



# **GAI Chair Report**

Topic 1: Strengthening International  
Cooperation to Combat Maritime Piracy and  
Secure Critical Shipping Routes



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# Personal Statements

## Chair – Khalid Tayeb

I am Khalid Tayeb, I'm a student at the international school of Stuttgart, this will be my first time chairing and I am very excited to be your chair in GA1. In my free time I enjoy playing sports, especially basketball. I will see you all at the conference.

## Deputy Chair – Mithun Krishna Nithiyanandam

I am Mithun Krishna, from Cologne International School and I will act as the deputy chair for the General Assembly 1. This is going to be my second time in MUNISS, first time as a chair. This is going to be my 6th MUN Conference. Apart from MUN, my interests lie in watching movies and tv shows. I am very thrilled to be part of this committee and I am looking forward to meeting you all in the conference.



# Introduction

GA1 is the UN's first committee, disarmament and international security committee (Disec) this committee is open to all member states of the United nations. In this committee all member states have an equal vote and to pass a resolution it needs a simpler majority of 51%. Being a general assembly committee the committee cannot authorize armed interventions, impose sanctions or pass a binding resolution.

GA1 first topic of this conference is: Strengthening International Cooperation to Combat Maritime Piracy and Secure Critical Shipping Routes.

Maritime piracy as defined by article 101a of UNCLOS is

- (a) any illegal acts of violence or detention, or any act of depredation, committed for private ends by the crew or the passengers of a private ship or a private aircraft, and directed:
  - (i) on the high seas, against another ship or aircraft, or against persons or property on board such ship or aircraft;
  - (ii) against a ship, aircraft, persons or property in a place outside the jurisdiction of any State;

Maritime piracy is an issue that not only endangers the health and lives of seafarers but also significantly negatively affects international trade routes, hindering maritime trade. Recently, maritime piracy has gotten worse

Global international cooperation has taken place to combat maritime piracy, and treaties have helped set a legal framework for maritime piracy. Naval operations have had a military intervention to deter piracy.

Still, maritime piracy is a continuing issue with it not having significantly improved over the past couple of years, so further action must be taken.



# Glossary

**"UNCLOS:** United Nations Convention on the law of the sea, an international treaty signed in 1982"

**"Atalanta:** name of a European Union operation combating piracy"

**"NATO:** North Atlantic Treaty Organization, a military alliance"

**"Ocean Shield:** an operation by NATO to combat piracy"

**"UNSC:** United Nations Security Council"

**"Maritime piracy:** UNCLOS definition in the introduction"

**"High seas:** international water"



# Issue Explanation

Maritime Piracy is an issue that has many adverse effects and consequences such as economic and humanitarian consequences.

Although piracy attacks off the coast of Somalia have been reducing over the past decade, recently there has been a slight resurgence of maritime piracy in the area with a commercial hijacking in 2023 being the first time since 2017, and seven reported cases in 2024 . Additionally, an attack occurred in February 2025 on a fishing boat. The severity of the attack was majorly reduced by the presence of EUNAVFOR Atalanta, with the pirates reportedly only taking personal belongings and then making a getaway highlighting the importance of such organizations.

Piracy also leads to significant economic damage, for example during the peak of the Somali pirate issue caused 7 billion dollars in damages, including 160 million dollars paid for ransoms (Associated Press 2025)

A worrying fact of this issue is that although piracy has been on a decline in past years, hostage situations have been on the rise with 126 seafarers being taken hostage in 2024, which is almost triple the amount that occurred in 2022 these numbers are in part due to the resurgence in piracy in the Singaporean strait. (The Maritime Executive 2025)

Additionally, the increasing sophistication of piracy activities is worrying. Off the coast of Somali pirates have started hijacking ships to use as motherships to conduct attacks further out at sea, with suspicious approaches being reported as far as 960 nautical miles from the coast.

Another concerning trend is the increase in the technological capabilities of pirates conducting these attacks most notable is the use of weaponized drones on civilian ships. Currently, the responsibility is on the civilian ships to hire private security forces and take their own measures to protect against and deter piracy. This is currently most relevant in the Red Sea and the West Indian Ocean. (Associated Press 2025)



## Perspectives of Parties Involved

Maritime piracy is an issue for all parties that are affected by it and are involved. There is an agreement that something must be done to stop piracy.

Nations in regions that are close to Piracy hotspots see it as a danger to their economic stability due to the consequences it has on their ability to partake in international trade and the increased risk to the safety of seafarers traveling in their region, but coastal nations may also be opposed to certain anti-piracy measures specifically those that encourage the foreign organization to conduct operations in their territorial waters, as it may be seen as an infringement of their sovereignty.

The European Union is in support of naval operations having its own Atalanta operation off the coast of Somalia to deter piracy. Other nations have also contributed with vessels, equipment and personnel.

In addition NATO has an operation called Ocean Shield which operated in the Gulf of Aden and in the Indian Ocean



## History of the Topic

Piracy is an ancient issue that has been going on for millennia, with the golden age of piracy being between the 1700s and 1800s, often occurring in the Caribbean and on the coast of the American colonies. In modern times, piracy has picked up again in areas such as the Gulf of Aden and the Gulf of Guinea due to factors such as political instability and weak maritime law. Maritime piracy has also occurred in recent decades, such as the attack on the USS Coleman in 2000 by Al-Qaeda.

The UN fulfilled an important role in combating maritime piracy, with many conventions and treaties being signed. The first of these conventions was the 1958 Convention on the high seas. Which was later superseded by UNCLOS in 1982, which was a more comprehensive legal framework for maritime activities. Additionally, in 2008, a UNSC treaty was signed, resolution 1816, allowing for international naval forces to enter Somalian territorial waters to combat piracy.

Additionally, the UN's IMO has also passed resolutions in order to facilitate better safety and security in the world's oceans, such as the International Ship and Port Facility Security Code which was established in 2004. This code set requirements for ships and port facilities to reduce maritime threats.

From the 1980s until the 2000s, IMO mainly focused on maritime threats in the South China Sea and the Strait of Malacca, later shifting focus in 2005 to the Gulf of Aden as well as working on building security in the waters of western Africa. (IMO)

Treaties that have been later signed include the Djibouti Code of Conduct in 2009, which focused on Somalia and the western Indian Ocean. The goal of this was to increase regional cooperation on the matter, such as joint naval patrols, as well as establishing several reporting centers. A similar treaty was passed called the Yaoundé Code of Conduct in 2013, which established a similar structure but focused on the Gulf of Guinea.





## Potential Solutions for the issue:

Potential solutions for the issue of maritime piracy include both legal and bureaucratic solutions as well as naval force presence and developing infrastructure.

A solution to the issue of maritime piracy is strengthening the legal framework in criminalizing maritime piracy as a significant contributor to maritime piracy especially in the past has been the legal gray area of operating in international waters. What has been helpful in the past were measures such as defining piracy and making it illegal under international law in the UNCLOS treaty.

Another solution is international cooperation is key both in the prosecution of maritime piracy acts also as a deterrent in the case of naval forces and communication between nations in order to ensure the safety of seafarers Collaborations such as the aforementioned Djibouti code of conduct have allowed for better communication and cooperation between nations in the region leading to a safer environment for seafarers.

Further building on the idea of cooperation providing nations in piracy hotspots with training and resources to help them enforce maritime law would be an effective way to address the issue of maritime piracy, and piracy often occurs in unstable regions.

Additionally, as recommended by the UN, private security forces are also a solution that shipping companies and vessels can use to deter and protect against potential maritime piracy attacks. Adding to organizations such as the EU's Atalanta operation has successfully deterred pirates in the past as a reaction precaution. A convoy system in which a group of vessels travel together with a Naval escort would be effective in deterring pirate attacks.



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