

communities. Restorative justice programs are an effective component of juvenile justice: they have an educational impact on the offender, prevention of recidivism, and promotion of social adaptation and reintegration of offenders into society. Given the above, we consider it necessary to introduce certain models and specific methods of juvenile justice in some regions of Ukraine, for example, through the implementation of a pilot project, and analyze their effectiveness, which may be the subject of further research.

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MARITIME PIRACY IN THE WORLD

London and Kuala Lumpur, 15 July 2020 – Violent attacks against ships and their crews have risen in 2020, with 77 seafarers taken hostage or kidnapped for ransom since January, reveals the ICC International Maritime Bureau's (IMB) latest piracy report. The Gulf of Guinea off West Africa is increasingly dangerous for commercial shipping, accounting for just over 90% of maritime kidnappings worldwide. Meanwhile ship hijackings are at their lowest since 1993.

In total, IMB's Piracy Reporting Centre (PRC) recorded 98 incidents of piracy and armed robbery in the first half of 2020, up from 78 in Q2 2019. The increasing threat of piracy adds to hardships already faced by hundreds of thousands of seafarers working beyond their contractual periods due to COVID-19 restrictions on crew rotations and international travel. "Violence against crews is a growing risk in a workforce already under immense pressure," says IMB Director Michael Howlett. "In the Gulf of Guinea attackers armed with knives and guns now target crews on every type of vessel. Everyone's vulnerable." [1].

So far this year, 49 crew have been kidnapped for ransom in the Gulf of Guinea and held captive on land for up to six weeks. Rates are accelerating, with 32 crew kidnapped in the past three months alone. And they are happening further out to sea: two-thirds of the vessels were

attacked on the high seas from around 20 to 130 nautical miles off the Gulf of Guinea coastline.

IMB PRC urges vessels to report any attacks promptly. It can then liaise with coastal agencies, international navies and vessel operators, encouraging a quick response to deter piracy and armed robbery and improve the security of seafarers. The Piracy Reporting Centre also broadcasts to shipping via GMDSS Safety Net Services and email alerts to Company Security Officers.

A strict definition of maritime piracy only includes attacks on shipping on the high seas - that is, more than 12 nautical miles off the coastline and not under the jurisdiction of any state. Inside a country's territorial waters and within port facilities, these attacks are defined as armed robberies at sea [3].

Most of the attacks have been against ships involved in oil and gas transportation, such as tankers, bulk carriers and tugs. Fishing vessels have also been targeted.

The coastline off Nigeria saw the most attacks in 2018. This is partly because of "petro-piracy", targeting tankers from Nigeria's rich oil and gas fields.

There were also incidents reported at the loading and anchorage facilities in the Nigerian port of Lagos.

Piracy in the form of hijacking and kidnapping for ransom payments was also common off the coasts of Benin, Ghana, Nigeria, Congo-Brazzaville and Cameroon.

Rich pickings at sea, political instability, the lack of law enforcement and poverty on land are all factors which have contributed to the increase in piracy.

Most of the seafarers affected are not from the region. Around half are from the Philippines, followed by India, Ukraine and Nigeria.

International Maritime Bureau (IMB) assistant director Cyrus Mody says: «Somalia was the initial turning point and real eye-opener for everyone. The sheer level of violence seen there was unprecedented in modern-day shipping.» The IMB has since gone to great lengths to counter the threat of maritime piracy by utilising international relationships with maritime agencies, and encouraging heightened collaboration between states, strengthening defences of potentially endangered vessels and greater vigilance among shipowners.

Founded in 1991, the IMB PRC's 24-hour manned centre remains a single point of contact to report the crimes of piracy and armed robbery. The centre has not only assisted ships in a timely manner, it also provides the maritime industry, response agencies and governments with transparent data – received directly from the Master of the vessel under attack - or its owners.

The IMB PRC's prompt forwarding of reports and liaison with response agencies, its broadcasts to shipping via GMDSS Safety Net Services and email alerts to ships' CSOs (Company Security Officers), all

provided free of charge, has helped the response against piracy and armed robbery and the security of seafarers, globally.

The spread of sea piracy, in contemporary times is not restricted to one particular sea area or zone. It has become rampant in almost each and every part of the world.

Detailed below are 10 piracy affected areas where the terror and threat of sea pirates has reached looming proportions:

1. Malacca Straits.
2. South China Sea.
3. Gulf of Aden.
4. Gulf of Guinea.
5. Benin.
6. Nigeria.
7. Somalia.
8. Indonesia.
9. Arabian Sea.
10. Indian Ocean [4].

Marine piracy is a crime that needs to be addressed to without any delay. The international maritime committees and organisations are doing their share of shouldering the responsibility, but in the absence of a positive and responsible internal government, executing justice becomes quite difficult. This leads to a greater spread of piracy sea activities. In the best interests of not just the trading community but also of the lives involved – both the crew as well as the circumstance-turned-pirates – proactive action needs to be taken.

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FIGHTING CORRUPTION IN THE USA

The aim of the article is the analysis of countering organized crime in the financial system abroad, as well as the development of concrete proposals to optimize the legislative provision of such activities by special