



# International Maritime Organization

UGAMUNC 30

# Table of Contents

Letter to the Delegates.....	2
Sensitivity Statement.....	4
Introduction to the International Maritime Organization.....	5
Important Vocabulary.....	6
Questions to Consider.....	7
Suggested Reading.....	7
Topic A: Dealing with Maritime Piracy off the Somali Coast & Gulf of Aden.....	8
Topic B: Streamlining Trade & Maritime Infrastructure to Boost Global Commerce & Nations' Economic GDP.....	11

## Letter to the Delegates

Dear Delegates,

I hope you have a wonderful holiday season! My name is Arya Telang, and I'm honored to be your chair for the International Maritime Organization of the United Nations. Although this is my sixth year doing Model UN, it's my first year chairing, so I'm excited for this experience! To introduce myself, I am a second-year majoring in Management Information Systems and Economics, minoring in Criminal Justice Studies, and pursuing a legal certificate. In addition to being in Model UN, I am an editor for the Stillpoint Literary Magazine, and I work as an undergraduate MIS Teaching Assistant and a Community Services Assistant on campus. In my free time, I enjoy writing poetry, listening to music, reading books, watching movies, and stargazing. I also have the pleasure of introducing my co-chair, Gavin Gillespie.

It is a pleasure for me to co-chair this committee and to welcome you to UGA! My name is Gavin Gillespie and it is my second year in Model United Nations. I joined MUN to be in a position of connecting ideas, interests, and making friends along the way! My major is International Business and Economics with a Japanese minor and an Entrepreneurship certificate. Outside of major specific activities, I am in the Redcoat Marching Band, in which I am a part of the football, volleyball, gymnastics, and basketball band. I am in the process of joining the service fraternity working with the Redcoats called Kappa Kappa Psi. I also enjoy involvement within the Honors College, UGA's Scholars of Finance, German, ASL, Russian, and Japanese Conversation Clubs, International Business Society, Society of Business Intelligence, Society of Entrepreneurs, and I am on the executive team of the John Quincy Adams Society at UGA among others. As a hobby of mine, I love to learn languages and explore different ideas, backgrounds, and cultures. I hope you find this committee to be a welcoming environment and an enjoyable experience. If you ever feel these conditions are not sufficient, please let me know.

We expect that you will prepare adequately and compete to the best of your ability. Note that this background guide is meant to give you a foundation for further research, rather than an all-encompassing reference. We hope to see this committee debate responsibly and professionally, with cooperative efforts to give each nation a voice rather than one or two nations uniformly leading a block. As delegates at UGAMUNC 30, all members will have the opportunity to put forth resolutions addressing either one or both important topics. These resolutions are meant to embody the work of the IMO in the UN and reflect its mission; please keep in mind the committee's mandate and jurisdiction when coming up with solutions. My co-chair and I are specifically looking for well-researched proposals that are backed up with evidence, and speeches that propose feasible solutions.

Please remember that your **position papers will be due Friday, January 19th, 2024 at 11:59pm.** This is a hard deadline so that we can grade the papers and get them back to you in a timely manner; submissions will not be accepted after the deadline. Remember that position papers are 2 pages (1 for each topic), with three paragraphs focusing on what the UN has done regarding the topic, what your nation has done regarding the topic, and potential solutions. We expect position papers to follow the rubric in terms of content and formatting, so please make

sure to check the UGAMUNC website for resources and examples. The position papers should be **emailed in a Word Document/PDF format to both my co-chair and me.** If you have any questions or concerns before the conference starts, my email is **arya.telang@uga.edu** and Gavin's is **gavin.gillespie@uga.edu**. Thank you so much; we can't wait to meet you and hear your ideas in committee!

Sincerely,  
Arya and Gavin

### **Sensitivity Statement**

As you research these topics and prepare to attend our conference, please remember to be respectful and mindful of different cultures, traditions, religions, and more. Here at the University of Georgia, we do not tolerate any form of discrimination. As a standard, follow the Western business attire dress code, do not imitate accents when speaking, and do not bring props. Treat your fellow delegates with the utmost respect, regardless of differences in ability, age, culture and ethnicity, gender identity, national origin, race, religion, and sexual orientation. Please keep this in mind, whether it's the ideas discussed during debate or the content of your papers.

Additionally, cheating by pre-writing or other measures such as the use of AI (ChatGPT, Google Bard, Grammarly AI, etc.) will not be allowed, as it not only provides certain delegates with unfair advantages, but also takes away from the passion, personality, and effort that each delegate puts into their ideas and works. Although this is a technology committee, the use of AI to write position papers, speeches, or papers in committee is strictly forbidden.

In short, please conduct yourself in a respectful and professional manner. If instances of racism, sexism, homophobia, xenophobia, etc. ever arise during committee, please let us know so that we can handle the situation and create a safe and welcoming environment for everyone. Furthermore, if our staff determine that you have violated our code of conduct, or that you have committed any aforementioned forbidden activities such as prewriting, accent imitation, or racism, we reserve the right to disqualify you from UGAMUNC 30.

## **Introduction to the International Maritime Organization**

Established in 1948 in Geneva, the International Maritime Organization (IMO) didn't officially meet until 1958. The IMO holds the responsibility of safe and secure shipping while preventing marine and atmospheric pollution<sup>1</sup>, and while the committee's focus lies in the UN's 14th Sustainable Development Goal, "life below water", they also work closely with other SGD goals. With over 175 Member States and work expanding internationally, the IMO is currently headquartered in London, England. It mainly utilizes five committees supported by sub-committees, and is governed by members that meet every two years alongside a council of 40 members. The SOLAS document and OILPOL convention are some of the most notable IMO works to this day.

In this committee, delegates will have to solve issues related to piracy and the security of shipping in international waters, as well as find solutions to streamline trade and maritime infrastructure to boost global commerce and nations' economic GDP. Fun fact: every last Thursday of September is celebrated as World Maritime Day, which coincides with the establishment of the IMO in 1958.

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<sup>1</sup> IMO. 2019. "Brief History of IMO." [Www.imo.org](https://www.imo.org). 2019.  
<https://www.imo.org/en/About/HistoryOfIMO/Pages/Default.aspx>.

### Important Vocabulary

- Piracy: “any illegal acts of violence...committed for private ends by the crew of passengers of a private ship or private aircraft...on the high seas against another ship or aircraft” and the voluntary participation in such acts or on such means of transportation<sup>2</sup>
- SDG: sustainable development goals created by the UN in 2015 as a universal call to action, with 17 goals that member nations hope to achieve by 2030<sup>3</sup>
- Regional Seas Programs: established in 1974 by the UN, it establishes frameworks and mandates for maritime related issues<sup>4</sup>
- Territorial Seas: nations may set laws of regulation and use up to 12 nautical miles from the coastline of their nation, and may employ their sovereign rights and jurisdiction<sup>5</sup>
- CSO or NGO: defined as “any non-profit, voluntary citizens’ group which is organized on a local, national or international level”<sup>6</sup>.
- GDP: gross domestic profit is a monetary measure of goods and services produced in a certain time period by a nation; a measure of the nation’s health
- Maritime Infrastructure: serves the purposes of commerce, maritime science, and national security; examples include cranes, channels, dams, and other tangible structures important to a nation’s trade
- Global Commerce: the process of buying and selling goods and services across international borders to foreign customers

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<sup>2</sup> “Piracy.” n.d. LII / Legal Information Institute.

<https://www.law.cornell.edu/wex/piracy#:~:text=The%20United%20Nations%20Convention%20on.>

<sup>3</sup> United Nations. 2023. “The 17 Sustainable Development Goals.” United Nations. United Nations. 2023. <https://sdgs.un.org/goals>.

<sup>4</sup> Environment, U. N. 2021. “Regional Seas Programme.” UNEP - UN Environment Programme. November 8, 2021. <https://www.unep.org/explore-topics/oceans-seas/what-we-do/regional-seas-programme>.

<sup>5</sup> United Nations. 2020. “United Nations Convention on the Law of the Sea.” Un.org. 2020. [https://www.un.org/Depts/los/convention\\_agreements/texts/unclos/part2.htm](https://www.un.org/Depts/los/convention_agreements/texts/unclos/part2.htm).

<sup>6</sup> Nations, United. n.d. “The UN and Civil Society.” United Nations.

[https://www.un.org/en/get-involved/un-and-civil-society#:~:text=A%20civil%20society%20organization%20\(CSO.](https://www.un.org/en/get-involved/un-and-civil-society#:~:text=A%20civil%20society%20organization%20(CSO.)

### Questions to Consider

1. Are maritime laws and regulations just as important as those conducted on land with greater human populations, and why would less regulation affect people more than just pollution and violence?
2. How can the IMO exert prosecution power or at least reference it in conjunction with the Security Council's power?
3. Could piracy have roots in humanitarian and social issues, and what are potential solutions to these root causes that can help alleviate the impact of piracy on the shipping and trade industries?
4. How does the involvement of the trade and shipping industries tie into a nation's economic health due to import/export surpluses and deficits?
5. How can decreasing pollution (whether through the contamination of the ocean or lessening shipyard materials) aid in faster and safer shipping methods?

### Suggested Reading

For Topic 1:

- [The Not-So-Jolly Roger: Dealing with Piracy off the Coast of Somalia and in the Gulf of Guinea](#)
- [What to do about piracy?](#)
- [Somalia: Security Council adopts resolution to keep pirates at bay | UN News](#)
- [Somali piracy: in search of remedies for a global malady | Africa Renewal](#)
- [Ending Somali Piracy Will Need On-Shore Solutions and International Support to Rebuild Somalia](#)

For Topic 2:

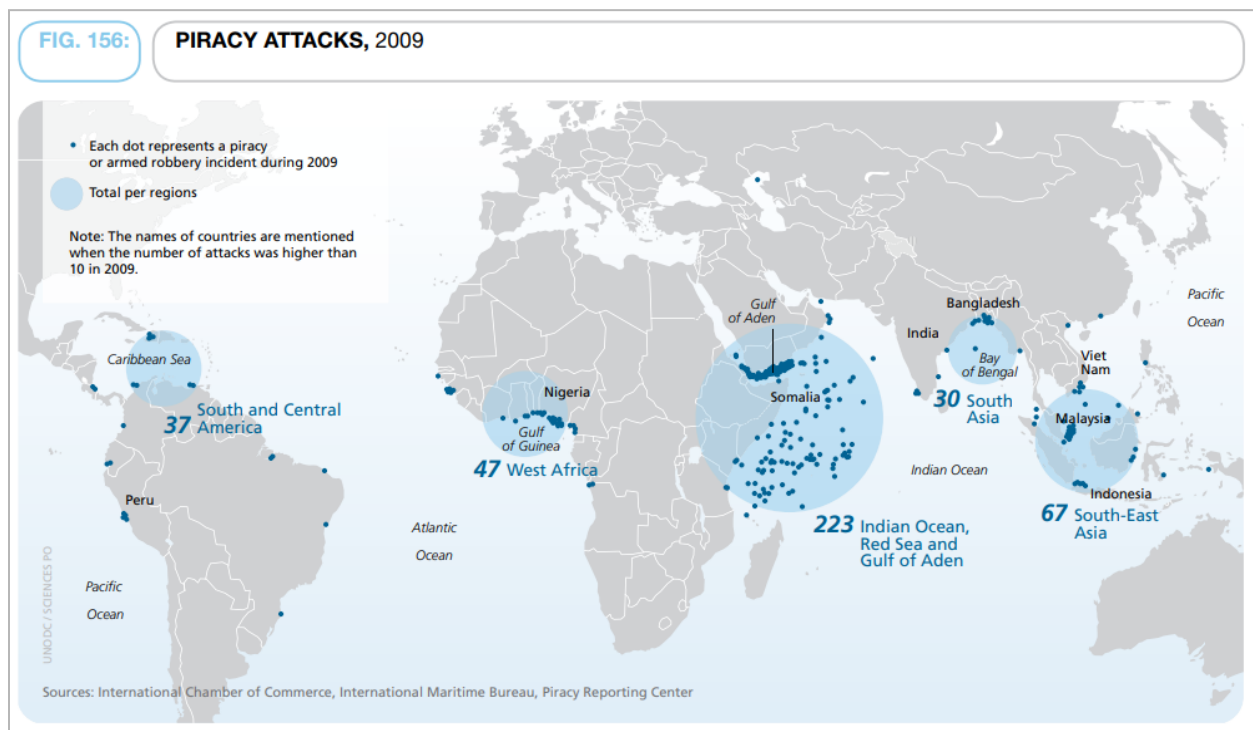
- [Yemen: UN concludes removal of one million barrels of oil from decaying tanker | United Nations in Türkiye](#)
- [UN calls for shipping 'propulsion revolution' to avoid 'environmental disaster' | UN News](#)
- [Case Study | United Nations](#)



### Topic A: Dealing with Maritime Piracy off the Somali Coast & Gulf of Aden

Often overlooked as an issue of the past, piracy is envisioned as hook-handed men with eye-patches obscuring half of their face and parrots on their shoulders screaming incoherently. They board the plank with a grim look and calculated steps, battling innocent civilians with gleaming swords, teetering on a plank hanging above a sea of hungry sharks. However, while that may have been true of stories past, in today's day and age, piracy is a major concern and a different story. Now disguised as fishermen, pirates strapped with AK-47s and RPGs use small skiffs and ladders to stealthily approach and mount cargo ships. They come with the intent to steal goods, usually holding the crew at ransom in the process and wreaking havoc across the shipping and trade industries.

Piracy encompasses two crimes: the first being the robbery of cargo and the hijacking of a vessel, and the second being a kidnapping where the vessel and crew are held at ransom (less likely to occur but commonly found in Somali piracy situations)<sup>7</sup>. Although the number of deaths has decreased overall, the cost of ransoms along the Gulf of Aden (the area around Somalia) has risen to the millions, increasing the urgency of the situation again. However, these incidents are not solely focused on one region, making this an international issue. For example, some piracy hotspots include the Gulf of Aden (the most costly), Strait of Malacca, South China Sea, Gulf of Guinea (the most violent), Arabian Sea, Indian Ocean, and nations such as the Democratic Republic of the Congo, Somalia, Benin, Nigeria, and Indonesia.<sup>8</sup>



<sup>7</sup> Maritime Piracy. 2010. [https://www.unodc.org/documents/data-and-analysis/tocta/9.Maritime\\_piracy.pdf](https://www.unodc.org/documents/data-and-analysis/tocta/9.Maritime_piracy.pdf).

<sup>8</sup> MI News Network. 2019. "10 Maritime Piracy Affected Areas around the World." Marine Insight. August 15, 2019. <https://www.marineinsight.com/marine-piracy-marine/10-maritime-piracy-affected-areas-around-the-world/>.

In the past, the UN has used baseline international laws and the creation of sub-committees to handle piracy situations. After the creation of the IMO, the UN passed and adopted the 1982 UN Convention on the Law of the Sea (UNCLOS), whose main focus was to lay down a framework for law and order in governing oceans, seas, and their resources. Key articles to know in relation to piracy are articles 100-107 and 110. In Resolution 1897 (adopted in 2009), the Security Council authorized nations and organizations cooperating with the Somali Transitional Federal Government (TFG) to use any necessary means to enter Somalia's territorial seas and fight piracy. In Resolution 64/71 of December 2009, the General Assembly mentioned the importance of the IMO in maritime security and issues of piracy, with the inclusion of The Division for Ocean Affairs and the Law of the Sea.<sup>9</sup>

Specifically, we can look at Resolution 1851 (2008), under Chapter VII of the UN Charter, which states that land-based operations in Somalia will be allowed for intervention purposes, and Resolution 1814 (2008) would allow for the deployment of a UN peacekeeping operation in retaliation to piracy incidents off the coast of Somalia. They have also enlisted the help of the African Union Mission in Somalia (AMISOM) as contracted aid. Written by the Security Council, it also includes the phrase, "and in some cases led to pirates being released without facing justice, and reiterating that the 1988 Convention for the Suppression of Unlawful Acts Against the Safety of Maritime Navigation ("SUA Convention") provides for parties to create criminal offences", which allows for a better criminal justice system to be created as a form of punishment<sup>10</sup>. Later in 2018, the Security Council adopted Resolution 2442, which "[authorized] 12-month extension for international naval forces fighting piracy off Somali coast"<sup>11</sup>. This was simply an extension of the previous year's adopted resolution, Resolution 2382 (2017), that allowed the continued presence of naval forces.

In this committee, we'll be focusing on a case study of Somalia, sometimes referring to the Gulf of Aden as the approximate surrounding area. The piracy events occurring here have increased in recent years, mostly due to direct social and political events taking place in the nation of Somalia. To dive deeper into history, it's important to understand the past governmental system. From October 1969 to January 1991, Mohammed Siad Barre, a military officer, served as the President of Somalia. As a dictator, Siad served through 18 years of a civil war, and ultimately after his exile and death, the central government collapsed in 1991. Somalia was split into three parts: "the independent north-eastern state of Somaliland; the central semi-autonomous region of Puntland; and the south-western state of Somalia".<sup>12</sup> Even to this day, the Transitional Federal Government of Somalia (TFG) does not have full control of any of its territory, leading to a social and humanitarian crisis. As stated in the TOCTA Report of 2010, "over three million

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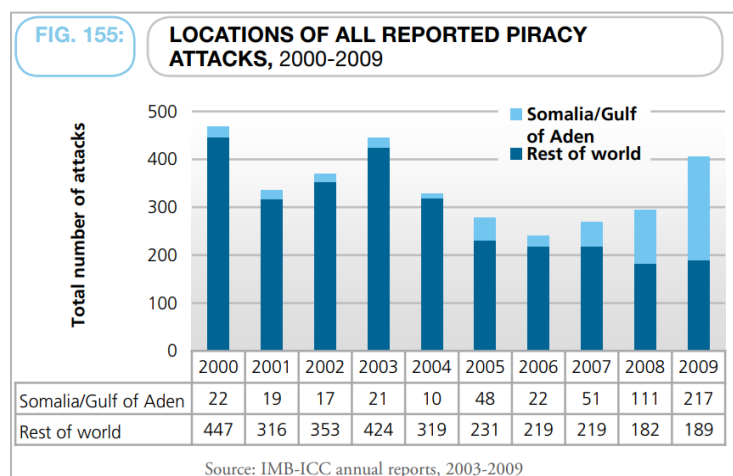
<sup>9</sup> "Piracy under International Law." 2012. Un.org. 2012. <https://www.un.org/Depts/los/piracy/piracy.htm>.

<sup>10</sup> "Security Council Authorizes States to Use Land-Based Operations in Somalia, as Part of Fight against Piracy off Coast, Unanimously Adopting 1851 (2008) | UN Press." n.d. Press.un.org. Accessed October 17, 2023. <https://press.un.org/en/2008/sc9541.doc.htm>.

<sup>11</sup> "Security Council Adopts Resolution 2442 (2018), Authorizing 12-Month Extension for International Naval Forces Fighting Piracy off Somali Coast | UN Press." n.d. Press.un.org. <https://press.un.org/en/2018/sc13566.doc.htm>.

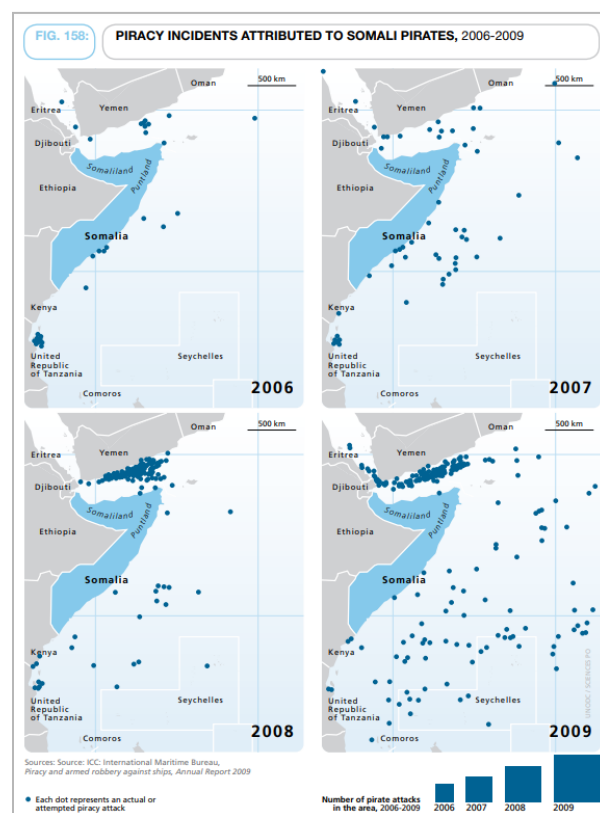
<sup>12</sup> "9.Maritime Piracy." 2010. [https://www.unodc.org/documents/data-and-analysis/tocta/9.Maritime\\_piracy.pdf](https://www.unodc.org/documents/data-and-analysis/tocta/9.Maritime_piracy.pdf).

Somalis depend on food aid, more than a two-third increase from 2007. The country has one of the highest maternal mortality rates in the world. Less than a quarter of Somalia's children go to school, and the country is about to become Africa's least literate. There has been a continuous outflow of refugees and migrants to neighboring countries, with the UN High Commissioner for Refugees estimating that as many as 50,000 people, predominantly Somalis, crossed the Gulf of Aden to Yemen in 2008<sup>13</sup>.



Seeing the effects of political, social, and humanitarian issues in Somalia, the piracy incidents often do not have proper solutions, either lacking in intervention, protective measures, or means of justice. The current situation mirrors that of 2005-2009, when well-known piracy incidents occurred and were covered by the media, but they did not necessarily decrease in number due to a lack of outpouring hands-on, on-shore action.

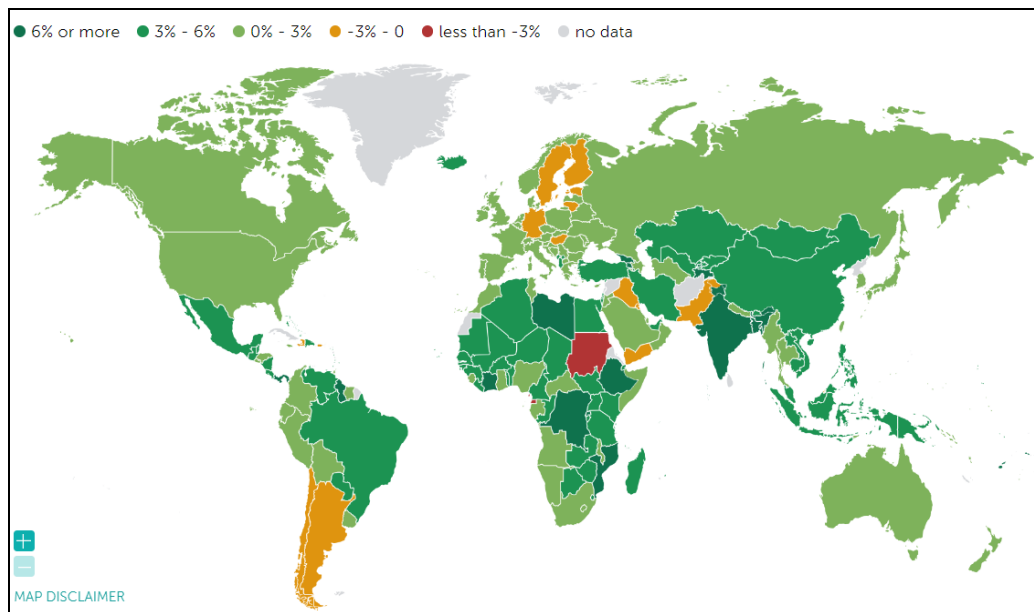
Now considering possible UN actions on this proposed topic, the goals for this committee will include the creation of sub-committee(s), passing of resolution(s), use of NGOs and funding, and acknowledgment of these incidents that would propose punishments for acts of piracy for the Security Council to deal with. If the agenda is set to 1 then 2, we hope to pass at least two resolution papers. The UN's Contact Group and Counter-Piracy Trust Fund<sup>14</sup> established in 2012 would be good resources to look into. In this scenario, we are looking for certain groups who can provide the funding, prosecution, and action necessary to discourage acts of piracy, lower the costs emerging from ransoms, and reduce the lives lost in these hijackings.



<sup>13</sup> "9. Maritime Piracy." 2010. [https://www.unodc.org/documents/data-and-analysis/tocta/9.Maritime\\_piracy.pdf](https://www.unodc.org/documents/data-and-analysis/tocta/9.Maritime_piracy.pdf).

<sup>14</sup> "Counter-Piracy Trust Fund." 2020. Undp.org. 2020. <https://mptf.undp.org/fund/apf00>.

## Topic B: Streamlining Trade & Maritime Infrastructure to Boost Global Commerce & Nations' Economic GDP



Real

GDP

growth, annual percentage change: World Economic Outlook from the International Monetary Fund

As the global economy becomes increasingly interconnected, the optimization of trade and maritime infrastructure is a critical element for increasing international commerce and each individual nation's GDP. It is typically noted that in order to promote this, there is a need to remove trade restrictions. This can be especially noted in countries that have trade restriction policies in commercial banking, as this would lead to less-developed credit markets<sup>15</sup>. As a note, the more restricted a good, service, or trade is, the more the price of shipping and protection of transport is going to rise (also known as shipping to port insurance).

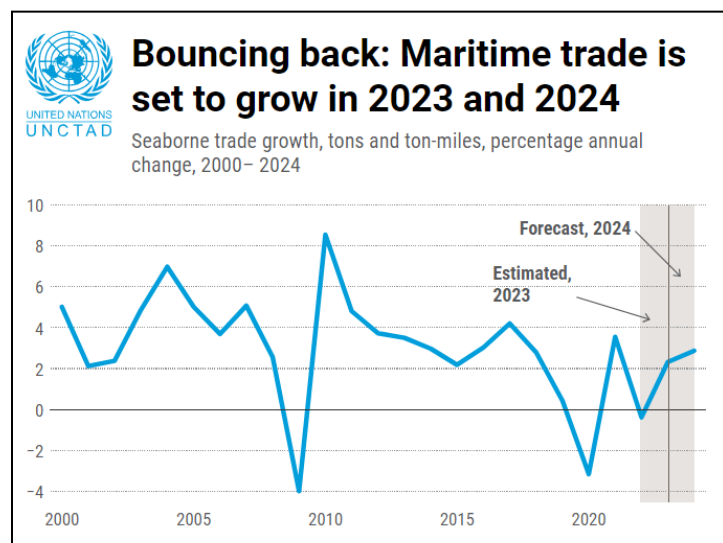
Maritime transport is one of the main ways that the world interacts and trades with each other. Since the 17th century, the oceans have been subject to the freedom-of-the-seas doctrine<sup>16</sup>. Because of this, the pollution from the shipping transports creates an unlivable environment for the wildlife in the sea. The idea in promoting global economics includes sustainability in this fashion, where nations will be able to work towards the sustainable development goals chartered by the United Nations. Sustainable Development Goal 14 should be highlighted, where the goal to "conserve and sustainably use the oceans, seas and marine resources for sustainable Development"<sup>17</sup> is key. With the International Maritime Organization, the United Nations has

<sup>15</sup>"Trade in Services for Development Fostering Sustainable Growth and Economic Diversification." n.d. [https://www.wto.org/english/res\\_e/booksp\\_e/trade\\_in\\_services\\_and\\_development\\_e.pdf](https://www.wto.org/english/res_e/booksp_e/trade_in_services_and_development_e.pdf).

<sup>16</sup> United Nations. n.d. "Oceans and the Law of the Sea." United Nations. <https://www.un.org/en/global-issues/oceans-and-the-law-of-the-sea>.

<sup>17</sup> United Nations. 2023. "The 17 Sustainable Development Goals." United Nations. United Nations. 2023. <https://sdgs.un.org/goals>.

made consistent efforts within 172 of its member states to increase the size of the ships and ships' cargo within the past 5 years<sup>18</sup>.



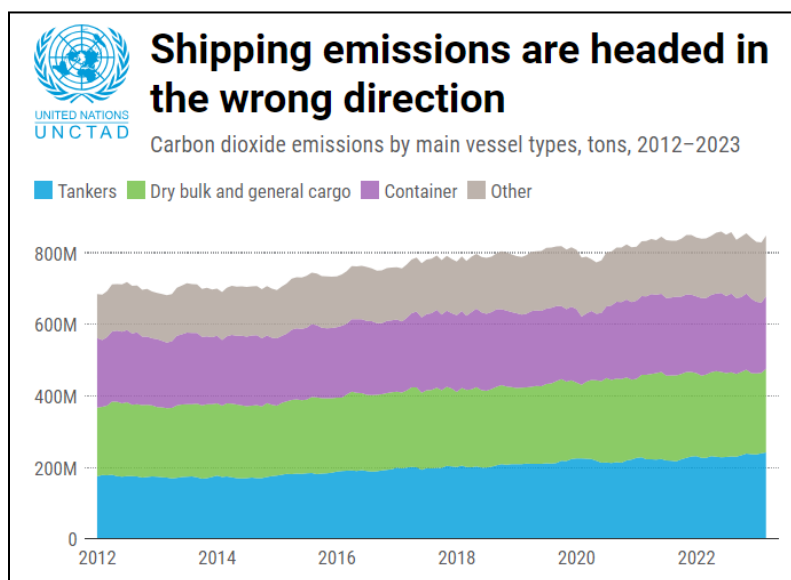
In 1973, the adaptation of the International Convention for the Prevention of Pollution from Ships (MARPOL) was developed. This would limit marine pollution caused by oil or other liquids. Later in 1997, the IMO added the new Annex VI to MARPOL to address the concern of atmospheric pollution into the air<sup>18</sup>. In 2011, the IMO became the first international regulator of maritime transport in international shipping. The UN has a history of handling maritime situations using international laws and the creation of sub-committees.

Following the establishment of UNCTAD and IMO, the United Nations proceeded to pass and ratify the 1982 United Nations Convention on the Law of the Sea (UNCLOS). This groundbreaking convention was primarily designed to establish an unwavering framework for maintaining law and order in the management of oceans, seas, and their vast resources. This would be very prevalent in this committee because of the navigational efforts that were put forward, particularly in resolutions MSC.128(75) that was adopted in May 2002 and the edits to the resolution A.706(17) (Annexes 1 and 2). These two resolutions in correlation uphold the best forms of navigation to the The World-Wide Navigational Warning Service (WWNWS). By creating coastal warnings via the “International NAVTEX service”, “International SafetyNET service,”, and (NAVAREA / METAREA or Sub-area”<sup>18</sup> ships are able to safely move throughout open waters. In addition, the Global Maritime Distress and Safety System (GMDSS) and International SafetyNET have created secure options to broadcast warning or alert messages through the Inmarsat Enhanced Group Call (EGC)<sup>18</sup>. The MSC.128(75) makes use of these safe methods by the direct use of on-board ship control to maneuver through distressing situations.

Moreover, the UN has established regulations to address Territorial Waters and Exclusive Economic Zones (EEZs). By the resolution A.672(16), the UN published the most notable guidelines for exclusive Economic Zones. In these areas, individual nations are given sovereign rights over natural resources that are within their nation’s respective maritime boundary (i.e. fisheries and minerals). In the economic zones, UNCLOS ensures the stability and predictably of different maritime trade and resource usage. The interconnectedness of the global economy and

<sup>18</sup>Nations, United. n.d. “The Role of the International Maritime Organization in Preventing the Pollution of the World’s Oceans from Ships and Shipping.” United Nations. Accessed October 18, 2023. <https://www.un.org/en/chronicle/article/role-international-maritime-organization-preventing-pollution-worlds-ocean-s-ships-and-shipping#:~:text=As%20the%20United%20Nations%20agency>.

the optimization of trade and maritime infrastructure are pivotal to drive international commerce and bolster individual nations' GDP. In this context, the United Nations plays a crucial role in promoting sustainable economic growth while addressing environmental and navigational challenges associated with maritime transport, as also seen by the supplemental graphs<sup>19</sup>.



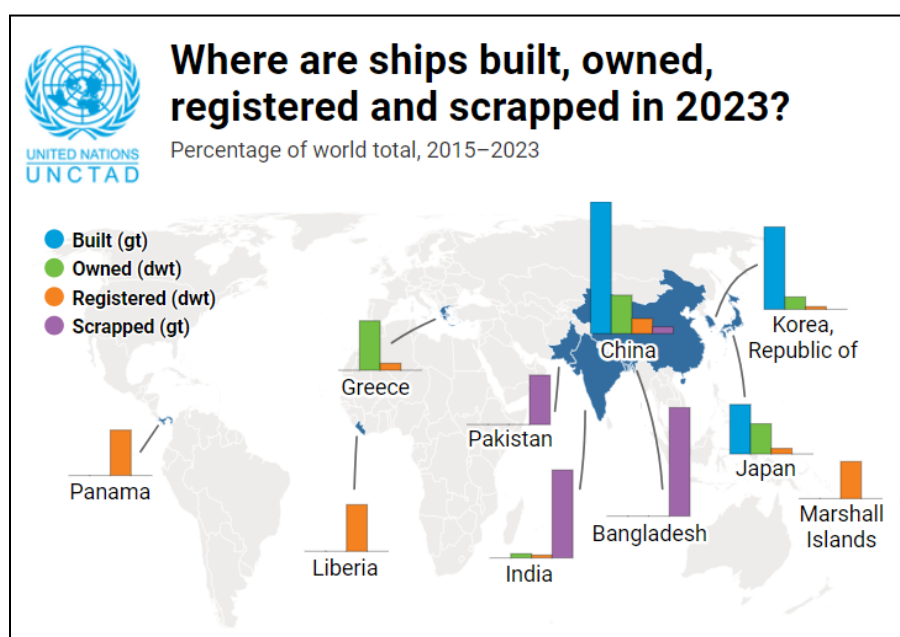
In conclusion, the United Nations has a crucial role to play in fostering sustainable development, environmental protection, and navigational safety in the context of trade and maritime infrastructure. By aligning its actions and goals with these priorities, the UN can contribute to a more interconnected and sustainable global economy. As you continue debating and writing in committee, and if the agenda is set to 2 then 1, we hope to pass at least two resolution papers addressing potential UN actions and goals listed below:

- Continued emphasis on SDGs: The UN should maintain a strong focus on SDG 14, which centers on conserving and sustainably using oceans, seas, and marine resources. This entails addressing issues like overfishing, marine pollution, and the protection of marine ecosystems.
- Marine pollution mitigation: The UN, through bodies like the International Maritime Organization (IMO), should continue to strengthen regulations to limit marine pollution from ships. This could include measures to reduce oil spills, limit atmospheric pollution, and manage the disposal of hazardous materials.
- Enhanced navigational safety: The UN can further work on enhancing navigational safety through the development of international guidelines, navigational warning services, and the implementation of state-of-the-art technologies like the Global Maritime Distress and Safety System (GMDSS). This will contribute to safer and more efficient maritime transportation.

<sup>19</sup> “Review of Maritime Transport 2023.” n.d. UNCTAD.  
<https://unctad.org/publication/review-maritime-transport-2023>.



- Facilitation of trade: The UN should encourage member states to remove trade restrictions and reduce barriers to commerce. This could include advocating for policies that simplify customs procedures, standardize documentation, and promote the free flow of goods and services across borders with researched tariff usage.
- Sustainable oceans: The primary goal should be to ensure the sustainable management of oceans and marine resources, in alignment with SDG 14. This includes efforts to protect marine biodiversity, manage fisheries sustainably, and combat ocean pollution.



- Environmental stewardship: The committee's focus should also be on minimizing the environmental impact of maritime transportation. This can be achieved by promoting clean energy sources for ships, reducing emissions, and implementing eco-friendly practices in the maritime industry.
- Nautical safety: Ensuring that navigation in international waters is as safe as possible is of paramount importance. The committee should set goals for the implementation of advanced navigational warning systems, comprehensive maritime distress systems, and efficient communication protocols to prevent accidents and respond swiftly to distress situations.
- Trade facilitation: A critical goal should be to promote free and efficient trade. This involves advocating for the removal of trade restrictions, the simplification of trade-related processes, and the reduction of tariffs and non-tariff barriers to facilitate the flow of goods and services.