governments and later maritime security treaties to help guarantee that ships flying their flag, as well as ports and port facilities beneath their control, are safe from both natural and man-made dangers.

In order to carry out its mandate, the IMO may collaborate with governments and non-governmental organizations according to Articles 60 to 62 of IMO Convention. To develop and influence international maritime security law, the IMO employs two strategies. States may first

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[10] The original name of the organization was the "Inter-Governmental Maritime Consultative Organization," but it was changed to "International Maritime Organization" by IMO Doc. A.358(IX), Amendments to the IMO Convention, Nov. 14, 1975 and IMO Doc. A.371(X), Correction of Assembly Resolution A.588(X), Nov. 9, 1977.

approve resolutions and recommendations made by the IMO Assembly and IMO committees, including the IMO Marine Environment Protection Committee (MEPC), IMO Legal Committee (LEC), and IMO Maritime Safety Committee (MSC). Second, the IMO assists in negotiations of treaties that are enforceable against parties by law. National laws that implement IMO recommendations can be enforced with binding effect on foreign ships through reciprocal recognition. National laws may also make IMO decisions containing technical codes obligatory.

ROLE OF IMO IN DEVELOPING INTERNATIONAL MARITIME LAWS AND POLICY

The best means of enhancing maritime safety is widely acknowledged to be the establishment of international regulations adhered to by all shipping nations, and starting in the mid-19th century, several such treaties were enacted. Various nations suggested the creation of a permanent international organization to enhance maritime safety promotion, but these aspirations were only fulfilled with the founding of the United Nations. An international conference held in Geneva in 1948 adopted a convention that formally established the IMO (initially called the Inter-Governmental Maritime Consultative Organization, or IMCO, until its name was changed to IMO in 1982)[11].

IMO's initial task involved adopting a new Iteration of the International Convention for the Safety of Life at Sea (SOLAS), which is the most significant treaty concerning maritime safety. This was accomplished in 1960, after which the IMO focused on issues like facilitating international maritime traffic, establishing load lines, and regulating the transport of hazardous materials. Additionally, the method for calculating ship tonnage was updated.

During the 2000s, attention was given to maritime security, culminating in the implementation of a new all-encompassing security framework for international shipping in July 2004. This included the International Ship and Port Facility Security (ISPS) Code, which was made compulsory through amendments to SOLAS that were adopted in 2002.

In 2005, the IMO adopted amendments to the Convention for the Suppression of

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[11] Brief History of IMO, International Maritime Organization, *available at,* https://www.imo.org/en/About/HistoryOfIMO/Pages/Default.aspx#:~:text=%22The%20mission%20of%20the%20International,their%20universal%20and%20uniform%20application.%22 (Visited on January 25, 2026)

Unlawful Acts (SUA) Against the Safety of Maritime Navigation, 1988, and its related Protocol (the 2005 SUA Protocols). These amendments introduced provisions allowing a State Party to board a ship flying another State Party's flag when there are reasonable grounds to suspect that the ship or someone on board is involved in an offense under the Convention.

Implementation of IMO instruments, changes and amendments have been adopted due to technological advancements and/or lessons learned from accidents. Four Pillars of International Maritime Organization The primary aim is to enhance the safety and operation of ships, as well as the wellbeing of those on board. Furthermore, the aim of the IMO is to safeguard the marine environment from pollution and unintentional harm resulting from everyday activities.

REGIONAL COOPERATION

The IMO played a key role in creating the framework for cooperation between the coastal nations of the South China Sea, Singapore, and the Straits of Malacca, which was extremely effective in nearly eliminating piracy in what was once the world's most important hotspot in piracy.

The effectiveness of the regional anti-piracy and armed robbery agreement and the associated operations in the Straits of Malacca and Singapore, to which IMO has provided and continues to provide assistance throughout the development and implementation processes, shows that regional cooperation among States is crucial to addressing the issue of piracy and armed robbery against ships.

The IMO aims to replicate the successful and cohesive regional cooperation structure of the Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia (RECAAP), which was signed by 16 Asian countries in November 2004 and went into effect in September 2006. The RECAAP Information Sharing Centre (ISC) facilitates the sharing of information related to piracy and armed robbery.

Piracy and armed robbery at sea in the Gulf of Guinea in West Africa, as well as the larger Western Indian Ocean, have received special attention in recent years. Ships are advised to exercise caution when traveling through those areas, even though there has been recent progress in eliminating piracy, armed robbery, and other illegal maritime activities. This is

because the threat of piracy is not "eliminated," especially given the increasingly precarious situation ashore in Somalia.

The first regional government-to-government pact to strengthen and encourage cooperation against armed robbery and piracy in south-east Asia was the Regional Cooperation agreement on Combating Piracy and Armed Robbery against Ships in Asia (ReCAAP). Many of the beneficial lessons learnt from ReCAAP, which went into effect in 2006, are now included in the Djibouti Code of Conduct. This code offers a framework for information exchange, national law review, training, and capacity development in the Somali piracy-affected region[12].

DEVELOPMENT OF BEST MANAGEMENT PRACTICE (BMP)

International navies, capacity building on land, and Best Management Practices (BMP) tailored to piracy have all contributed to its suppression. Somali piracy, however, has not been eliminated and is still a danger.

This publication's BMP reduces the danger of piracy and other threats to marine security. Other concerns to maritime security brought about by regional instability include: Extremist organizations' deliberate targeting of ships and; Collateral damage from regional war. Although BMP piracy protections work well, other types of mitigation may be necessary due to variations in attack tactics from other threats. For instance, since they could be prepared to put their lives at danger, radicals may launch more determined attacks.

Attacks on ships can happen suddenly or without much notice. Both visual and radar lookouts that are effective will contribute to early detection. Typically, armed pirates wait until they are quite near to the ship, for example: within two cables before they are opening fire. Make use of any extra time, no matter how little, to initiate any preparations and precautions. This will let the attackers know that they have been spotted, the ship is ready, and they will be prevented if they try to board[13].

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[12] ReCAAP ISC PIRACY AND SEA ROBBERY CONFERENCE 2012, *available at:* ReCAAP ISC PIRACY AND SEA ROBBERY CONFERENCE 2012 (Visited on January 25, 2026)

[13] BIMCO, ICS, et.al., *BMP5 Best Management Practices to Deter Piracy and Enhance Maritime Security in the Red Sea, Gulf of Aden, Indian Ocean and Arabian Sea,* p.no 23-31, Witherby Publishing Group Ltd, Scotland, UK, June 2018.

IMPLEMENTATION OF INTERNATIONAL SHIP AND PORT FACILITY SECURITY (ISPS) CODE

The International Code for the Security of Ships and of Port Facilities, which was created in the wake of the 9/11 terrorist attacks on the United States, is the most comprehensive maritime security tool in decades[14].ISPS Code is the abbreviated name. The most extensive attempt to formalize a global marine security culture is the ISPS Code[15]. In December 2002, the Code was included in significant revisions to the 1974 International Convention for the Safety of Life at Sea (SOLAS 74).

The Code, which was approved by the Assembly and IMO member states, integrates global marine safety and security norms. States' parties are required to set security levels in accordance with the Code's chapter XI-2 and Part A regulations when it went into effect in July 2004[16].Typically, the Administration for each nation handles flag state duties, which include ensuring that ships adhere to the appropriate requirements of Part A and Chapter XI-2 of the ISPS Code. Therefore, International Ship Security Certificates and Ship Security Plans are authorized by the Flag State Administration[17].Governments are also in charge of deciding which of its port facilities need to have a Port Facility Security Officer (PFSO) assigned to them, as well as Port Facility Security assessments completed and Plans approved (PFSP)[18].

The 1974 SOLAS Convention is one of the historic agreements that formed the international system of ocean governance, along with UNCLOS. For ships traveling internationally, the SOLAS Convention lays forth the main rules for ship and port security. An "international voyage" is defined as a journey from a nation to which a port outside of that nation is subject to the SOLAS Convention[19].

The main tool for ship safety and security is the SOLAS Convention (International Convention for Safety of Life at Sea), which is the most substantial of the several dozens of

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[14] Resolutions of the Conference of Contracting Governments to the International Convention for the Safety of Life at Sea 1974, adopted Dec. 12, 2002, Conference resolution 2, Annex: International Code for the Security of Ships and of Port Facilities [Hereinafter ISPS Code].

[15] Thomas A. Mensah, The Place of the ISPS Code in the Legal International Regime for the Security of International Shipping, 3 WMU. J. Maritime Aff. 17 (2004).

[16] ISPS Code, para. A/7.1.

[17] Id., at paras. A/7.2 and B/1.6.

[18] Id. at para. B/1.6.

[19] SOLAS Chapter I "General provisions."

international treaties and accords that have been negotiated at IMO. Through its many modifications, SOLAS now includes provisions affecting ship construction, equipment, crew, and operations. SOLAS created an international framework for collaboration between Flag State Administrations and the port and shipping sectors to implement preventive security measures to safeguard international trade with the inclusion of the ISPS Code[20].Detailed guidelines for the effective gathering and sharing of security-related data were established, along with roles and duties for both public and private players[21].

ROLE OF IMO IN COORDINATING AND COOPERATION ON PIRACY

The IMO passed Resolution A.545(13) on November 17, 1983, with the goal of stopping armed robbery and piracy at sea. Article 15(j) of the IMO Convention, which addresses the Assembly's duties in respect to creating marine safety legislation, was highlighted in the Resolution. Member States were asked to take "all measures necessary to avoid or mitigate acts of piracy and armed robbery toward ships in or adjacent to their waters...." as a "matter of the highest priority."[22] In order to better determine the frequency of the threat, the IMO Assembly also requested for the first time that States notify the organization of armed robberies and incidents of piracy.

The IMO's Maritime Safety Committee published circular 443 in 1986, which addressed steps to stop illegal activities against shipboard passengers and staff[23]. The circular covered passenger ships traveling for 24 hours or longer as well as the port infrastructure supporting those ships. In 1991, a few years later, the IMO once more asked states to report all instances of maritime piracy "promptly and in detail." Additionally, States were asked to coordinate their efforts to combat armed robbers and pirates "functioning in areas either inside or adjacent to their waters."[24]

The IMO has also issued a resolution urging governments to suggest "precautionary measures for the avoidance" of pirate attacks as well as "procedures to be followed if they

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[20] ISPS Code, para. A/1.2.1.

[21] Id., at para. A/1.2.2 and 3.

[22] IMO Doc. A13/Res.545, Feb. 29, 1984 and IMO Doc. Resolution A.545(13), Nov. 17,1983.

[23] IMO Doc. MSC/Circ.443, *Measures to Prevent Unlawful Acts against Passengers and Crew on Board Ships,* Sept. 26, 1986, para. 3.3.

[24] IMO Doc. Res. A.638.17, *Prevention and Suppression of Piracy and Armed Robbery against Ships*, Nov. 6, 1991, para. 6.

occur." Flag States should make sure that ships flying their flags notify the closest Rescue Coordination Center (RCC), which is often used to coordinate Search And Rescue (SAR), as soon as they become aware of maritime pirate assaults. Governments were also advised to make sure the RCCs were connected to local security forces "to warn shipping in the immediate area of the attack and to allow for the implementation of contingency plans."[25]

The resolution encourages governments to use every resource at their disposal to gather proof that a ship that was once registered under the flag of another state has been removed or that permission to transfer the ship has been acquired from that state's registry. A ship that has never been registered before shouldn't be registered unless enough proof of its non-registration has been obtained. In order to prevent a ship from flying the flags of two or more states at the same time, governments should confirm a ship's identification before registering it. This includes checking the ship's other records and, if applicable, the IMO Ship Identification Number[26].

CONCLUSION

Through my article, I conclude in the following way:

Global economic stability, marine security, and international trade are all seriously threatened by the ongoing menace of piracy. Modern piracy has evolved from ancient customs and it is today very organized, especially in areas like the Gulf of Guinea, the Strait of Malacca, and the Gulf of Aden. The economic impacts on the transportation are caused by costs associated with ransom payments, cargo losses, increased insurance premiums, and enhanced security measures. These factors all cause delays, rerouting, and extra operating costs in global supply chains. While regional accords like the Djibouti Code of Conduct and ReCAAP improve collaboration through information sharing and coordinated action, international frameworks like UNCLOS and IMO also offer legal procedures and universal authority to combat piracy. In order to combat piracy in the Strait of Malacca, Singapore and Indonesia must necessarily should take part and become the member of IMO in order to defer piracy in the hotspot regions. However, obstacles to enforcement include issues with jurisdiction, the prosecution of pirates, and moral dilemmas surrounding ransom payments.

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[25] IMO Doc. A.738(18), *Measures to Prevent and Suppress Piracy and Armed Robbery against Ships*, Nov. 4, 1993, reprinted A 18/Res.738, Nov. 17, 1993.

[26] IMO Doc. A.923(22), *Measures to Prevent the Registration of "Phantom Ships*, Nov. 29, 2001, reprinted A 22/Res. 923, Jan. 22, 2002.

In my article, the IMO can neither carry out nor enforce any policies whereas it can only adopt the policies. During the month of January 2016, the IMO conducted a program to monitor that whether the maritime regulations were properly complied or not. Most of the nations have not complied with the policies enacted by the IMO. However, if a State does not implement the IMO's policies, there are no recourse options. Rather, the IMO offers commentary and recommendations about a nation's present performance. Even though IMO has taken lots of measures to combat but it is not easy to eradicate from the bottom line because pirates were supported by the people on the shore and they are also benefitting from the piracy. Pirates were taken care by the people of the coastal states in the way of providing food, shelter etc. Since the livelihood of the people living in the coastal states is fully supported by the pirates and they have no option to survive and the pirates have taken this as an advantage so that the people living in the coastal states are accepting this support of the pirates. IMO has to take steps to increase awareness amongst the people of the coastal states about the illegalities of the pirates and to make way for their livelihood in order to eradicate piracy from the bottom line.