



IHSANTRAIN'25

23-24-25 MAY 2025

UNODC

study guide

BOARD MEMBERS:

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Table of Contents

1. Letter from the co-chairs
2. Introduction to the United Nations Office on Drugs and Crime (UNODC)
3. Agends Item: Combating the rise of human trafficking through maritime routes and strengthening international cooperation in coastal security
 - a. Challenges in combating human trafficking via maritime routes
 - b. Strategies in combating human trafficking via maritime routes
 - c. Case studies and best practices
 - d. Recommendations and policy solutions
 - e. Questions to consider
4. References and Further Reading

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Letter from the Secretary-General

Welcome to Ihsantrain 2025!

I'm beyond excited to finally say those words. Ihsantrain 2025 is here, and trust me, this is going to be so much more than your average MUN conference.

This year, we're building something special: a space where bold ideas matter, where voices rise (respectfully, of course), and where the energy in each committee room will remind you why you joined MUN in the first place. Whether you're here to debate global policy, challenge perspectives, or just nervously step into your first session ever you belong here.

MUN is where I found my confidence, my people, and a surprising amount of late-night work sessions. I hope Ihsantrain 2025 gives you the same energy. Let this be the weekend you surprise yourself, where you speak up even when you're unsure, and where you find not just fellow delegates but lifelong friends.

So bring your passion, your curiosity, and yes your best fits (we all know the MUN fashion obsession is real). This conference is yours to shape.

On behalf of the entire team, I'm so glad you're here. Get ready to question, to grow, and to have an unforgettable time. And don't forget to balance the scales, bring your best arguments and your best vibes.

See you in committee!

With excitement and a lot of admiration,

Leen Almasri

Secretary-General

Ihsantrain 2025

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I. Letter from the Co-Chairs

Esteemed Delegates,

It is with immense pleasure and a profound sense of responsibility that we, **Eren Salih** and **Abdulmalik Mahmoud**, welcome you to the United Nations Office on Drugs and Crime (UNODC) committee at IHSANTRAIN'25. We are honored to serve as your Co-Chairs for what promises to be a stimulating and impactful series of discussions centered on the critical agenda item: **“Combating the Rise of Human Trafficking Through Maritime Routes and Strengthening International Cooperation in Coastal Security.”**

Human trafficking, a heinous crime that tramples upon fundamental human rights and dignity, has found an insidious ally in the vast and often unpoliced expanses of our world's oceans. Maritime routes, with their inherent complexities and jurisdictional challenges, are increasingly exploited by sophisticated criminal networks to perpetrate this modern form of slavery. The victims, often among the most vulnerable populations, endure unimaginable suffering, and the

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illicit profits generated fuel further criminal enterprises, destabilizing regions and undermining global security. The urgency of addressing this multifaceted threat cannot be overstated.

This committee session provides a crucial platform for us, as representatives of the international community, to delve deep into the nuances of this challenge. Our collective task is not merely to understand the problem but to forge tangible, innovative, and cooperative solutions. We will explore the existing legal frameworks, identify gaps in enforcement, examine the operational challenges faced by member states, and champion strategies that enhance coastal security, dismantle trafficking networks, and, most importantly, protect and support the victims of these egregious crimes.

Our Vision for this Committee: We envision a committee characterized by rigorous debate, thoughtful analysis, and a spirit of constructive collaboration. We encourage you to approach the discussions with an open mind, a willingness to engage with diverse perspectives, and a commitment to

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finding common ground. The complexity of human trafficking via maritime routes demands a multi-pronged approach, integrating law enforcement, victim protection, socio-economic development, and robust international partnerships.

Key Expectations for Delegates: To ensure a productive and fruitful session, we kindly request that you:

- **Thoroughly Research Your Assigned Country's Position:** Understand your nation's policies, challenges, and contributions related to maritime security, human trafficking, and international cooperation. Familiarize yourselves with relevant national legislation and any bilateral or multilateral agreements your country is party to.
- **Familiarize Yourself with International Law and UNODC's Role:** Develop a strong understanding of key international instruments, such as the UN Convention against Transnational Organized Crime (UNTOC) and its Protocol to Prevent, Suppress and Punish Trafficking in Persons (Palermo Protocol),

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as well as the UN Convention on the Law of the Sea (UNCLOS). Understand the mandate and ongoing efforts of UNODC, particularly its Global Maritime Crime Programme.

- **Engage in Substantive Debate:** Come prepared to articulate your country's views clearly and persuasively, supported by evidence and well-reasoned arguments. Be ready to respond to questions and challenge ideas respectfully.
- **Collaborate Towards Consensus:** While representing your national interests, remember that our ultimate goal is to develop comprehensive resolutions that command broad support. Seek opportunities for compromise and work towards building consensus on effective solutions.
- **Propose Innovative and Actionable Solutions:** Think creatively and propose practical, forward-looking solutions that address both the symptoms and root causes of maritime human trafficking. Consider the roles of

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IHSANTRAIN'25

23-24-25 MAY 2025



technology, public-private partnerships, and capacity-building initiatives.

This study guide is intended to provide a foundational understanding of the topic and to stimulate your research and preparation. We encourage you to delve deeper into the resources provided and to explore additional relevant materials.

We are genuinely excited to embark on this important endeavor with you. Your dedication, insights, and collaborative spirit will be instrumental in shaping meaningful outcomes. We look forward to meeting you all and to a highly productive and engaging committee session at IHSANTRAIN'25.

Respectfully,

**Eren Salih, Co-Chair Abdulmalik Mahmoud, Co-Chair UNODC Committee,
IHSANTRAIN'25**

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II. Introduction to the United Nations Office on Drugs and Crime (UNODC)

The **United Nations Office on Drugs and Crime (UNODC)** stands as the global leader in the fight against illicit drugs and international crime. Established in 1997 through a merger of the United Nations Drug Control Programme and the Centre for International Crime Prevention, UNODC operates in all regions of the world through an extensive network of field offices. Its mandate is comprehensive, addressing the interconnected issues of drug control, crime prevention, and criminal justice, with a significant focus on combating transnational organized crime, corruption, terrorism, and the trafficking of persons and illicit goods.

Historical Context and Mandate: The creation of UNODC consolidated the UN's efforts to address the multifaceted challenges posed by the global drug problem and the escalating threat of transnational crime. Its work is guided by a wide array of

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international treaties, conventions, and UN General Assembly resolutions. Key among these are the three main international drug control conventions, the United Nations Convention against Transnational Organized Crime (UNTOC) and its three supplementary Protocols (on Trafficking in Persons, Smuggling of Migrants, and Illicit Manufacturing of and Trafficking in Firearms), the United Nations Convention against Corruption (UNCAC), and the universal instruments against terrorism.

UNODC's core functions can be summarized as follows:

- **Normative Work:** Assisting States in the ratification and implementation of international treaties, and in the development of domestic legislation on drugs, crime, corruption, and terrorism.
- **Research and Analysis:** Collecting, analyzing, and disseminating information and data on the global drug and crime situation to enhance understanding and inform policy responses. UNODC produces flagship publications like the

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World Drug Report and the Global Report on Trafficking in Persons.

- **Technical Assistance and Capacity Building:** Providing tailored technical cooperation and advisory services to Member States to strengthen their institutional and operational capacities to prevent and counter illicit drugs, crime, corruption, and terrorism. This includes training for law enforcement officials, prosecutors, and judges; support for forensic services; and assistance in developing national drug control and crime prevention strategies.

UNODC and the Fight Against Human Trafficking via Maritime Routes: Within its broad mandate, UNODC plays a pivotal role in the international response to human trafficking, particularly as it manifests through maritime routes. The **Protocol to Prevent, Suppress and Punish Trafficking in Persons, Especially Women and Children (Palermo Protocol)**, supplementing UNTOC, is the primary international legal instrument addressing human trafficking.

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UNODC serves as the guardian of this Protocol and works tirelessly to promote its universal adherence and effective implementation.

For the specific agenda of our committee, “**Combating the Rise of Human Trafficking Through Maritime Routes and Strengthening International Cooperation in Coastal Security**,” UNODC’s expertise and programs are directly relevant:

- **Global Maritime Crime Programme (GMCP):** This flagship UNODC initiative is at the forefront of efforts to counter all forms of maritime crime, including piracy, drug smuggling, and human trafficking. The GMCP provides extensive capacity-building support to Member States, particularly in regions heavily affected by maritime crime, such as the Horn of Africa, the Gulf of Guinea, and Southeast Asia. This support includes training for coast guards, maritime police, and judicial authorities; provision of equipment; and fostering regional cooperation and information sharing.
- **Strengthening Legal Frameworks:** UNODC assists countries in reviewing and strengthening their national laws to effectively criminalize human

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trafficking and related offenses committed at sea, ensuring alignment with international standards.

- **Victim Protection and Support:** While focusing on the criminal justice response, UNODC also emphasizes a victim-centered approach, promoting measures to identify, protect, and support victims of trafficking, in line with the Palermo Protocol.
- **International Cooperation:** UNODC facilitates international cooperation in criminal matters, including mutual legal assistance and extradition, which are crucial for dismantling transnational trafficking networks that operate across maritime borders.

The Committee's Role at IHSANTRAIN'25: Our committee at **IHSANTRAIN'25** will delve into the complexities of how criminal organizations exploit maritime vulnerabilities for human trafficking. We will examine the challenges faced by states in detecting, interdicting, and prosecuting these crimes, and in protecting the victims. Building upon the work and mandate of UNODC, our discussions will aim to

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develop concrete, actionable recommendations to strengthen international cooperation, enhance coastal security measures, improve legal responses, and ensure that victims receive the protection and assistance they desperately need. Your engagement will be crucial in formulating innovative strategies to address this grave violation of human rights and threat to global security.

Main international human trafficking routes



Source: UNODC

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III. Agenda Item: Combating the Rise of Human Trafficking Through Maritime Routes and Strengthening International Cooperation in Coastal Security

Introduction to the Agenda

Human trafficking, a grave violation of human rights and a pernicious form of modern slavery, represents a significant challenge to global security and human dignity. Defined by the Palermo Protocol as the recruitment, transportation, transfer, harbouring or receipt of persons, by means of threat or use of force or other forms of coercion, of abduction, of fraud, of deception, of the abuse of power or of a position of vulnerability or of the giving or receiving of payments or benefits to achieve the consent of a person having control over another person, for the purpose of exploitation, this crime preys on the vulnerable and generates billions in illicit profits for criminal networks. Exploitation includes, at a minimum, the exploitation of the prostitution of others or other

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forms of sexual exploitation, forced labour or services, slavery or practices similar to slavery, servitude or the removal of organs.

The maritime domain, with its vastness, complex jurisdictional frameworks, and inherent difficulties in surveillance and enforcement, has increasingly become a favoured operational sphere for human traffickers. The rise of human trafficking through sea routes is not a monolithic phenomenon; it manifests in diverse forms, from the large-scale smuggling of migrants who subsequently become victims of trafficking in the Mediterranean, to the insidious exploitation of fishers in the global seafood industry, and the clandestine movement of individuals for sexual exploitation across maritime borders. The anonymity afforded by the seas, coupled with often inadequate coastal security in many regions, provides traffickers with a perceived low-risk, high-reward environment.

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This committee is tasked with addressing the alarming trend of “Combating the Rise of Human Trafficking Through Maritime Routes and Strengthening International Cooperation in Coastal Security.” This agenda item calls for a comprehensive examination of the drivers and enablers of maritime trafficking, the vulnerabilities exploited by criminal networks, the impact on victims and states, and the efficacy of current national, regional, and international responses. Crucially, it demands a forward-looking approach to bolstering international cooperation, enhancing the capacity of states to secure their coastlines, protect victims, and bring perpetrators to justice.

Historical Context and Evolution: While the exploitation of individuals at sea is not new— historical parallels can be drawn with piracy and the slave trade—the contemporary manifestation of human trafficking via maritime routes has evolved with globalization, conflict, and economic disparities. The end of the Cold War saw an increase in irregular migration, some of which was facilitated by criminal groups that later diversified into trafficking. More recently, conflicts in the Middle East

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and Africa, coupled with economic hardship and environmental degradation, have fueled large-scale movements of people, creating fertile ground for traffickers to operate.

The fishing industry, particularly in parts of Southeast Asia, has a long and dark history of forced labour, with traffickers luring individuals from impoverished inland communities with false promises of well-paid jobs, only to trap them in debt bondage on board vessels for years. The methods of traffickers have also become more sophisticated, often involving transnational networks that span multiple countries and utilize advanced communication technologies to coordinate their illicit activities.

Scope of the Problem:

The scope of human trafficking via maritime routes is extensive and multifaceted:

- **Geographical Reach:** While certain regions are recognized as hotspots, no maritime region is entirely immune. Key areas of concern include:

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1. The Mediterranean Sea: A primary route for mixed migration flows from Africa and the Middle East to Europe, where smugglers often morph into traffickers, exploiting the desperation of those fleeing conflict and poverty.
2. **Southeast Asia:** Notably the Gulf of Thailand and waters around Indonesia and the Philippines, where trafficking for forced labour in the fishing industry is rampant. The Andaman Sea has also been a route for trafficking of Rohingya refugees.
3. **The Horn of Africa and the Gulf of Aden:** A critical chokepoint for maritime trade and a region affected by instability, piracy, and mixed migration flows towards the Arabian Peninsula, with significant trafficking risks.
4. The Caribbean: Used as a transit route for trafficking persons, often destined for North America or for exploitation within the region itself.
5. **The Black Sea:** Reports indicate its use for trafficking individuals, particularly for sexual exploitation, into Europe and the Middle East.



- **Forms of Exploitation:** Victims trafficked via maritime routes are subjected to various forms of exploitation, including forced labour (especially in fishing, cargo shipping, and on private yachts), sexual exploitation, and forced criminality (e.g., forced to engage in drug smuggling).
- **Victim Demographics:** While victims can be of any age or gender, women and children are disproportionately affected, particularly in cases of sexual exploitation. Migrant workers, refugees, asylum seekers, and internally displaced persons are especially vulnerable due to their precarious legal status and socio-economic conditions.
- **Modus Operandi of Traffickers:** Traffickers employ diverse methods, including deception about job opportunities, abduction, coercion through threats against victims or their families, and exploitation of debt. They often use unseaworthy vessels, deliberately endangering lives to maximize profits. They may also collude with corrupt officials to facilitate their operations.

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Regional Analysis- Key Vulnerabilities and Trends

- **Mediterranean Region:** The primary driver is large-scale irregular migration fueled by conflict, instability, and poverty in North Africa and the Middle East. Traffickers exploit the demand for passage to Europe, often subjecting migrants to brutal conditions, extortion, and various forms of exploitation en route or upon arrival. The challenge lies in distinguishing between smuggling and trafficking, managing mass rescue operations, and ensuring victim identification and protection amidst overwhelming numbers. Weak governance in some departure countries, like Libya, has created a permissive environment for these networks.
- **Southeast Asia:** The fishing industry is a major concern, with documented cases of men and boys trafficked from countries like Myanmar, Cambodia, Laos, and Thailand onto Thai and other regional fishing fleets. They face horrific abuse, non-payment of wages, and are often unable to escape due to the remote nature of operations at

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sea. The issue is compounded by IUU (Illegal, Unreported, and Unregulated) fishing, which often overlaps with labour exploitation. Efforts to improve supply chain transparency and port state controls are underway but face significant challenges.

- **Horn of Africa / Gulf of Aden:** This region serves as a major transit corridor for migrants and refugees from East Africa and the Horn seeking opportunities in the Gulf States and beyond. Traffickers exploit these flows, often in conjunction with smugglers. The ongoing conflict in Yemen and instability in Somalia contribute to the vulnerability of populations. Maritime security efforts, initially focused on piracy, are gradually expanding to address other transnational maritime crimes, including trafficking.
- **General Coastal Vulnerabilities:** Across many developing coastal states, limited maritime law enforcement capacity, porous borders, corruption, lack of resources for patrols and

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surveillance, and underdeveloped legal frameworks for prosecuting maritime crimes create an environment conducive to trafficking operations. The sheer length of coastlines in many archipelagic nations also poses a significant challenge to effective monitoring and control.

Addressing the rise of human trafficking through maritime routes requires a concerted and coordinated international effort. This committee will play a vital role in dissecting these complexities and proposing robust, actionable strategies to strengthen coastal security, enhance international cooperation, protect the vulnerable, and bring the perpetrators of these despicable crimes to justice.

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a. Challenges in Combating Human Trafficking via Maritime Routes

The fight against human trafficking in the maritime domain is fraught with a complex array of challenges that span legal, operational, socio-economic, and political dimensions. These obstacles often interact, creating a formidable barrier to effective prevention, prosecution, and victim protection. Understanding these challenges is crucial for developing targeted and sustainable solutions.

Legal and Jurisdictional Complexities

- 1. Ambiguities in International Law:** While UNCLOS provides the overarching legal framework for maritime activities, and UNTOC with its Palermo Protocol addresses trafficking, the application of these instruments to specific incidents at sea can be complex. Determining which state has jurisdiction to interdict a vessel suspected of trafficking, investigate the crime, and prosecute offenders is often contentious, especially when vessels are

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stateless, fly a flag of convenience, or when crimes occur across multiple jurisdictions.

2. Flag State Consent and Compliance: The principle of exclusive flag state jurisdiction on the high seas means that intervention against a foreign flagged vessel generally requires the consent of the flag state. Obtaining such consent can be time-consuming, and some flag states may lack the capacity or willingness to investigate or prosecute trafficking offenses occurring on their vessels.

3. Distinguishing Trafficking from Smuggling: In mixed migration flows at sea, it is often difficult for authorities to differentiate between human smuggling (which is typically consensual, albeit dangerous, movement across borders for a fee) and human trafficking (which involves exploitation through coercion, deception, or abuse of vulnerability). This distinction is critical as it has different legal implications and requires different responses, particularly concerning victim rights.

4. Evidence Collection at Sea: Gathering admissible evidence for trafficking prosecutions from incidents occurring at sea presents unique challenges. Securing a

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crime scene on a vessel, interviewing traumatized victims and witnesses in a maritime environment, and preserving the chain of custody for evidence can be logistically and legally demanding.

Operation and Capacity Constraints

1. **Vastness of Maritime Spaces and Limited Surveillance:** The sheer size of oceans and seas makes comprehensive surveillance and monitoring extremely difficult. Many coastal states, particularly developing nations, lack adequate maritime patrol assets (vessels, aircraft), radar systems, and trained personnel to effectively monitor their territorial waters and Exclusive Economic Zones (EEZs).
2. **Resource Limitations:** Effective maritime law enforcement and coastal security require significant financial investment in equipment, technology, personnel, and training. Many countries facing high rates of maritime trafficking are also those with the most constrained national budgets.

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3. **Inter-Agency Coordination Gaps:** Combating maritime trafficking requires seamless cooperation among various national agencies, including navies, coast guards, maritime police, customs, immigration authorities, prosecutors, and social service providers. Lack of clear mandates, inter-agency rivalries, or insufficient information-sharing mechanisms can hamper effective responses.

4. **Corruption:** Corruption among port officials, law enforcement personnel, or other government authorities can facilitate human trafficking operations, allowing traffickers to operate with impunity by bribing officials to turn a blind eye or even actively assist in their criminal activities.

Challenges in Victim Identification and Protection

1. **Identifying Victims Among Large Groups:** In mass rescue or interdiction scenarios, identifying trafficking victims among hundreds or thousands of migrants or asylum seekers is a daunting task. Victims may be fearful of authorities, coached by traffickers, or unaware of their rights, making self-identification rare.

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2. Trauma and Lack of Trust: Victims of trafficking, especially those subjected to severe abuse at sea, often suffer significant physical and psychological trauma. This can make it difficult for them to recount their experiences or trust law enforcement officials, hindering investigations and prosecutions.

3. Inadequate Reception and Support Services: Many coastal states lack adequate reception facilities and specialized support services (shelter, medical care, psychosocial support, legal aid) for trafficking victims disembarked after maritime incidents. This is particularly true for male victims or those exploited in sectors like fishing, who may not fit traditional victim profiles.

4. Risk of Re-trafficking and Deportation: Without proper identification and protection mechanisms, victims may be mistakenly treated as irregular migrants and deported, potentially back into the hands of their traffickers or to situations where they face further harm.



Socioeconomic and Political Factors

1. **Root Causes of Vulnerability:** Poverty, conflict, political instability, lack of economic opportunities, discrimination, and climate change-induced displacement are powerful drivers that push individuals into situations where they become vulnerable to traffickers' false promises and coercion.
2. **Demand for Exploited Labour and Services:** The demand for cheap labour in industries like fishing, shipping, and tourism, as well as the demand for sexual services, fuels the trafficking trade. As long as there is a market for exploitation, traffickers will find ways to supply it.
3. **Political Will and Prioritization:** In some instances, there may be a lack of sustained political will to address human trafficking comprehensively, particularly if it is perceived to conflict with other national interests or if the victims are non-nationals.
4. **Adaptability of Trafficking Networks:** Transnational criminal networks engaged in human trafficking are highly adaptable and resilient. They quickly change routes, methods, and recruitment strategies in

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response to law enforcement efforts, making them a constantly evolving threat.

Addressing these multifaceted challenges requires a holistic, multi-agency, and transnational approach that combines robust law enforcement with a strong focus on human rights and victim protection, alongside efforts to tackle the underlying socio economic drivers of this heinous crime.

When it comes to individual nations, they adopt very multifaceted approaches. Countries like the USA, UK, Japan, Australia, Italy, and Greece strongly support UNODC-led efforts to combat human trafficking via maritime routes, emphasizing international cooperation and maritime security. China, Egypt, UAE, and Qatar support the agenda but stress state sovereignty and regional approaches. Bangladesh, Myanmar, and the Maldives seek capacity-building and financial support. Somalia and Libya call for assistance but are cautious about foreign intervention. Russia backs anti-trafficking measures but prioritizes national control. Colombia supports cooperation, focusing on organized crime links.

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b. Strategies for Combating Human Trafficking via Maritime Routes

Effectively combating human trafficking in the maritime domain requires a comprehensive and multi-layered strategic approach that addresses prevention, protection, prosecution, and partnership. These strategies must be adaptable to different regional contexts and evolving trafficking trends, always prioritizing a human rights-based and victim-centered methodology.

Strengthening Legal and Policy Frameworks

- 1. Universal Ratification and Full Implementation of International Conventions:** Encourage all Member States to ratify or accede to, and fully implement, the UN Convention against Transnational Organized Crime (UNTOC) and its Protocol to Prevent, Suppress and Punish Trafficking in Persons (Palermo Protocol), as well as relevant maritime conventions like UNCLOS and the SUA Conventions (Convention for

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the Suppression of Unlawful Acts Against the Safety of Maritime Navigation). This includes aligning national legislation with these international standards, ensuring that human trafficking, including by sea, is criminalized with appropriately severe penalties.

2. Development of Specific Maritime Anti-Trafficking Legislation and Guidelines: Support the development of national laws and regional model laws that specifically address the complexities of trafficking at sea. This should include clear provisions on jurisdiction over vessels, procedures for interception and boarding, evidence collection standards for maritime environments, and protocols for the disembarkation and referral of victims.

3. Harmonization of Laws and Procedures: Promote greater harmonization of antitrafficking laws and criminal justice procedures among states, particularly within regions, to facilitate smoother cross-border cooperation, mutual legal assistance, and extradition in maritime trafficking cases.



Enhancing Maritime Law Enforcement and Coastal Security

1. **Investment in Maritime Domain Awareness:**

Strengthen the capacity of coastal states to monitor their maritime domains through investment in surveillance technology (e.g., coastal radar, satellite imagery, Automatic Identification System - AIS tracking), patrol assets (vessels and aircraft), and human intelligence networks.

2. **Specialized Training for Maritime Law Enforcement:**

Provide comprehensive and ongoing training for coast guards, navies, maritime police, port authorities, and fisheries inspectors on identifying human trafficking indicators at sea, conducting victim-sensitive interviews, preserving evidence, and understanding relevant legal frameworks. Training should emphasize inter-agency cooperation and human rights.

3. **Strengthening Port Security and Controls:**

Implement robust security measures at ports of entry and departure, including enhanced screening of vessels, crew, passengers, and cargo. Improve the regulation and monitoring of fishing fleets,

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recruitment agencies for seafarers, and private maritime security companies to prevent their involvement in trafficking.

3. **Targeted Interdiction Operations:** Conduct intelligence-led, risk-based interdiction operations targeting vessels and routes known to be used by traffickers. These operations should be conducted in compliance with international law and with clear protocols for handling potential trafficking situations and protecting victims.

Prioritizing Victim Protection and Assistance

1. Development of Standardized Victim Identification

Protocols: Establish and implement clear, multi-disciplinary, and trauma-informed protocols for identifying victims of trafficking among those rescued or intercepted at sea. These protocols should involve trained professionals and be distinct from immigration enforcement procedures.

2. Ensuring Access to Comprehensive Support

Services: Guarantee that identified victims of trafficking receive immediate and comprehensive assistance, including safe and secure

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victims, including women, children, and men, and should be provided irrespective of their willingness to cooperate with law enforcement.

3. Application of the Non-Punishment Principle:

Ensure that victims of trafficking are not prosecuted or penalized for offenses they may have been compelled to commit as a direct consequence of being trafficked (e.g., immigration violations, use of false documents, minor drug offenses).

4. Facilitating Safe and Voluntary Return or Local Integration:

Provide victims with options for safe and voluntary return to their countries of origin, or, where appropriate and legally permissible, opportunities for local integration or resettlement in third countries if return poses a risk of re-trafficking or other harm.

Fostering International and Multi-Sectoral Cooperation

1. Strengthening Regional Cooperation Mechanisms:

Support and enhance regional and sub-regional cooperation platforms focused on maritime security and combating transnational organized crime. These platforms should facilitate joint

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oint patrols, real-time intelligence sharing, coordinated investigations, and the development of common operational procedures.

2. **Enhancing Mutual Legal Assistance (MLA) and**

Extradition: Streamline and strengthen mechanisms for MLA and extradition between states to ensure that traffickers operating across maritime borders can be effectively investigated, prosecuted, and brought to justice. This includes fostering direct communication channels between competent national authorities.

3. **Public-Private Partnerships:** Engage with the maritime industry (shipping companies, fishing associations, port operators), the financial sector, technology companies, and civil society organizations to develop innovative solutions, share information, and promote ethical practices that help prevent and combat human trafficking in maritime supply chains.

4. **Information Campaigns and Addressing Root Causes:**

Implement targeted awareness raising campaigns in communities vulnerable to trafficking and in sectors where trafficked labor is prevalent. Simultaneously, address the underlying socio-economic and political factors that contribute to vulnerability, such as

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conflict, lack of education and employment opportunities, and gender inequality, through sustainable development initiatives.

Improving Data Collection, Research and Monitoring

1. **Systematic Data Collection and Analysis:** Support Member States in developing robust national data collection systems on human trafficking, with specific indicators for cases involving maritime routes. Encourage the regular analysis and sharing of anonymized data and trends at regional and international levels to inform evidence-based policymaking and operational responses.
2. **Research on Evolving Trends and Effective Interventions:** Promote further research into the evolving modus operandi of traffickers using maritime routes, the impact of new technologies, the nexus with other forms of maritime crime (e.g., IUU fishing, drug smuggling), and the effectiveness of different counter-trafficking interventions in the maritime context.

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23-24-25 MAY 2025



By adopting and implementing these comprehensive strategies in a coordinated manner, the international community can make significant strides in combating the scourge of human trafficking via maritime routes and strengthening coastal security for all.

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c. Case Studies and Best Practices

Examining specific case studies and identifying best practices are crucial for understanding the complexities of human trafficking via maritime routes and for developing effective, evidence-based responses. These examples illustrate both the challenges faced and the successes achieved in different regional contexts.

Case Study 1: The Mediterranean Crisis – Mixed Migration Flows and Trafficking

Context: Since the early 2010s, and particularly intensifying after 2014, the Central and Eastern Mediterranean routes have become major pathways for hundreds of thousands of migrants and asylum seekers attempting to reach Europe from North Africa, the Middle East, and Sub-Saharan Africa. These flows are driven by conflict, political instability, persecution, and severe economic hardship.

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Trafficking Dynamics: Criminal networks quickly capitalized on this humanitarian crisis. Smugglers, initially focused on facilitating irregular border crossings for a fee, often morphed into traffickers. Migrants, already vulnerable, were subjected to extortion, abduction for ransom, forced labor (e.g., in Libya before departure), sexual exploitation, and extreme violence during their journey and in detention centers. Unseaworthy and overcrowded vessels were commonly used, leading to numerous tragic deaths at sea.

Challenges Faced

- **Scale of Operations:** The sheer number of arrivals overwhelmed reception capacities in frontline states like Italy, Greece, and Malta.
- **Distinguishing Victims:** Differentiating between smuggled migrants and trafficked persons within these large, mixed flows proved exceptionally difficult.
- **Jurisdictional Issues:** Interdictions often occurred in international waters, leading to complex questions about disembarkation and responsibility.

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- **Limited Cooperation with Departure Countries:** Instability in key departure countries like Libya hampered efforts to disrupt trafficking networks at their source.

Responses and Best Practices (Emerging)

- **Enhanced Search and Rescue (SAR) Operations:** Efforts by state navies, coast guards (e.g., Italian Guardia Costiera), EU operations (e.g., EUNAVFOR MED Sophia/Irini), and NGOs saved thousands of lives, though SAR itself does not solve trafficking.
- **Multi-Agency Task Forces:** Some EU Member States established multi-agency task forces to improve victim identification and investigation of trafficking cases linked to maritime arrivals.
- **Information Campaigns:** Initiatives to inform potential migrants about the risks of
- trafficking and exploitation on these routes.
- **Focus on Financial Disruption:** Efforts to trace and disrupt the financial flows of trafficking and smuggling networks.

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Lesson Learned: The Mediterranean crisis highlighted the critical need for a comprehensive approach that combines robust SAR with effective asylum procedures, anti-trafficking measures (including victim identification and support), and efforts to address the root causes of irregular migration and trafficking. It also underscored the necessity of international burden-sharing and cooperation with countries of origin and transit.

Case Study 2: Forced Labor in the Thai Fishing Industry

Context: For many years, reports from NGOs and investigative journalists exposed widespread forced labor and human trafficking within Thailand's multi-billion dollar fishing industry. Victims, often migrant workers from neighboring countries like Myanmar, Cambodia, and Laos, were lured by deceptive recruitment practices, subjected to debt bondage, and forced to work under horrific conditions on fishing vessels for extended periods with little or no pay.

Trafficking Dynamics: Recruiters targeted impoverished and vulnerable individuals. Once on

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board, victims faced extreme working hours, physical and psychological abuse, withholding of documents, and threats. Many were prevented from leaving the vessels for years, effectively enslaved at sea. The issue was often linked to IUU (Illegal, Unreported, and Unregulated) fishing practices.

Challenges Faced:

- **Transnational Nature:** The crime involved victims and perpetrators from multiple countries, and vessels often operated far from shore, making oversight difficult.
- **Corruption and Complicity:** Allegations of corruption among officials and complicity by some vessel owners and industry players hampered enforcement.
- **Victim Identification and Fear:** Victims were often isolated, fearful of retaliation, and faced language barriers, making it hard for them to seek help.
- **Supply Chain Complexity:** Tracing trafficked labor within complex seafood supply chains proved challenging.

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Responses and Best Practices:

- **Legislative Reforms:** Thailand undertook significant legal reforms, including amendments to its Anti-Trafficking in Persons Act and new regulations for the fishing industry.
- **Increased Enforcement:** Enhanced inspections of fishing vessels at ports, establishment of Port-in Port-out (PIPO) control centers, and increased prosecutions of traffickers.
- **International Pressure and Cooperation:** Pressure from international markets (e.g., EU yellow card on IUU fishing), media exposure, and cooperation with international organizations like the ILO and IOM spurred action.
- **Technology for Monitoring:** Introduction of vessel monitoring systems (VMS) and efforts to improve traceability in seafood supply chains.
- **Victim Support Mechanisms:** Improved efforts to identify and support victims, including providing shelter and legal assistance.

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Case Study 3: UNODC Global Maritime Crime Programme (GMCP) in the Horn of Africa

Context: The waters off the Horn of Africa, particularly the Gulf of Aden and the Somali Basin, were once notorious for piracy. While piracy has significantly declined, the region remains a key transit area for various forms of maritime crime, including arms smuggling, drug trafficking, and, increasingly, human trafficking and the smuggling of migrants.

Trafficking Dynamics: Vulnerable migrants from the Horn of Africa (e.g., Ethiopia, Somalia) often attempt to cross the Gulf of Aden to reach Yemen and other Gulf States, seeking economic opportunities or fleeing conflict. They are frequently exploited by smugglers and traffickers who operate in dangerous conditions.

UNODC GMCP Intervention and Best Practices:

Capacity Building: The GMCP has been instrumental in building the capacity of regional states (e.g., Somalia, Kenya, Seychelles, Mauritius) to counter maritime crime. This includes providing training for

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maritime law enforcement officials, prosecutors, and judges; mentoring programs; and donating equipment (e.g., patrol boats, communication systems).

- **Fostering Regional Cooperation:** Facilitating regional forums and information sharing mechanisms to enhance coordinated responses to transnational maritime threats. This includes supporting the Contact Group on Piracy off the Coast of Somalia (CGPCS) and its evolution to address broader maritime security issues.
- **Prison Reform and Transfer Agreements:** Supporting prison development in Somalia to ensure humane detention conditions and facilitating prisoner transfer agreements so that convicted pirates (and potentially other maritime criminals) can serve sentences in their home countries.
- **Mentorship and Embedded Experts:** Placing experienced maritime law enforcement and legal experts within national agencies to provide on-the-job training and advice.
- **Lessons Learned:** The GMCP's work demonstrates the effectiveness of long-term, tailored capacity building programs that are responsive to regional

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needs. Building trust and fostering regional ownership are key to sustainable success. While initially focused on piracy, the established infrastructure and cooperative frameworks are now being leveraged to address other forms of maritime crime, including human trafficking, showcasing the adaptability of such programs.

These case studies illustrate that while the challenges are immense, progress is possible through a combination of strong political will, robust legal frameworks, enhanced operational capacities, international cooperation, and a steadfast commitment to protecting the rights and dignity of victims.

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d. Recommendations and Policy Solutions

Developing effective and sustainable solutions to combat human trafficking via maritime routes requires a multi-pronged approach that integrates legal reforms, operational enhancements, robust victim protection mechanisms, and strengthened international cooperation. Delegates are encouraged to consider the following recommendations and policy solutions, and to develop further innovative proposals during committee sessions.

I. Strengthening National Legal and Policy Frameworks:

Comprehensive National Anti-Trafficking Legislation:

Recommendation: Member States should ensure their national legislation comprehensively criminalizes all forms of trafficking in persons as defined in the Palermo Protocol, with specific provisions addressing trafficking committed in the maritime domain, including on vessels flying their flag or in their territorial waters. Penalties should be commensurate with the gravity of the crime.

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Example/Scenario: A coastal state discovers that fishing vessels flying its flag are using trafficked labor. Its national laws should clearly allow for the prosecution of the vessel owners and operators, even if the recruitment of victims occurred in another country.

Clear Mandates for Maritime Agencies:

Recommendation: Establish clear legal mandates and standard operating procedures (SOPs) for all relevant national maritime law enforcement agencies (navy, coast guard, maritime police, fisheries inspectorates) regarding their roles and responsibilities in identifying, interdicting, and responding to suspected cases of human trafficking at sea.

Example/Scenario: A country's coast guard interdicts a suspicious vessel. SOPs should guide them on how to safely board, search for signs of trafficking, identify potential victims separately from perpetrators, and coordinate with investigative and victim support agencies.



Robust Labor Protections in Maritime Industries:

Recommendation: Implement and enforce strong labor laws and regulations for maritime industries, particularly fishing and shipping, to prevent forced labor and exploitation. This includes ensuring fair recruitment practices, written contracts in

understandable languages, decent working and living conditions, regular payment of wages, and access to grievance mechanisms for seafarers and fishers.

Example/Scenario: A state could require all fishing vessels operating under its flag to adhere to ILO Convention C188 (Work in Fishing Convention) and conduct regular, unannounced labor inspections at ports.

II. Enhancing Operational Capacities and Coastal Security:

Investment in Maritime Domain Awareness and Patrol Capabilities:

Recommendation: Coastal states, with support from international partners where needed, should invest in

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enhancing their maritime domain awareness through technology (e.g., coastal radar, AIS, satellite surveillance) and increase the operational capacity of their maritime patrol assets to effectively monitor and control their maritime zones.

Example/Scenario: A developing coastal state with a long, porous coastline could receive technical and financial assistance to establish a network of coastal surveillance stations and acquire smaller, agile patrol boats suitable for interdicting traffickers in near-shore waters.

Specialized Training and Inter-Agency Drills:

Recommendation: Conduct regular, specialized training for maritime law enforcement, prosecutors, judges, and victim support personnel on identifying and responding to maritime trafficking. This should include joint inter-agency drills and simulation exercises based on realistic scenarios.

Example/Scenario: A regional training exercise could simulate the interception of a vessel with trafficked persons, requiring participants from different agencies (e.g., navy, police, immigration, social services) from multiple countries to coordinate their response according to agreed protocols.

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Strengthening Port State Control Measures:

Recommendation: Enhance port state control measures to include checks for indicators of human trafficking and forced labor on board vessels calling at their ports, regardless of the vessel's flag. This should involve coordination between port authorities, labor inspectorates, and law enforcement.

Example/Scenario: Port authorities in a major shipping hub could implement a risk based inspection protocol for vessels arriving from regions known for trafficking in the fishing sector, including interviews with crew members in a safe and confidential setting.

III. Prioritizing Victim Identification, Protection, and Assistance:

Victim-Centered and Trauma-Informed Identification Procedures:

Recommendation: Develop and implement standardized, victim-centered, and trauma-informed procedures for identifying trafficking victims in maritime contexts, ensuring that identification efforts are led by trained professionals and are separated from immigration enforcement processes. The non-punishment principle for victims must be upheld.

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Example/Scenario: Following a mass rescue at sea, a dedicated team of social workers, interpreters, and medical staff trained in trafficking indicators should be deployed to screen for potential victims, providing a safe environment for disclosure.

Comprehensive and Accessible Victim Support Services:

Recommendation: Ensure that all identified victims of maritime trafficking have access to immediate and comprehensive support services, including safe shelter, medical care (physical and psychological), legal assistance, interpretation, and assistance with voluntary and safe return or, where appropriate, local integration or resettlement.

Example/Scenario: A coastal state could establish specialized shelters for trafficking victims, including those rescued at sea, offering tailored support programs that address their specific trauma and needs, with options for long-term recovery and reintegration assistance.



IV. Strengthening International and Regional Cooperation:

Enhanced Information and Intelligence Sharing:

Recommendation: Establish and utilize secure regional and international platforms for the timely sharing of intelligence and information on suspected trafficking vessels, routes, networks, and modus operandi among national maritime law enforcement and intelligence agencies.

Example/Scenario: A regional maritime security center could serve as a hub for collecting, analyzing, and disseminating actionable intelligence on trafficking activities to member states, facilitating coordinated interdiction efforts.

Joint/Coordinated Maritime Operations:

Recommendation: Conduct joint or coordinated maritime patrols and operations among neighboring states or within regional frameworks to enhance surveillance, interdiction capabilities, and demonstrate a united front against maritime traffickers.

Example/Scenario: Two neighboring countries whose shared maritime border is exploited by traffickers could

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establish a bilateral agreement for coordinated patrols and hot pursuit in defined circumstances, under strict legal guidelines.

Capacity Building and Technical Assistance Partnerships:

Recommendation: Developed countries and international organizations should continue to provide targeted capacity building and technical assistance to coastal states that lack the resources and expertise to effectively combat maritime trafficking. This support should be tailored to specific national and regional needs.

Example/Scenario: UNODC, through its GMCP, could partner with a donor country to provide a series of training workshops and mentorship programs for maritime law enforcement officials in a specific developing region on best practices for investigating and prosecuting maritime trafficking cases.

Private Public Partnerships:

Recommendations: Foster partnerships with the maritime industry (shipping companies, fishing associations, port operators), financial institutions, and

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technology providers to leverage their expertise, resources, and influence in preventing and combating human trafficking within maritime supply chains and operations.

Example/Scenario: A coalition of international seafood companies could commit to implementing robust traceability systems and independent third-party audits to ensure their supply chains are free from forced labor on fishing vessels.

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e. Questions to Consider

Delegates should reflect on the following questions to deepen their understanding of the agenda item and to guide the development of their country's position and proposed solutions. These questions are not exhaustive but aim to stimulate critical thinking and debate.

Regarding National Frameworks and Capacities:

- Does your country's national legislation adequately criminalize all forms of human trafficking, including those occurring in its maritime jurisdiction and on vessels flying its flag, in line with the Palermo Protocol? What are the key gaps, if any? Scenario for consideration: If a vessel flying your nation's flag is found engaged in trafficking in international waters, what legal and operational steps can your country currently take?
- What are the primary challenges your country faces in monitoring its coastline and maritime zones to prevent and detect human trafficking? Are these challenges primarily related to resources, technology, personnel, or geographical factors?

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- How effective is inter-agency coordination within your country (e.g., between navy, coast guard, police, immigration, labor inspectorates, and social services) in responding to potential maritime trafficking incidents? What mechanisms are in place, and what could be improved?
- What specific training and resources are provided to your country's maritime law enforcement personnel to identify and respond to human trafficking at sea, including victim identification and protection?

Regarding International Law and Cooperation

- How can the existing international legal framework (e.g., UNCLOS, UNTOC, Palermo Protocol) be more effectively utilized or potentially strengthened to address the jurisdictional and operational challenges of combating human trafficking on the high seas and in different maritime zones? Scenario for consideration: If a stateless vessel suspected of trafficking is encountered on the high seas, what cooperative mechanisms should be triggered among concerned states for lawful interdiction and prosecution?

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- What are the main obstacles to effective international cooperation (e.g., intelligence sharing, joint operations, mutual legal assistance, extradition) in maritime trafficking cases involving your country or region? How can these be overcome?
- What role can regional organizations and maritime security architectures (e.g., regional coast guard forums, information fusion centers) play in enhancing a coordinated response to human trafficking in your region? How can your country contribute to or benefit from such mechanisms?

Regrading Victim Protection and Assistance

- What procedures are in place in your country for the identification, disembarkation, and provision of immediate assistance (shelter, medical, legal) to potential victims of trafficking rescued or intercepted at sea? Are these procedures victim-centered and rights-based? *Scenario for consideration:* A vessel is intercepted with a large number of individuals, some of whom are suspected victims of trafficking from various countries. How would your national system manage their immediate needs and longer-term support while respecting

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respecting their rights and investigating the crime?

- How does your country ensure the application of the non-punishment principle for victims of trafficking who may have been compelled to commit unlawful acts (e.g., immigration offenses) as a direct result of being trafficked?
- What long-term solutions (e.g., safe return and reintegration, local integration, resettlement) are available for victims of maritime trafficking identified by or brought to your country, and how are these decisions made in the best interest of the victim?

Regarding Prevention and Root Causes:

- What measures is your country taking, or could it take, to address the root causes that make its citizens or residents vulnerable to trafficking, including those forms that involve maritime routes (e.g., poverty, lack of opportunity, demand for exploitative labor in maritime industries)?
- How can awareness-raising campaigns be made more effective in reaching coastal communities, migrant populations, and workers in maritime sectors about the risks of human trafficking and how to report suspicions?

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What responsibilities do flag states, port states, coastal states, and states of origin of victims/perpetrators have in preventing trafficking within global maritime supply chains, particularly in the fishing industry?

Regarding Innovative Solutions and Future Directions:

- What role can technology (e.g., AI-driven data analysis, advanced surveillance systems, blockchain for supply chain transparency) play in enhancing efforts to combat maritime trafficking, and what are the associated ethical and human rights considerations?
- How can public-private partnerships be structured to effectively engage the maritime industry, financial institutions, and civil society in preventing and responding to human trafficking at sea?
- Considering emerging global trends (e.g., climate change-induced migration, evolving tactics of criminal networks), what future challenges related to maritime human trafficking should this committee anticipate, and what proactive strategies can be developed?



IV. References and Further Reading

Delegates are strongly encouraged to consult a wide range of sources to deepen their understanding of the multifaceted issues surrounding human trafficking via maritime routes and coastal security. This list provides a starting point, encompassing key international legal instruments, flagship UN reports, publications from specialized agencies, academic research, and resources from non-governmental organizations.

I. Core United Nations Legal Instruments:

- **United Nations Convention against Transnational Organized Crime (UNTOC) (2000) and its Protocol to Prevent, Suppress and Punish Trafficking in Persons, Especially Women and Children (Palermo Protocol) (2000).** *These are the foundational international legal frameworks for combating human trafficking.*

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- United Nations Convention on the Law of the Sea (UNCLOS) (1982). Defines the rights and responsibilities of nations with respect to their use of the world's oceans, establishing guidelines for businesses, the environment, and the management of marine natural resources, and is crucial for understanding maritime jurisdiction.
- **Universal Declaration of Human Rights (UDHR)** (1948)
- **Convention for the Suppression of Unlawful Acts Against the Safety of Maritime Navigation (SUA Convention)** (1988) and its 2005 Protocol. *Addresses unlawful acts against ships, including seizure and acts of violence against persons on board.*



II. Key UNODC Publications and Resources:

- UNODC. *Global Report on Trafficking in Persons* (latest biennial edition). Vienna: United Nations. *Provides comprehensive global data and analysis on trafficking trends, patterns, and responses.*
- UNODC. *World Drug Report* (latest annual edition). Vienna: United Nations. *Offers insights into transnational organized crime networks, which are often involved in multiple illicit activities including trafficking.*
- UNODC. *The Global Maritime Crime Programme (GMCP) - Annual Reports, Thematic Briefs, and Strategy Documents*. Vienna: United Nations. *Details UNODC's work in building capacity to counter maritime crime globally.*
- UNODC. *Issue Paper: The Nexus between Human Trafficking and Maritime Crime*. UNODC. *Toolkit to Combat Trafficking in Persons. A practical guide for policymakers and practitioners.*
- UNODC. *Digest of Organized Crime Cases: A compilation of cases with commentaries and lessons learned.*

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- UNODC. Evidential Issues in Trafficking in Persons Cases.
- UNODC Website: www.unodc.org (specifically sections on Human Trafficking, Migrant Smuggling, and Maritime Crime).

III. Publications from Other UN Agencies and International Organizations:

- International Organization for Migration (IOM):
IOM. World Migration Report (latest edition).
IOM. Numerous reports and data on migrant smuggling, human trafficking, maritime migration, and victim assistance. (See www.iom.int)
- UN High Commissioner for Refugees (UNHCR):
UNHCR. Guidelines on International Protection: The Application of Article 1A(2) of the 1951 Convention and/or 1967 Protocol relating to the Status of Refugees to Victims of Trafficking and Persons at Risk of Being Trafficked.
UNHCR. Reports and data on refugee movements, including those by sea, and protection challenges. (See www.unhcr.org)



- International Labour Organization (ILO):

ILO. *Global Estimates of Modern Slavery: Forced Labour and Forced Marriage*. ILO. *Reports on forced labour and fair recruitment, particularly in the fishing sector (e.g., Work in Fishing Convention, 2007 (No. 188))*. (See www.ilo.org)

- International Maritime Organization (IMO):

IMO. *Guidelines on the Treatment of Persons Rescued at Sea*.

IMO. *Conventions and Codes related to Maritime Safety and Security (e.g., SOLAS, MARPOL, STCW)*. (See www.imo.org)

- UNICEF (United Nations Children's Fund): UNICEF. *Reports and resources on child trafficking and exploitation*. (See www.unicef.org)

- INTERPOL (International Criminal Police Organization): INTERPOL. *Resources and reports on combating human trafficking, migrantsmuggling, and maritime crime*. (See www.interpol.int)

- European Union Agencies: Europol. *Serious and Organised Crime Threat Assessment (SOCTA)* and other reports on trafficking in human beings. Frontex. *Risk analysis reports on border security and irregular migration*.

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IV. Academic Research, Books, and Journals:

Journals:

- *International Journal of Refugee Law, Maritime Policy & Management,*
- *Terrorism and Political Violence, Journal of Human Trafficking, Crime, Law and Social*
- *Change, Marine Policy, Ocean Development & International Law, Studies in Conflict & Terrorism.*

Books

- Bueger, C., & Edmunds, T. (Eds.). *Understanding Maritime Security.* Oxford University Press.
- Gallagher, A. T. *The International Law of Human Trafficking.* Cambridge University Press.
- Klein, N. *Maritime Security and the Law of the Sea.* Oxford University Press.
- Shelley, L. *Human Trafficking: A Global Perspective.* Cambridge University Press.
- Cockayne, J. *Hidden Power: The Strategic Logic of Organized Crime.* Oxford University Press.
- Payne, B. K., & Gainey, R. R. *Global Issues in Crime and Justice.* SAGE Publications.



V. Reports from Non-Governmental Organizations (NGOs) and Think Tanks:

- **Human Rights Watch:** Reports on human rights abuses, including trafficking and exploitation in various contexts (www.hrw.org).
- **Amnesty International:** Reports on human rights violations globally (www.amnesty.org).
- **Walk Free Foundation:** Publishes the *Global Slavery Index* (www.walkfree.org).
- **Environmental Justice Foundation (EJF):** Reports on illegal fishing and human rights abuses at sea, particularly in the fishing industry (ejfoundation.org).
- **Stable Seas (Part of One Earth Future):** Research and analysis on maritime security issues, including maritime mixed migration and illicit trades (www.stableseas.org).
- **Global Initiative Against Transnational Organized Crime:** Reports and analysis on organized crime trends (globalinitiative.net).
- **Liberty Shared (formerly Liberty Asia):** Focuses on combating modern slavery through legal advocacy, technological tools, and collaboration (www.libertyshared.org).

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VI. National Reports and Official Government Publications:

Delegates should consult their own country's national reports on efforts to combat human trafficking (e.g., U.S. Department of State Trafficking in Persons Report), maritime security strategies, and reports from relevant ministries (e.g., Interior, Justice, Foreign Affairs, Maritime Affairs).

This list is intended to be a comprehensive starting point. Delegates are encouraged to explore these resources and to seek out the most current information available as they prepare for the committee sessions. Effective research will be key to developing well informed positions and contributing to meaningful solutions.

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