SC Chair Report

Ensuring Maritime Security in the Red Sea

Chair: Christophe Cannon
Deputy Chair: Eric Warburg

Personal Statements

Chair – Christophe Cannon

Hello, I'm Christophe and I'm going to be serving as the chair for SC at MUNISS 2024. I'm currently 15 years old and I'm currently in grade 10. So far I have attended 9 MUN conferences and have chaired 5 of them, including THIMUN. I am personally really passionate about human rights and environmental issues. I am also passionate about increasing the number of Bow-ties for MUN conferences as there is a distinct lack of them in the MUN world. Favoritism is in order for those with Bow ties. For those of you who have not attended MUNISS before, MUNISS is a yearly conference hosted by the International school of stuttgart with a variety of different committees for different levels of MUN experience. This year in the security council the 3 topics being discussed are, **The Conflict in Israel and Palestine**, **Addressing the Ongoing Conflict in Myanmar**, and **Ensuring Maritime Security in the Red Sea (This research report)**. Three challenges that will require diligence and careful solutions. However the powers possessed by the Security Council we have no doubt that an agreeable solution will be found. If you have any questions about any of the 3 research reports or the committee in general please feel free to email me (christophe_cannon@fis.edu). P5 Remember to use those Veto powers responsibly.

Deputy Chair – Eric Warburg

Good day, I'm Eric Warburg and I will be your Deputy Chair for the Security Council. I am 16 years old and am in 11th grade at the International School of Hamburg in Germany. To date, I have attended only one MUN conference, being THIMUN but am leading MUN at our school. MUNISS is a yearly conference hosted by the International School of Stuttgart. It hosts a wide range of committees for both beginners, intermediates and experts at MUN debating. In the SC this year we will be discussing **The Conflict in Israel and Palestine**, **Addressing the Ongoing Conflict in Myanmar**, and **Ensuring Maritime**

Security in the Red Sea. These are very moving and challenging to understand topics since they are not only ongoing but also involve a good historical understanding. However I believe with the correct research we will be able to have a very constructed, fruitful and tense debate.

Introduction

The Red Sea & Suez Canal is one of the most well-travelled shipping lanes in the entire world. That obviously makes it a primary target for pirate vessels and people looking to make a profit from the ship. As such a large number of pirates are stationed in the red seas as it is the prime pirating location. Where fish move a shark will soon follow, and following on from this analogy a lot of fish travel through the Red Sea. Filled with valuable cargo and very valuable hostages from a pirate's perspective. However, on the other hand most sailors are simply doing their job but when moving through the Red Sea they must take unnecessary detours and protection with them just so they are not hijacked.

Ships certainly have evolved to bring defences against violent attacks. Some very innovative ones using just the power of water and ones that are at the limit of deafening people close to them. A few very innovative non-violent solutions are shown in this video by "Not what you think"[1] The chairs would recommend watching to get an overview of non-violent pirate counter mechanisms. However, a non-violent solution is not always possible and so an entire industry has formed around avoiding pirate attacks for traditional cargo vessels ("After the Release: The Long-Term Behavioral Impact of Piracy on Seafarers and Families"). This not without good reason. Pirate attacks can have extremely damaging mental consequences for Seafarers ("11 Companies Offering Maritime Security Services").

Furthermore, pirate attacks are very costly for the global economy for a variety of reasons. One if they steal the cargo there's no longer any cargo, so the ship loses its value. So if they take the ship hostage or damage it in the attack the ship will have to pay for repairs further down the coast so that it is seaworthy, and potentially more grimly having to pay for new workers if they do not survive the pirate assault.

Finally, three being the amount of money that may potentially be spent in order to retrieve the crew from hostage situations. Either by rescuing them in an operation or by paying the ransoms the pirates ask for in order to retrieve the crew and the boat. It is estimated that for every 120 million pirates the world economy pays nearly 0.9 to 3.3 Billion dollars alone in other outcomes of the pirate attack ("11 Companies Offering Maritime Security Services"). As well as the fact that none of these three issues are mutually exclusive and can all happen at the same time costing shipping companies and the world economy billions of dollars.

However on a more positive note piracy is an issue the UN has been quite active on as generally most member nations are in agreement with. The only small issue being the violence of Eritrea Somalia and Saudi Arabia's waters if they do not agree to let other nations warships into this region to protect ships. However they have mostly agreed as the piracy in these water's

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harms the world economy. Including them. Hopefully throughout the conference delegates will be able to find a suitable solution to these issues.

Glossary

Houthi

The Houthi movement, rooted in the Zaidi sect of Shia Islam and fronted by Hussein Badreddin al-Houthi (the movement named after himself), emerged in the early 2000s in Yemen, driven by grievances against political marginalisation. A major player in the Yemeni Civil War, the movement advocates for Zaidi Shia rights, political representation. Accusations of external support, particularly from Iran, contribute to regional tensions. The Houthi movement significantly impacts the Yemen conflict and regional stability, including maritime security in the Red Sea. They are accused of funding many pirate operations and have taken ownership of many and are branded as terrorists in many states around the world ("Who are Yemen's Houthis?").

Red Sea

The Red Sea is a roughly 1000 Kilometre long stretch of sea that is commonly known as the most dangerous sea in the world for ships because of the high levels of piracy and importance to the global shipping route. As without it ships would have to travel the length of continental Africa to get from Europe to Asia. A map of the red sea found below ("Red Sea Attacks").

("Edubaba").

Citadel

A citadel in this context is a heavily fortified area of a cargo ship that crewmembers can hide in during a pirate attack. More and more citadels have been built on newer ships so that the crew ultimately the most valuable cargo of the ship is protected and won't be held for ransom. They are generally able to control the ship and have supplies for the crew that can last up to a week. So that appropriate reinforcements can arrive on the boat and dispell the pirates effectively ("What is "Citadel" Anti-Piracy Method?").

Issue Explanation

The problem that rebels and pirates in the red sea present boils down to 3 central areas affected. The first is the psychological impact on kidnapped persons and peoples in the ships as well as their immediate family and anyone who cares for them. Two the staggering amount of money spent in a year on ransoms and release of hostages/ release of valuable and important cargo. Three the large effect Hijackings can have on the global economy if they target the right/wrong industries that can lead to massive extra economic spendings in order to combat piracy. Because of this fear some ships even go round the entirety of Africa in order to minimise the risks of a pirate attack on valuable cargo. Along with the Panama Canal the Suez canal is one of the world's most important and influential trading routes in the world. As is easily seen when the Suez canal was blocked by a ship for a week costing global trade that day alone around 10 Billion dollars (Glanz). Overall the effects of piracy on fear alone cannot be understated and is causing extra long routes that are even contributing to climate change because of the extra voyage time.

The effects on sailors who have been held captive shows that overall sailors are reasonably resilient against PTSD from pirate attacks however a sizable minority (25.77%) do exhibit clear signs of post traumatic stress disorder and are very negatively impacted by the experience. Studies have also shown that out of all different actions pirates can take once they have seized a boat, taking hostages is the most traumatising and can lead to the most notable lasting effects and conditions. These effects also affect their work and they are much more likely to take contracts that do not go through any areas known to have high piracy. Which can be bad for the environment and negatively impact them as a person, possibly leading to poverty as they struggle to find contracts that meet their traumatic requirements ("After the Release: The Long-Term Behavioral Impact of Piracy on Seafarers and Families"). These effects are not only limited to the Seafarers but to their families as well. Above 50% of family members who had had a family member taken hostage said they did not have enough information on what was happening to them and 30% of spouses reporting they had almost no idea what had happened to their spouse overall leading to anxiety problems and PTSD in later life. A study in 2018 found that over 6000 seafarers had been taken hostage in the last 10 years (2008 - 2018). They also found a very similar percentage to 25.77% had exhibited PTSD symptoms. As well as that in many countries that sailors come from they may not have adequate mental health care to treat their condition. Over 40% of seafarers pre Russia's invasion of Ukraine came from the Philippines, Ukraine and India. Which while horrific for an individual also leads to a decrease in productivity while working on ships. (",") Almost all information taken from. ("Red Sea Attacks"). Be aware this is a very mathematically complex source.

The second major issue of piracy in the Red Sea is the large amount of time, money and resources spent on ending hostage standoffs and negotiations for the pirates trying to make a monetary profit off hostage taking. While this issue is less important than the other 2 major areas it still plays a large role. Hostage negotiations take time, people and generally money in some form or another to A pay the pirates the non desirable outcome or to B finance a rescue operation. Overall piracy costs the world economy an estimated 25 billion dollars each year which is already a staggeringly high amount for small groups of individuals to cost the world ("Science Direct"). As well as some ships taking the extra step to build Citadels inside their

ships in order to protect the crew and some going further to hire armed security details for ships in order to prevent pirate attacks. There are now some companies based solely around preventing pirate attacks ("11 Companies Offering Maritime Security Services"). In short a industry has been centred around something entirely unnecessary if trade and cargo was allowed to pass through areas unharmed.

As already briefly mentioned in previous paragraphs the amount that pirate attacks can cost the world is staggering. An estimated 25 billion dollars that could rise if pirate attacks further increased over the coming years ("11 Companies Offering Maritime Security Services"). It is estimated that for every 120 million seized by pirates it costs the world economy between .9 and 3.3 Billion US dollars not just for the value of the money seized but for any future repercussions for the company. PTSD therapy for the sailors, repairing the boats and any further costs ("The Economic Costs of Piracy"). While not every shipping route is infested with pirates there are certain areas that are particularly vulnerable. The Red sea being the world's hotspot for piracy overall. As valuable cargo is passed through the Suez canal regularly and consequently through the horn of Africa some poorer communities resort to piracy to feed their families and guarantee an income for themselves and possibly loved ones who rely on them. Solutions and clauses aiming to help reduce poverty in these areas of Africa to take the incentive out of piracy may also be effective as they are tackling the root of the problem, not just the effect of the problem, and would by virtue decrease the strain of piracy on the global economy and potentially add more nations able to contribute more to the global economy benefiting every nation.

Overall piracy represents a big threat for ships passing through the red sea. However by no means an insurmountable threat that can be dealt with proven the right tactics and well trained crew. However when a ship is looted or taken hostage the effects on the global economy can be catastrophic for such a small action and as such so the global economy can function efficiently as possible a solution is needed. A solution delegates should aim to find to combat both the effects and root of the problem leading to a decrease in piracy overall and particularly the Red Sea piracy.

History of the Topic

The history of the Red Sea region is shown by a complex interplay of important historical events, and regional conflicts that have contributed to the current challenges in maritime security (Specifically in the red sea). Dating back to the colonial era, European powers asserted control over key territories surrounding the Red Sea, leaving a lasting impact on the geopolitical landscape. Which while ensuring security for these regions while under these rules left a power vacuum once these colonies eventually broke free ("Scramble for Africa").

The Suez Canal, constructed in the 19th century, emerged as a pivotal maritime passage, connecting the Mediterranean and Red Seas and transforming the region into a strategic crossroads for global trade. Quite possibly making it the most important canal in the world. This development heightening the economic importance of the Red Sea but also made it susceptible to geopolitical influences, namely a breeding ground for pirates and other outlaws due to the immense value of the cargo in the area.

Post-World War II, the decline of colonial empires and the emergence of independent nations saw the region grappling with the legacy of arbitrary border demarcations. These borders, often drawn without regard for local ethnic and tribal affiliations, contributed to territorial disputes and internal conflicts that persist to this day ("Milestones: 1945–1952 - Office of the Historian"). Leading to terrorist & Militant groups vying for power and trying to fund their operations any way possible. The Cold War further exacerbated tensions in the Red Sea region, as superpowers such as the United States and the Soviet Union sought influence. Proxy conflicts and the arming of regional factions became common, leading to some of the immense instability in the region. One pivotal event in the region's history is the Soviet intervention in Afghanistan in 1979. The repercussions of this intervention had extremely far-reaching effects, contributing to the rise of extremist ideologies and creating a breeding ground for terrorism that continues to impact maritime security in the Red Sea.

Internal conflicts, civil wars, and the rise of terrorist groups like al-Qaeda and ISIS have added layers of complexity to the region's history and the ongoing situation/Ongoing conflicts, such as the Yemeni Civil War, have further intensified security concerns, particularly around key maritime chokepoints like the Bab el-Mandeb strait. All in all any conflict in these regions can set the rest of the world on the economical edge fearful for their cargo ("National Counterterrorism Center"). With all these factors the red sea was bound to become a breeding ground for pirates and for crime to take over the trade route partly through intervention of outside powers and partly because of the regions history and nations who have to deal with these Militants and terrorist groups should be given some leniency so that they are able to reduce the number of pirates hiding in there borders. Delegates should aim to find a solution that takes into account all these factors, respects these nations territorial waters and finds a solution for lasting peace.

Any Previous Attempts

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Mainly focuses on condemning the actions of Houthi rebels in taking merchant ships and other ships travelling through the Red Sea. As well as re-affirming the right that if violent attacks are made against the ship that the ship has the right to defend itself with force possibly leading to death for the attackers if deemed necessary by the crew. It also emphasises the need to restrict Houthi access to arms and weapons necessary to undertake such Hijackings in order to prevent any further Houthi Hijackings ("Edubaba").

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Early clauses focus on improving relations with Eritrea and Somalia and investigate claims of broken weapons embargo by these states regarding rebels and pirates taking ships in the red sea. It further reinforces its urges to companies and militaries with the power to disrupt piracy on the red sea to do so and make the red sea safer for ships to travel ensuring they do not have the task to travel around continental africa for a safe trade route. Clause 6 is particularly important in the resolution as it brings a new plan on Somalia's position in piracy to deny the pirates land to call home. "Acknowledges Somalia's rights with respect to offshore natural resources, including fisheries, in accordance with international law, recalls the importance of preventing, in accordance with international law, illegal fishing and illegal dumping, including toxic substances, and calls upon States and interested organisations, including the IMO, to provide technical assistance to Somalia, including regional authorities, and nearby coastal States upon their request to enhance their capacity to ensure coastal and maritime security ("Somalia").

Media Contribution

In general the red sea is not actually largely in the large media channels as pirate attacks are somewhat rare. However when a ship is taken generally most media channels report a very similar story addressing there sympathy to the crews and the crews family. As well as what a tragic event it is and how it will affect global shipping for a certain item (Longley). However this is not to say that pirate attacks don't also end up in other endings. There are a few examples throughout the last 20 years of pirates falsely attacking Navy ships (Mainly US) by accident, assuming it to be a cargo ship that can often lead to humorous clips shared throughout the internet about who would make such an obvious mistake and the ramifications of their actions (sibulo). However no media puts modern pirates in a positive light as they are damaging to every country's economy and benefit almost no-one by stealing from nations, taking hostages and making it more difficult to use the Red sea and suez canal. As such a very united front often not seen is taken by most of humanity in agreement that pirates are harmful to everyone and should be eliminated as such. Leading to an extensive list of previous security council resolutions on piracy overall. As no news source has a reasonable reason to criticise a resolution attempting to combat pirating in the Red Sea. Indeed some news articles criticise the security council for not doing more on the issue of Piracy in the Red sea ("Piracy in Somalia"). Overall the media has had a very positive impact on Piracy in the Red Sea and other areas mainly leading to a reduction in piracy by calling for increased action. For once while the media has had a small contribution it has been a positive one.

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