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INTERPOL

**Topic B: “Treat the International
Transport Robberies Affecting
Civilians”.**



Welcoming letter

Dear delegates,

We are so pleased to have you debating on this committee, we want to wish you the best of luck and performance during the X edition of the CFMUN. We are sure you all have incredible skills that could help you to go far if you use them well, we assure you this is an experience where you can learn lots of things, improve old abilities, and show others your talents so that they can learn from you.

Delegates, this is an unforgettable experience where all of you could learn of each other, of the one that is sitting next to you, the one in front of you, or even the one you couldn't imagine that for one moment entered your committee and for that little moment change your vision.

So delegates, be prepared for the unexpected, because sometimes it can be something that changes your lives. And delegates, don't be afraid of raising your voices, you can be heard.

However, the first step is believing you can do it, just believe in what you know because you are capable of achieving all of your goals. And at last, enjoy the experience because believe us you won't regret it. So go out there and raise your voices.

Kind Regards,
Eugenia Moreno and Sofia Ruiz

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I. Committee Background

The International Criminal Police Organization was founded in 1923, due to the need of having global cooperation to solve international crimes. This organization has complete communication with the 195 countries that are members of INTERPOL, these countries have access to all data included in a global platform, a program that includes information on all occurred crimes, facts like names, fingerprints, and even stolen passports.

The International Criminal Police Organization is in charge of delinquency occurring worldwide, the committee attends crimes like terrorism, cyberterrorism, organized crimes, and corruption crimes. INTERPOL helps the police solve these types of crimes, the crimes that are occurring internationally that can't be solved easily for a national police.

(INTERPOL | the International Criminal Police Organization, n.d.)

II. Introduction to the Topic

The World Bank reports that inadequate safe and economical transportation infrastructure hampers people's access to security, basic services, and humanitarian assistance. The absence of connectivity has a profound impact on the violence that civilians experience. Furthermore, Van Marle (2015) notes an increase in violent cargo crimes across Europe, especially in France, Italy, and Russia.

International transport robberies affecting civilians, are a concerning issue that has garnered attention due to their impact on the safety and well-being of individuals involved in transportation activities. While there may not be a specific source that directly addresses this topic, we can gather insights from various related sources.

International transport robberies affecting civilians have far-reaching consequences, causing physical harm, psychological trauma, property loss, and financial setbacks. These incidents disrupt lives, eroding individuals' and communities' sense of security and trust in the transportation system.

The occurrence of these robberies is influenced by organized crime networks, inadequate security measures, corruption, weak law enforcement, and socio-economic disparities. These factors collectively create an environment conducive to criminal activities, posing significant challenges to effective resolution.

Within the framework of international law, crimes during armed conflicts, including war crimes, are addressed.

While not always explicitly categorized as war crimes, international transport robberies may be pertinent when part of a broader commission of crimes.

Upholding the protection of civilians and their property is a fundamental principle of international humanitarian law. To tackle these challenges, a comprehensive approach is necessary, involving improved security measures, enhanced law enforcement capabilities, promotion of international cooperation, and increased awareness among civilians and transportation stakeholders.

Collaboration between governments, law enforcement agencies, transportation companies, and international organizations is essential for the prevention and effective response to these incidents. (The World Bank., 2019)

III. Evolution of the Topic

The issue of international transport robberies targeting civilians has evolved due to advancements in technology, changes in law enforcement operations, and shifts in the global landscape. This evolution, has seen the implementation of enhanced security measures, legal frameworks, public awareness campaigns, and responses to emerging threats, among other measures. However, despite these efforts, statistics indicate that incidents of international transport robberies have increased by at least 10% worldwide over the past five years.

International transport robberies affecting civilians have been a persistent issue with far-reaching implications.

This topic has evolved, influenced by various factors including violence, crime, human rights, and international law.

1. Violence and Crime: Violence and crime rates have become a significant concern in many countries, posing a threat to the safety and well-being of civilians. For instance, Mexico has experienced alarmingly high levels of violent crime, with a homicide rate of 28 homicides per 100,000 in 2021. Such violence heightens the vulnerability of civilians during transport robberies, exacerbating the risks they face.
2. Human Rights: Safeguarding the rights of civilians, particularly during armed conflicts, is of paramount importance. Women, in particular, often bear the brunt of violence and play a crucial role in finding solutions during crises. It is essential to consider an intersectional gender analysis and ensure that women's perspectives are integrated into the planning of solutions. This inclusive approach promotes a more comprehensive and effective response.

3. International Law: International law plays a critical role in addressing crimes committed during armed conflicts and safeguarding civilians. International Humanitarian Law (IHL) regulates cyber operations during armed conflicts, preventing damage to civilian infrastructure. Acts categorized as war crimes, such as willful killing, torture, and extensive property destruction, are subject to international jurisdiction.

4. Impacts on Livelihoods: International transport robberies can significantly harm the livelihoods of civilians. The bilateral relationship between the United States and Mexico highlights this issue, affecting millions of Americans, particularly in terms of trade. Disruptions caused by transport robberies can impede economic growth and negatively impact the availability and quality of transportation services. (ONU., 29 September 2003)

IV. Relevant Events

A. Panorama

The Convention is a significant step forward in the fight against transnational organized crime, reflecting Member States' understanding of the magnitude of the difficulties it poses, as well as the need for close international collaboration to solve those problems. States that ratify this instrument commit to a number of anti-transnational organized crime measures, such as the creation of domestic criminal offenses (participation in an organized criminal group, money laundering, corruption, and obstruction of justice); the adoption of new and broad frameworks for extradition, mutual legal assistance, and law enforcement cooperation; and the promotion of training and technical assistance for building or upgrading law enforcement capacity.

The Protocol to Prevent, Suppress, and Punish Human Trafficking, Particularly of Women and Children, was adopted by General Assembly Resolution 55/25. It went into effect on December 25, 2003. It is the first globally legally binding treaty with a consensus definition of human trafficking. The goal of this definition is to encourage national approaches to the formation of domestic criminal offenses that will enable effective international cooperation in investigating and prosecuting cases of human trafficking. Another goal of the Protocol is to protect and help victims of human trafficking while upholding their human rights. (ONU., 29 September 2003)

B. Points of View

- Mexico: Mexico, has experienced problems with cargo theft and transport robbery in particular. Theft of products during transportation is known as cargo theft, and it can happen on roads, at rest areas, or even through more sophisticated criminal activity. Targets have frequently targeted trucks carrying valuable cargo, like electronics, drugs, or fuel.
- Colombia: Colombia, has experienced problems with cargo theft and transport robbery in particular. Theft of commodities during transit is known as cargo theft, and it can happen at transit hubs, on highways, or on roads. Even though the Colombian government and law enforcement have taken steps to combat this problem, there are still some locations where it is a cause for concern.

(U.S. Immigration and Custom Enforcement., 2023).

- Ukraine: It has had difficulties as a result of international robberies affecting populations. Cybercrime, fraud, and corruption have all posed risks to individuals and enterprises. Because of the country's geopolitical position and economic vulnerabilities, it is vulnerable to transnational criminal operations that affect its inhabitants. International collaboration, cybersecurity measures, and legislative reforms are being implemented to improve the security and well-being of Ukrainian residents in the face of worldwide criminal networks.

- Venezuela: Venezuela, has faced international scrutiny due to allegations of corruption and human rights abuses, contributing to a challenging socio-economic environment. Instances of embezzlement, drug trafficking, and illicit financial activities involving Venezuelan officials have garnered attention.

V. UN and External Actions

A. UN Actions

General Assembly: In its resolution 55/25 of November 15, 2000, the General Assembly adopted the United Nations Convention against Transnational Organized Crime and two of its supplementary Protocols namely: the Protocol to Prevent, Suppress and Punish Trafficking in Persons, Especially Women and Children and the Protocol against the Smuggling of Migrants by Land, Air and Sea.

In its resolution 55/255 of 31 May 2001, the General Assembly adopted the Protocol against the Illicit Manufacturing of and Trafficking in Firearms, Their Parts and Components and Ammunition, supplementing the United Nations Convention against Transnational Organized Crime. (ONU., 2003).

B. External Actions

In 2010, the European Union introduced a four-year Policy Cycle to combat major international and organized crime. To address the most significant risks posed by severe international and organized crime, the EU Council extended the Policy Cycle to 2018–2021. The Policy Cycle aims to strengthen collaboration between EU Member State services, institutions, and agencies, as well as non-EU nations and organizations, and the business sector when applicable. The Policy Cycle prioritizes organized property crime as one of its primary objectives in its continuous efforts to combat these crimes. The EU Council resolved in 2017 to extend the EU Policy Cycle to the years 2018–2021. Its goal is to address the biggest risks that organized crime and severe international crime represent to the European Union.

This is accomplished through enhancing and bolstering collaboration between pertinent EU Member State services, institutions, and agencies, as well as non-EU nations and organizations, and the business sector when appropriate. One of the Policy Cycle's top goals is organized property crime. (Europol., 2019).

VI. Conclusion

Effectively addressing international transport robberies that impact people, necessitates a comprehensive and collaborative approach. Such incidents have far-reaching consequences that transcend individuals, impacting entire communities and eroding trust in transportation infrastructures. It's, therefore, crucial to enhance law enforcement capabilities, promote international cooperation, and raise awareness among civilians and transportation stakeholders.

To combat organized crime, corruption, and socioeconomic disparities, a multifaceted strategy that transcends national borders is essential. Governments, law enforcement agencies, transportation companies, and international organizations must collaborate to enhance global transport safety and security.

These coordinated efforts should be guided by international humanitarian law, particularly the safeguarding of civilians and their property. Individuals can play a pivotal role in promoting the safety, well-being, and security of all participants involved in transportation activities. This can be achieved by identifying and addressing the root causes of international transport robberies, coupled with implementing effective preventive measures. By doing so, we can foster community resilience and engender trust in the global transportation infrastructure, ultimately leading to a safer and better-connected world.

VII. Committee Focus

The committee must address the issue at hand in collaboration with all participating countries. It's vital to assess the problem in its entirety, exchange and develop innovative ideas, propose feasible solutions, and reach a consensus on the most viable approach. Ultimately, the committee must conclude by agreeing on a solution that satisfies all countries.

- How has your country been involved in international transport robberies?
- How did your country act against these robberies to stop them?
- Which is the most common robbery strategy and why?
- How many civilians have been affected by this common robbery strategy?
- Per year, what is the rate of international robberies?

VIII. Participation List

- Argentine Republic
- Bolivarian Republic of Venezuela
- Co-operative Republic of Guyana
- Dominion of Canada
- Federative Republic of Brazil
- French Republic
- Iceland
- Islamic Republic of Pakistan
- Kingdom Norway
- People's Democratic Republic of Algeria
- People's Republic of China
- Portuguese Republic
- Principality of Andorra
- Principality Monaco
- Republic of Albania
- Republic of Angola
- Republic of Colombia
- Republic of Finland
- Republic of Romania
- Russian Federation

- Ukraine
- United Kingdom of Great Britain and Northern Ireland
- United Mexican States
- United States of America

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