

DISARMAMENT AND INTERNATIONAL SECURITY COMMITTEE

STUDY GUIDE



Shreejal Manandhar

Chairperson

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Dear Delegates and Future Diplomats,

Welcome to the 1st Iteration of Mitini MUN!

We welcome you as this year's delegations for the Mitini Model United Nations 'DISEC'. We're ecstatic to serve as your Executive Board Members. To the MUN veterans out there, we hope you'll have an enriching debate, and to the newcomers, we're excited to be a part of your experience!

What we desire from the delegates is not experience but interest and keenness in learning. Throughout the committee, the board will be helping you to understand the traits of diplomacy, logical analysis, and argumentative debating.

The following pages will guide you with the agenda as well as the committee. Although very comprehensive and factual, the following pages will give you a basic idea of the agenda. The delegates under no circumstances should limit their research to this guide. This guide is just to make the delegates understand the agenda and the way to form the basis for their speech and research. We hope you put in substantial efforts to research and get the best out of the conference.

We also expect that you respect everyone's views, maintain general decorum, and most importantly, understand the gravity of these issues and discuss effective solutions. Besides, we are free to accommodate unconventional ways beyond ROPs to provide a unique and discussion-oriented experience. In case of any queries or clarifications, feel free to contact us.

Now, it is up to you to welcome this experience with zeal, courage, and knowledge, and mark our words, it will all make for some very valuable memories to reminisce, and some remarkable lessons to learn. Invest the time that you have, and start working! You have the tools, you have the floor, take a stand and bring your thesis to the world!

Happy Research!

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Introduction to the Committee

The Disarmament and International Security Committee (DISEC) is the UN General Assembly's first committee and one of its six major committees. DISEC, founded in 1945 in the aftermath of World War II, has been in the vanguard of worldwide efforts to prevent the spread of nuclear weapons, regulate conventional weaponry, and promote general and full disarmament via effective international supervision. As a deliberative organization, DISEC provides an important forum for UN member states to participate in serious debates, negotiations, and consensus-building on a variety of disarmament and international security concerns. Its work is driven by the objectives inherent in the UN Charter, which call for the protection of international peace and security, the management of weapons, and the promotion of the establishment and maintenance of international trust and cooperation.

DISEC's principal responsibility is to negotiate and support the implementation of multinational arms control and disarmament treaties. Over the years, the committee has been essential in the preparation and adoption of historic treaties such as the Nuclear Non-Proliferation Treaty (NPT), the Comprehensive Nuclear-Test-Ban Treaty (CTBT), the Biological Weapons Convention (BWC), and the Chemical Weapons Convention. These tools, which seek to prevent the spread of weapons of mass destruction (WMDs) and eventually eliminate them, form the foundation of the global non-proliferation and disarmament system. DISEC offers a venue for member states to participate in substantive talks, settle conflicts, and reach consensus on the legal foundations and processes required to guarantee the treaties' successful implementation and universalisation.

In recent decades, DISEC has expanded its mandate to address a wide variety of developing security concerns that cross national borders and have far-reaching consequences for international peace and stability. The committee's agenda now includes cybersecurity, space militarisation, energy security, and environmental challenges with security consequences. DISEC provides a multilateral forum for member governments to debate these varied risks, exchange best practices, and develop coordinated responses and strategies. The committee understands that these difficulties need international collaboration and cooperation, as well as a comprehensive and integrated strategy to address their core causes and complex dynamics.

The committee's work is critical in influencing the global debate on disarmament and international security, promoting transparency and discussion among states, and setting the groundwork for legally binding international treaties. The debates and recommendations of DISEC feed the decision-making processes of the UN General Assembly and other relevant entities, affecting the creation and implementation of policies and actions aimed at improving global peace and security.

Furthermore, the committee acts as a barometer of world mood and a catalyst for future action, pushing member nations to turn their promises into concrete efforts toward disarmament, non-proliferation, and peaceful conflict resolution.

Introduction to the Agenda

"Combating Maritime Piracy and Armed Robbery at Sea, Emphasizing on the Indian Ocean".

The Indian Ocean has long been a hotspot for maritime piracy and armed robbery at sea, posing significant threats to international shipping and trade routes. In spite of the international community's coordinated efforts, this area still finds it difficult to guarantee the security and safety of ships and crew members that pass through its waters. The Indian Ocean is a vital maritime trade route, connecting the major economies of Asia, Europe, and the Middle East. Over 80% of the world's seaborne trade transits through these waters, making it a critical commercial artery for global supply chains. However, the vastness of the Indian Ocean, coupled with the presence of ungoverned maritime spaces and vulnerable choke points, has made it a high-risk area for piracy and armed robbery at sea. Piracy in this region has had far-reaching consequences, not only for the shipping industry but also for the economies and security of littoral states.

The Indian Ocean is a popular target for pirate activity because of its size and strategic location linking important marine trade routes between Asia, Africa, and Europe. Over the past several decades, there has been an increase in incidents in the region, especially off the shores of Somalia, the Gulf of Aden, and the larger Indian Ocean. In addition to disturbing international supply networks, these attacks have caused large financial losses, agony for people, and environmental issues. The root causes of piracy in the Indian Ocean are multifaceted, ranging from poverty, lack of economic opportunities, and political instability in coastal regions to the presence of ungoverned maritime spaces and weak enforcement capabilities. Somalia, in particular, has been an epicentre of piracy due to its prolonged civil conflict, lack of effective governance, and the absence of a strong maritime security framework. Addressing piracy in the Indian Ocean has required a comprehensive and coordinated international response. Efforts have focused on enhancing maritime security through joint naval operations, such as the European Union Naval Force (EU NAVFOR) Operation Atalanta and the Combined Maritime Forces (CMF). These initiatives have aimed to deter and disrupt pirate activities, while also facilitating the safe passage of merchant vessels through high-risk areas. Despite these efforts, the threat of piracy in the Indian Ocean persists, with incidents continuing to occur, particularly in the Gulf of Aden and the wider Indian Ocean. Sustained international cooperation, robust legal frameworks, and the addressing of root causes through economic development and conflict resolution remain imperative. The international community must remain vigilant and continue to prioritise maritime security in the Indian Ocean, ensuring the safety of seafarers, protecting global trade, and upholding the principles of freedom of navigation.

The Indian Ocean region continues to face a serious global challenge in the fight against maritime piracy and armed robbery at sea, one that calls for consistent and coordinated actions from allies. The menace still exists, endangering the security of marine transportation, upsetting international trade, and endangering seafarers' safety, despite tremendous advancements brought about by cooperative naval operations, capacity-building programs, and the adoption of legislative frameworks. In order to achieve long-term solutions, it is imperative to address the core causes of piracy, which include poverty, political unrest, and a lack of economic opportunities in coastal regions. This can be done by taking a comprehensive approach that combines law enforcement and military efforts with economic development, good governance, and conflict resolution techniques.

Moreover, improving marine domain awareness, facilitating quick responses, and developing collective maritime security capabilities among littoral governments depend on fortifying regional cooperation, information-sharing protocols, and programs like the Djibouti Code of Conduct. To ensure the safety and security of seafarers, safeguard international trade routes, and uphold the principles of freedom of navigation and the rule of law at sea, the fight against maritime piracy in the Indian Ocean requires unwavering international commitment, sustained resource allocation, and a holistic approach that addresses both the symptoms and root causes of this complex issue.

Timeline

Note: The delegate should refer to this Timeline or any events related to this agenda that can be found on the official website of the UN or any other page of UN agencies.

- 1990s: As Somalia slips deeper into civil war and a security vacuum is created by ineffective governance, foreign fishermen begin exploiting the nation's coastal waters, adversely impacting the livelihoods of local fishermen, as well as the natural ecosystem present. Lack of proper action at both a national and international level leads to a small fraction of fishermen taking up vigilantism to protect their coastal waters. In due time, vigilantism turns to piracy, with the frequency of such events beginning to rise. In order to track and document instances of piracy around the globe, the International Maritime Bureau (IMB) Piracy Reporting Center was founded in 1992.
- 2000s: In the Gulf of Aden and the larger Indian Ocean, Somali piracy is growing quickly. Pirates use more advanced strategies and equipment to take over ships and hold their crews ransom. Resolution 1816, which calls for coordinated international measures to combat piracy off the coast of Somalia, is adopted by the UN Security Council in 2008.

- 2008-2009: Established in 2008, the Contact Group on Piracy off the Coast of Somalia (CGPCS) aims to coordinate industry, military, and political responses to Somali piracy. In 2008, the European Union Naval Force (EU NAVFOR) initiated Operation Atalanta, utilising naval resources to prevent and hinder piracy in the western Indian Ocean and the Gulf of Aden. A regional framework for intelligence exchange, interdiction, and capacity building among littoral states in the western Indian Ocean was established in 2009 with the adoption of the Djibouti Code of Conduct.
- 2010-2012: Resolutions 1918 and 1950 are adopted by the UN Security Council, calling for comprehensive measures to discourage piracy, such as the prosecution and incarceration of pirates. In the Indian Ocean, the multinational naval alliance known as the Combined Maritime Forces (CMF) steps up its counter-piracy efforts. To improve marine domain awareness and security in the western Indian Ocean, regional efforts like the Indian Ocean Commission's Marine Security Program (MASE) and the Regional Maritime Information Sharing Platform (ReMISP) have been introduced.
- 2013-2015: The maritime industry's self-defence mechanisms, the deployment of private armed security teams on board, and heightened navy presence have all contributed to a considerable drop in successful piracy attacks off the coast of Somalia. The Djibouti Code of Conduct's Jeddah Amendment broadens its purview to include other forms of transnational organised crime at sea.
- 2016-2019: The Gulf of Guinea becomes a new pirate hotspot, overtaking the Indian Ocean region, even as piracy incidents in the Indian Ocean continue to decline. In order to promote regional collaboration and capacity building, the Djibouti Code of Conduct Maritime Security Coordination Center was founded in 2017.
- 2020-Present: To protect maritime security and discourage piracy, international naval forces, such as EU NAVFOR and CMF, continue to be present in the Indian Ocean region. Adopted in 2021, the Revised Djibouti Code of Conduct enhances regional collaboration and coordination in the field of maritime security. Through development programs and capacity-building projects, efforts are still being made to address the core reasons for piracy, which include political instability, poverty, and a lack of economic possibilities in coastal communities. In order to combat the ongoing threat of piracy in the Indian Ocean and other high-risk areas, the international community calls for constant vigilance and a comprehensive strategy that takes into account military operations, legal frameworks, capacity building, and socioeconomic development.

As of present, piracy has seen a surge in contrast to previous years, with attacks reported in the Arabian and Red Sea as well, credited to the Somali pirates - taking advantage of the currently ongoing crisis in Yemen

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Countries' Stances

- Federal Republic of Somalia: Somalia has been both a casualty and a source of oceanic robbery. The Somali government, with worldwide help, has been working to reinforce its sea security strengths and lawful systems to combat robbery. Endeavours incorporate collaboration with worldwide maritime powers and activities pointed at stabilising the locale and giving elective employment to potential privateers. In spite of the challenges, these measures are vital for long-term security and solidness in Somali waters.
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- Republic of Kenya: Kenya is committed to territorial security and has been dynamic in universal endeavors to combat robbery. The nation has territorial anti-piracy preparation centres and prosecutes privateers in its courts, contributing to the lawful and operational angles of sea security. Also, Kenya's cooperation in maritime watches and its participation with worldwide accomplices emphasise its proactive position against sea dangers within the Indian Sea.
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- Republic of Yemen: Yemen's flimsiness has made it a hotspot for oceanic robbery. The Yemeni government looks for universal help to upgrade its oceanic security capabilities. Whereas its endeavours are constrained due to inside clashes, Yemen locks in in worldwide discourse on sea security, pointing to collaborate with worldwide accomplices to address robbery and move forward security in its regional waters.
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- Republic of India: India plays a proactive part in combating robbery within the Indian Sea, securing its broad shipping paths. The Indian Naval force frequently sends vessels for anti-piracy watches and partakes in multinational maritime works out, upgrading coordination with worldwide strengths. India moreover underpins territorial participation activities, contributing to a collective exertion to guarantee oceanic security and defend worldwide exchange courses.
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- United States of America: The United States may be a driving constrain in worldwide anti-piracy endeavors. Through operations just like the Combined Oceanic Powers (CMF) and Errand Drive 151, the U.S. Naval force conducts watches and escorts vessels in piracy-prone zones. The U.S. moreover gives insights and calculated bolster to its accomplices and locks in in conciliatory endeavors to reinforce territorial capacities against robbery, illustrating its comprehensive commitment to sea security.

French Republic (République française): France is effectively included in universal anti-piracy operations. As a member of EU NAVFOR (Operation Atalanta), France contributes maritime resources to watch piracy-prone regions and secure vessels. France's endeavours amplify supporting legitimate systems for arranging privateers and locks in capacity-building activities to reinforce territorial security capabilities, underscoring its devotion to combating sea robbery.

Commonwealth of Australia: Australia underpins worldwide endeavours to guarantee sea security and combat robbery. The Illustrious Australian Naval force contributes to anti-piracy watches and takes an interest in multinational sea security forums. Australia's association in joint works out and its commitment to territorial participation highlight its proactive approach to keeping up security and security within the Indian Sea.

United Kingdom of Great Britain and Northern Ireland: The UK plays a key role in global maritime security efforts. As a leader in EU NAVFOR, the UK deploys its navy to protect ships in piracy-prone areas. UK contributions include improving legal frameworks for prosecuting piracy, providing training and capacity-building support, and promoting international cooperation that reflects a comprehensive strategy to combat maritime piracy.

Republic of Indonesia: Indonesia has a strong focus on regional maritime security, particularly the Strait of Malacca and surrounding waters. The country takes part in regional patrols and joint exercises, and supports the Regional Cooperation Agreement to Combat Piracy and Armed Robbery against Ships in Asia (ReCAAP). Indonesia's efforts to improve its naval and coast guard capabilities underscore the country's commitment to securing its maritime borders and contributing to regional stability.

Malaysia: Malaysia attaches great importance to maritime security and regional cooperation in counter-piracy. The country conducts joint patrols in the Straits of Malacca, participates in ReCAAP, and continuously improves its maritime law enforcement capabilities. Malaysia's active involvement in regional security initiatives underscores Malaysia's commitment to maintaining safe sea lanes.

Kingdom of Thailand: Thailand is committed to regional maritime security and is also an active participant in counter-piracy efforts. The Royal Thai Navy conducts joint patrols and participates in regional security initiatives such as ReCAAP. Thailand's focus on improving its maritime capabilities and cooperation with international partners underscores Thailand's proactive stance on maritime security.

People's Republic of China: China is actively engaged in anti-piracy activities to protect its maritime interests in the Indian Ocean and beyond. The Chinese Navy has sent troops to the Gulf of Aden and participates in international forums on maritime security. China's involvement in anti-piracy activities and support for regional capacity-building initiatives reflects China's strategic interest in ensuring safe sea lanes.

Japan: Japan is dedicated to maintaining the security of its sea lanes for trade. It deploys personnel for maritime self-defence, takes part in global operations to combat piracy, and backs regional programs aimed at strengthening capability. The Japan Maritime Self-Defense Force deploys vessels on patrols in high-risk areas and on international missions. Japan's contributions to capacity-building initiatives and participation in regional dialogues on maritime security demonstrate Japan's commitment to combating piracy.

Republic of Korea (South Korea): The Republic of Korea actively participates in anti-piracy activities to protect its maritime interests. The Republic of Korea Navy deploys forces to the Gulf of Aden and cooperates with international partners in joint operations. South Korea's commitment to maritime security is demonstrated by its participation in multinational exercises and support for regional security efforts.

Democratic People's Republic of Korea (North Korea): North Korea's stance on maritime piracy and armed robbery at sea is complex and somewhat opaque, given its isolated and secretive nature. While North Korea does not officially engage in piracy, it has been implicated in various illicit maritime activities, including smuggling and unauthorised fishing in international waters. The country's maritime policy is primarily focused on safeguarding its sovereignty and monitoring its territorial waters. North Korea's maritime security strategy is heavily centred on its military capabilities. The Korean People's Navy conducts regular patrols along its coastline and is equipped with a range of naval assets designed to protect its maritime borders.

Russian Federation: Russia participates in international efforts to combat piracy and ensure maritime security. The Russian Navy sends vessels on anti-piracy missions and participates in multinational naval exercises. Russia's engagement in international maritime security forums and contributions to regional anti-piracy efforts underscores Russia's strategic interest in maintaining safe sea lanes.

Republic of Djibouti: Djibouti is a strategic partner in regional maritime security activities, hosts an international naval base, and supports anti-piracy efforts. The country's participation in the Djibouti Code of Conduct and cooperation with international partners strengthens its capacity to combat piracy. Djibouti's strategic location and active engagement in regional security efforts underscore its central role in maintaining maritime security in the Indian Ocean.

Kingdom of Saudi Arabia: Saudi Arabia is focused on securing shipping lanes in the Red Sea and the Gulf of Aden. The Saudi Navy participates in the Combined Maritime Forces (CMF) and supports regional maritime security efforts. Saudi Arabia's investments in naval capabilities and engagement in international anti-piracy operations reflect Saudi Arabia's commitment to protecting vital shipping lanes and ensuring regional stability.

State of Qatar: Qatar contributes to regional maritime security efforts through its participation in international dialogues and support for anti-piracy efforts.

The Qatari Navy works with international partners to improve maritime security in the Gulf region. Qatar's active engagement in regional security forums and contributions to capacity-building initiatives underscores Qatar's role in maintaining safe sea lanes.

Republic of the Union of Myanmar: Myanmar places great emphasis on regional maritime security, particularly the Bay of Bengal. The country participates in the ASEAN Maritime Security Initiative and conducts patrols to protect its waters. Myanmar's participation in regional security dialogues and efforts to improve its naval capabilities underscore its commitment to combating maritime piracy and ensuring safe navigation.

Independent State of Papua New Guinea: Papua New Guinea is committed to regional maritime security and works with international partners to protect its vast coastline. The country is strengthening its maritime surveillance and policing capabilities through training and capacity-building efforts. Papua New Guinea's participation in the Regional Maritime Security Forum underscores Papua New Guinea's commitment to maintaining secure maritime borders.

Democratic Socialist Republic of Sri Lanka: Sri Lanka is dedicated to protecting its maritime boundaries and making sure that its shipping routes are safe. The nation has made great efforts to improve its navy with cutting-edge equipment and ships. Sri Lanka is promoting more collaboration and coordination in the fight against piracy by taking part in regional maritime security forums like those organised by the Indian Ocean Rim Association (IORA).

Federal Republic of Germany: Germany is in favour of international initiatives aimed at preventing piracy and preserving maritime security, especially in the Indian Ocean. Germany actively participates in EU NAVFOR's Operation Atalanta, providing naval resources and equipment to safeguard ships passing across the Horn of Africa. Beyond direct military involvement, Germany finances and offers technical assistance to capacity-building projects in areas impacted by piracy.

People's Republic of Bangladesh: Bangladesh emphasises regional collaboration above everything else when it comes to risks to marine security. Through modernization and training initiatives, the nation is enhancing the capabilities of its coast guard and navy forces. Bangladesh takes part in regional efforts like the Indian Ocean Naval Symposium (IONS) with great enthusiasm.

Sultanate of Oman: Oman is committed to maintaining marine safety in the Indian and Arabian seas. To improve operational preparedness and coordination, the nation often engages in cooperative naval exercises with foreign allies. As, Participating actively in Task Force 151 and the Combined Maritime Forces (CMF), Oman is vital to regional anti-piracy operations.

Islamic Republic of Pakistan: Pakistan frequently participates in anti-piracy operations in the Arabian Sea to protect its marine interests. The Pakistan Navy demonstrates its dedication to regional security by often deploying ships for patrols and taking part in international anti-piracy operations. Pakistan's all-encompassing plan includes strengthening marine security through the Pakistan marine Security Agency (PMSA).

Republic of South Africa: South Africa prioritises upholding marine security over its vast coastline and in the southern Indian Ocean. Regular patrols by the South African Navy help maintain maritime peace in the region by discouraging piracy and other illicit activity.

United Arab Emirates: In the Gulf of Aden and throughout the Indian Ocean, the UAE is dedicated to maintaining maritime security. The United Arab Emirates (UAE) is a major player in global anti-piracy activities, providing naval assets to Task Force 151 and the Combined Maritime Forces (CMF). The United Arab Emirates plays a crucial strategic role in maintaining regional stability by welcoming multinational naval troops and offering logistical support for their operations.

Arab Republic of Egypt: Egypt places a high priority on protecting the Red Sea and the Suez Canal, two vital sea lanes for global trade. In order to defend the Red Sea and Gulf of Aden, the Egyptian Navy works with foreign naval forces to strengthen patrols and security measures in the Suez Canal.

Italian Republic: Italy backs regional and global initiatives to prevent piracy and maintain marine security. Italy is a proactive member of EU NAVFOR's Operation Atalanta, deploying naval personnel to the Indian Ocean region to support humanitarian assistance supplies and vessel protection. Italy has shown that it takes a holistic approach to resolving maritime security concerns, as seen by its participation in anti-piracy missions and its support for legal frameworks and capacity-building programs.

Kingdom of Spain: Especially in the Indian Ocean, Spain is committed to global maritime security initiatives. Spain is in charge of Operation Atalanta, a naval operation led by EU NAVFOR that shields ships from pirate threats. Spain has demonstrated its proactive approach to preserving marine security through its contributions to international legislative frameworks, prosecution efforts against piracy, and assistance for capacity-building projects in afflicted regions.

Republic of Mozambique: To safeguard its vast coastline, Mozambique is concentrating on strengthening its marine security capabilities. To bolster its coast guard and naval forces, the nation works with regional and international allies. By taking part in regional conferences and efforts for marine security, Mozambique hopes to strengthen its ability to combat pirate threats.

Islamic Republic of Iran: Iran vigorously defends its nautical interests in the Gulf of Aden and beyond by taking part in regional anti-piracy operations. The Iranian Navy frequently sends out task groups to accompany foreign and Iranian ships through dangerous regions, guaranteeing their safety. Iran participates in regional cooperation and debates related to maritime security, emphasising its responsibility in preserving stability along vital maritime routes. Iran's policy includes strengthening its naval forces to prevent and respond to acts of piracy.

Suggested MOD Caucus topics

1. The root cause(s) behind piracy in the Indian Ocean
2. International Law regarding possession of small arms aboard cargo vessels
3. Importance of the Indian Ocean (emphasising international trade routes)
4. International Response to piracy (in the past/present)
5. Long-term solutions for peace and stability in the Indian Ocean
6. The resurgence of Piracy in regions surrounding the Indian Ocean
7. Investigating alternatives to ransom payments and methods for hindering the practice.
8. Improving existing systems such as the Djibouti Code of Conduct and ReCAAP to facilitate information exchange.

Key Terms

1. Maritime Piracy

Using force to board a ship to commit theft or other crimes, seizing control of the ship or its cargo, also known as The act of boarding a vessel by perpetrators through the use of violence, threats, or other intimidation tactics with the intention of seizing control of the vessel, holding the crew hostage, and/or stealing the cargo or valuable assets on board.

- Armed robbery at sea

The act of entering a ship to rob it or commit other crimes while occupying it with force. Like piracy, this is when someone boards a ship without permission and with a weapon; however, their main goal is to steal from the ship instead of seizing control of it. During the heist, the team can experience violence or be imprisoned for a while.

- International Maritime Bureau (IMB)

A dedicated branch of the International Chamber of Commerce that acts as a central reporting point for instances of armed robbery and piracy against ships worldwide. The IMB's Piracy Reporting Center is open around the clock to accept and distribute reports.

- Piracy Hotspots

Specific maritime regions or chokepoints have historically experienced a high concentration of piracy incidents due to various factors such as political instability, poverty, and strategic location. Key hotspots include the Gulf of Aden, the Strait of Malacca, and the Indian Ocean.

- Somali Piracy

Somali coastal regions have been the heart of piracy, endangering international shipping in the Indian Ocean, especially the Gulf of Aden. The prevalence of armed militia groups, poor governance, and poverty have all contributed to Somali piracy.

- Privately Contracted Armed Security Personnel (PCASP)

Security teams or armed guards that shipping companies hire to protect ships while they travel through high-risk regions where piracy is a problem. PCASP deployment is a security measure that has gained widespread adoption despite controversy.

- Djibouti Code of Conduct

A 2009 regional agreement between nations in the Gulf of Aden and the Western Indian Ocean to promote collaboration in the fight against armed robberies and piracy against ships by means of coordinated operations, information exchange, and capacity building.

- High-Risk Area (HRA)

There are designated maritime areas or corridors where there is an unusually high risk of piracy and armed robbery. As a result, vessels operating in these areas must take extra precautions, such as hiring armed security teams or adhering to specific transit corridor procedures.

- Citadel:

A fortified safe room or secure compartment on board a vessel, designed to serve as a last resort for the crew to take refuge and protect themselves from being taken hostage during a piracy attack. Citadels are equipped with communication systems, ventilation, and provisions to sustain the crew until help arrives.

- Catch and Release:

A controversial practice where naval forces apprehend and disarm pirate groups engaged in attacks but then release them without prosecution, often due to legal complexities, lack of jurisdiction, or insufficient evidence. This practice has faced criticism for its potential to embolden piracy activities.

- Piracy Reporting Centres

A centre or agency that has been designated to gather, process, and distribute data regarding piracy incidents to improve situational awareness and enable coordinated responses. Regional hubs like the Regional Maritime Information Sharing Centre (ReMIX) in India and the Piracy Reporting Center of the International Maritime Bureau are two examples.

Questions to be addressed in the Resolution

Italics here Indicate predicaments that need to be kept in mind while addressing the main topic/question.

NOTE : Draft resolutions are encouraged to answer further questions / provide further solutions than the ones listed below

- Feasibility of providing (lethal) small arms and light weapons to international cargo ships passing through the Indian Ocean for self defence:
 - *Would this raise any further issues, including (but not limited to) small arms proliferation?*
 - *Would this be an effective method to combat piracy in the long term?*
 - *Will this solution be economically or logistically viable to implement?*
- Involvement of Private Military Corporations (PMCs) in the Indian Ocean:
 - *How feasible is it to hire PMCs for a vessel's protection when passing through (international) trade routes?*
 - *Is this solution economically viable in all cases?*
- Further Involvement of Foreign navies in the Indian Ocean
 - *Should involvement of foreign navies be further increased or curbed in the Indian Ocean?*
 - *Would this be beneficial or adverse for currently tense diplomatic ties?*
 - *Is further arming international waters in-par with the committees' functions?*
- Effectiveness of currently active treaties and programmes
 - *Were measures taken in the past effective in achieving their target goal?*
 - *Are the measures taken in the past still equivalent in the present?*
 - *If not, can they be amended to better suit the current situation?*

Suggestions For Further Research

Research suggestions:

Wikipedia, Quora, and other similar websites are unreliable sources and are not encouraged by the DISEC committee or any other UN committees.

Collect information from official government websites and case studies or any official reputable sources.

References: Note (We have only included just a handful of references here; the delegates must locate additional references on their own)

1. The International Maritime Organisation website

<https://www.imo.org/en/KnowledgeCentre/Pages/IMOinUN-default.aspx>

1. The official websites of the country

1. International Chambers of Shipping

<https://www.ics-shipping.org/>

1. Centre for International Maritime Security

<https://cimsec.org/category/ocean-governance/>

1. Historic treaties and agreements

For example- the Djibouti Code of Conduct

Position Paper

A position paper is an essay specifying your country's stance on the agendas set by the committee. It is a document describing a topic, your country's position, and possible solutions to the proposed agenda.

In their position papers, delegates must include the coat of arms of their country at the top. They must clearly mention the committee name, the name of the country they are representing their own name and the topic under discussion. A sample position paper can be found on the next page.

We strongly recommend that you follow the order outlined below:

- 1.** Delegates must begin with a thesis statement that indicates their country's stance on the agenda/ topic. Delegates need not state the obvious, such as the definition of key terms. For example, if the issue under discussion is “Legality and Effectiveness of Combat Drones,” it is not necessary to define drones (since it is a term that all other delegates and dais members will be familiar with). Rather, delegates must directly begin to discuss their nation’s take on the issue: whether country X supports the use of combat drones or not?

- 2.** Delegates must develop their stance with accurate facts and figures. They may cite speeches made by their country’s politicians and heads. Delegates must elaborate on what their country has done in the past and why it has chosen a certain course of Action.

- 3.** Delegates may choose to include counter-arguments in their position paper. This may be done by acknowledging a potential argument an opposing nation might make and presenting a counter argument for the same.

- 4.** Proposed solutions are the most important part of the position paper; they may be presented in the form of a paragraph or bullets. Delegates must ensure their list of solutions are comprehensive and detailed.

- 5.** Sources need to be cited in APA Format. You can find a thorough guide to the APA Format [here](#).

Caveats:

- Delegates must refrain from referring to their beliefs in the first person, such as “I believe,” or “I think,” but rather use phrases such as “we believe” or “we think,” or “the nation / state / government believes” since they are representing nations.
- Delegates are welcome to use information from any and any verified sources, as long as they do not plagiarise. Plagiarised position papers will be awarded a score of zero and the delegates will be disqualified from Best, Outstanding and Special Delegate awards.
- Delegates must use ‘Times New Roman,’ font size 11, with normal line spacing and 1-inch margins. The word limit for the position papers is 800-1000 words.

Deadlines:

Softcopy - 11:59 PM June 20th : Feedback and suggestions will be provided for position paper submissions before the above date. (The earlier you email us the position paper, the more likely it is you'll receive more thorough feedback). For email addresses, refer to earlier in the document.

Printed Hardcopy - Morning of June 22nd : This will be the document that will be taken as the delegations' country's official paper - and will be marked accordingly.

NOTE : All delegates are required to have compulsorily submitted a softcopy of their position paper by **11:59 PM June 21st**.

Position Paper Format:

[Coat of Arms]

[Committee]

[Country]

[Name of Delegate]

[Agenda]

[In paragraphs, detail the country's stance on the agenda. Add additional relevant information. Solutions may be presented in either paragraph or point form.]

{Citations}