



2024

# International Maritime Organization



RMUN

## Chair Letter

Hello delegates!

My name is Collin Dwyer, your IMO chair. I have been doing Model UN since my Freshman year of high school, and adore the activity more than just about anything. I am the president of Rice MUN this year, and an active competitor in the collegiate general assembly circuit. Aside from MUN, I participate in mock trial, chess club, lacrosse, and various intramural sports. In my free time, I love calisthenics, drinking coffee, reading, political debate, and walking around Rice. I'm a philosophy and math double major, with minors in Economics and Rice's unique Politics, Law, & Social Thought (PLST) program. I am super excited to host one of my favorite MUN committees ever, the International Maritime Organization. I have participated in this committee a couple of times and find it is rich and dynamic, requiring precision solutions to avoid misimplementation while respecting sovereignty. I can't wait to share all these topics with you, and welcome you to a great weekend at Rice!!

with zest,  
Collin Dwyer  
IMO Chair  
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## Committee Information

What is the United Nations Convention on the Law of the Sea (UNCLOS)?

UNCLOS was a revolutionary treaty as of 1982, in which the international community came together to legislate on marine economics and rules of engagement. Ironically, the UN has no role in the implementation of UNCLOS, it is a standalone treaty ratified by 165 nations, 3 independent states, and the European union. Member countries laid out executors of the treaty, including the International Tribunal on the Law of the Sea (ITLOS) and the International Maritime Organization (IMO). The latter's budget for 2018 amounted to 13 million USD, relatively paltry for a pseudo-governmental body of its size and importance. Similarly, ITLOS lacks much power to implement its rulings due to difficulties in enforcement. Thus, the IMO operates on the wisdom of ITLOS, primarily utilizing constructive relationships to promote economic welfare while centralizing information which is useful for maritime policing. This committee will be simulating the International Maritime Organization, and delegates will be national representatives to the organization. Rules of procedure will resemble a standard general assembly. The IMO does not impose regulations; it holds conventions, resulting in new laws being adopted by popular ratification. It may also make recommendations directly to various nations for best practices and to coordinate various international actors. Thus, this committee will produce a set of recommendations to the international community, potentially including internal recommendations for topics or considerations of future conventions.

### UNCLOS Mandate

The UNCLOS has the mission of preserving the marine environment, supporting marine research, and sharing marine technology. Humanity's impact on the oceans is clear, and delegates are tasked with the monumental challenge of defending a diverse array of marine species. In our first topic, we will take both positivist and regulatory approaches to supporting marine species by sustainably developing the world's oceans and thwarting poachers. Our second topic will primarily focus on policy enforcement and policy updates which are critical to international peace. Institutions like the ITLOS are constantly trying to maintain order in the seas, but fostering international cooperation and updating old, unclear policies are both crucial to holding together the international spirit which ultimately defends maritime law. This committee will not be considering the possibility of altering the UNCLOS treaty. Countries would need to appeal to the ITLOS or come together outside of the IMO's work to consider issues such as the boundaries of national maritime territories.

## Topic 1: Sustainable development in the world's oceans and seas.

### **History of Issue**

The effectively compulsory nature of many UNCLOS regulations is a common point of criticism against the treaty. Limits on fishing volume, methods, and location have often felt ineffective due to international disregard for maritime law and unwillingness of environmentalist actors to start confrontations over illegal fishing. This lack of accountability has allowed many corporations and countries to overfish or illegally develop their oceans at cost to the global water system.

Furthermore, many countries interested in sustainable development or which could benefit from sustainable developments lack the knowledge, resources, or connections to implement productive, green solutions. As such, the IMO has targeted many systemic flaws in maritime development and fishing industries, which range from the repeated, self-serving criminality of various states to those unorganized maritime industries which have antiquated technology and laws. Such issues are listed below:

### **Overfishing**

Various IMO initiatives have targeted the pressing issue of overfishing. Fishers are limited in various ways from catching too many fish. This can include limits to Total Allowable Catch (TAC) and bans against certain fishing methods which are too efficient or are wasteful. Many TAC limits also target particular species, defending those which are crucial to ecosystems, naturally slow to reproduce, endangered, or are undergoing seasonal migrations which are typically their respite from predators. Many of these limits are difficult to enforce, particularly when port authorities defend profits and boats operate transnationally. For example, fishermen can wait until just after seasonal protections expire for a particular species to report catches which occurred while they were protected.

### **Maritime poaching**

As with hunting on land, fishing regulations invite greedy actors to conduct many forms of poaching. Fishing illegal species and fishing in inappropriate locations being the most common. Fishing vessels often seek to capitalize on the illegal market for protected fish by hiding illicit catch. The IMO has no policing authority, and countries are left to implement IMO regulations and hold maritime poachers accountable. Chinese fishing vessels have been known to catch various protected species off the coast of South America, violating protecting fishing areas or encroaching on waters reserved for another country. Such ships can be partially militarized, and often don't respond to requests for inspection from local authorities.

### **Transshipment**

Many fishing fleets, particularly Chinese, have turned to a method called transshipment. In this case, many fishing vessels travel around a larger barge during months long voyages. As smaller ships reach their storage limits, or are at risk of being caught with illegal catches, they offload their hauls onto the barge in international waters. These barges often don't conduct fishing operations themselves and steer clear of national waters, protecting them from searches. The smaller fishing boats will often turn off their transponders (location tracking devices) when illegally fishing in the waters of foreign nations without consent, or, when using illegal fishing methods. Thus, the international community isn't able to hold them accountable, and their catch is generally protected as shipping vessels (which are receiving their catch) aren't subject to limits on fish storage. These limits don't because the barge may have been shipping the product of multiple fleets or countries and even from multiple seasons. Thus, the IMO has regulated transshipment, but the practice is still difficult to identify, and even more difficult to prevent. If boats aren't caught in the act, it can be very difficult to generate proof of crime, as hauls are quickly stored in the barge without evidence of origin. Individual countries can stop the practice by monitoring ship cargo for discrepancies in hauls between launch and dock. They may also hold vessels accountable for failure to keep transponder locations up to date. However, many countries, including but not limited to China, have protected companies by failing to share haul numbers with the international community, making international shipments difficult to monitor for transshipment. Furthermore, countries often support the practice by authorizing ships to make long, delayed shipments to foreign states, without selling much fish at all, and returning with quite a bit of stock.

### **Pelagic driftnets and trawling**

The international community has done much work to combat hyper-efficient fishing methods which damage the marine ecosystem, but enforcing those regulations is difficult, and there is more work to be done. Typically, fishing vessels will sink hooks, skewering bait of some kind, into surrounding water, suspended by thread or rope. This method is ages old, and affords fishers agency in returning unwanted fish species to the ocean, while being cognizant of TAC violations. A common illegal fishing method is the use of pelagic driftnets, this is an un-hooked net wall, often kilometers in radius, floated behind a ship as it sails. This will catch fish by trapping them against the net in motion, before it is hauled up by its four corners, trapping all the fish inside. The process of sorting through these catches can be lengthy, and many unwanted fish won't survive. Further, it injures many fish who are caught struggling against the net. Potentially the biggest danger of industrial driftnet fishing is the concentration of catch and TAC violations. Pelagic driftnets enable fishers to quickly and easily violate TAC, while disrupting ecosystems. Even when following TAC limits, driftnet fishing often disrupts environments by concentrating catches of a particular species in small areas, in an unnatural and disruptive manner. Species which migrate in schools are also very vulnerable to driftnets, potentially causing irreparable damage to a species otherwise protected by herd defense tactics.

### **International black market for fish**

The IMO isn't directly responsible for regulation of international consumer markets. However, damaging the illegal fish trade can help protect the oceans, so the IMO can offer expertise on fishing to help law enforcement. Particularly, large consumer markets for protected marine species, such as sharks, often drive illegal fishing practices. The IMO has various campaigns and liaisons which inform law enforcement about updated species protection lists. However, lobbying countries to implement effective enforcement is a crucial step to damaging the illegal marine market, as various countries don't have comprehensive policies on the matter due to lack of resources or profitable ignorance.

### **Drone ship development**

One recent focus of the IMO has been on regulations to autonomous ships. Such ships are not considered viable at the moment, but many IMO experts have claimed autonomous ships will soon grow in popularity as companies seek to drive down costs by supporting less crew. This may present an opportunity, in which international regulation of AI can allow assurance that AI aren't violating maritime law. Unfortunately, it can also pose a problem. Holding ship captains accountable for collisions, malpractice, or illegal fishing is easy. Similarly, you can question them to find systemic factors or people enabling their criminality. Finding the parties responsible for an unregistered (or falsely registered), autonomous boat and holding them accountable for crimes may be more difficult. Also, without witnesses, AI may be enabled to intentionally erase digital memory, hiding its intentions or concealing crimes. Further, ship crews often have more flexibility when reacting to threats, and may possess abilities to save endangered crew on other ships. An AI may be able to answer a mayday call, but without a flexible crew or facilities for hospitality, they may fail to consistently save endangered sailors. Boats without mechanic crews would also be unable to guarantee fluid operation, important for safety as well as preserving fishing hauls. If companies find through cost-benefit analysis that boats without engineer support are profitable, they may fill the oceans with small, cheap, fully autonomous boats which break down consistently.

### **Sustainable shipping**

Marine shipping is a fairly sustainable practice when considering its impact on climate change relative to other methods of international transportation for goods. Flying is far less fuel efficient with respect to weight, though it is much quicker. As such, climate activists often promote shipping companies as healthy alternatives to flown goods. That being said, many goods are already sailed across oceans, and making international shipping practices more climate friendly is a persistent goal of the IMO. Particularly, the IMO regulates the makeup of barge fuel to defend the environment. The organization must keep many factors in consideration when regulating complex fuels which have many environmental impacts. For example, a recent IMO regulation pushed down the maximum allowable sulfur contents in boat fuel to 0.5% by volume from 2.5% by volume. This was meant to defend the chemical composition of the ocean, as

sulfur creates dense smog clouds behind and above large boats. These chemicals pollute the air, making dense shipping lanes a health hazard, before polluting the ocean. However, recent reports have demonstrated this shift actually increased the effects of climate change. Dark sulfur clouds reflect sun rays back into the atmosphere, causing the ocean to absorb less heat. This mirrors the anti-insulating effects of global icecaps, partly making up for the degradation of the ocean's natural light reflection abilities. Recent surges in ocean temperatures, particularly in oceans typically thought to be slower heating, may be due to this regulatory shift. Experts are considering the recommendation of higher sulfur contents in boat fuels to defend the climate, at the cost of chemical pollution. Another issue in sustainable shipping is securing shipping goods. When a cargo barge tips, and its goods go into the ocean, they can often pollute the environment for years to come. Such an incident with Legos spilling into the ocean was particularly notable. Limiting boats from over — or under— weighing themselves is a crucial part of effective shipping legislation.

### **The degradation of coral reefs**

Chemical pollution, changing temperatures, and diminishing marine diversity have all culminated in the destruction of coral reefs around the world. Coral reefs, aside from being beautiful natural wonders, are crucial to the functioning of the oceans. Many species live, eat, or hide in these reefs, and they naturally absorb greenhouse gasses, helping to firm sea beds. Without these reefs, coastal waters can lose much of their fish and foliage, threatening food security world wide. Fishing in coral reefs can be very effective for maximizing yield, but also damages the reefs themselves, as they rely on fish in various ways. Outlawing fishing around coral reefs can protect these vital areas. Also, many small-scale initiatives have attempted to transplant coral – grown in surface tanks – back into natural reefs or provide them nutrients, with varying success.

### **Oil Spills**

Oil rigs are a common focus of the IMO, as oil spills can cause widespread damage to marine ecosystems. When drilling for oil under the sea bed, structures are generally built which suspend a drill and pipeline below a platform which is held above the ocean surface by stilts. The dangers of such rigs are that leaks in pipelines can cause oil to leak directly into the ocean. Crude oil doesn't mix with water, it instead rises to the top of the ocean before fanning out, causing the ocean surface to be blocked, limiting oxygenation. This can kill fish, coat them in dangerous oil, and even toxify the water well beyond cleanup. Regulations to defend against oil spills can include mandated technological updates, maintenance, inspection, or rig overhaul times. Oil rig technology and methods, including drilling as well as storage, are constantly evolving. Regulations must seek to capture these changes and minimize risks by incentivizing the implementation of these novel measures and providing accountability to those who operate with undue risk. Even regional oil spills affect the whole ocean, and multinational agreements on maritime oil drilling regulation, while contentious, are necessary to sustain ocean health.

Further, the IMO can serve a coordinating role to manage oil spills, bringing together international authorities to create effective response plans. The ITLOS may also attempt to hold nations with poor regulations against oil spills accountable, though this would be exceptional. (The ITLOS deals with international issues, it doesn't levy cases against any particular people or corporations, but rather against countries for not holding their own nationals accountable).

### **Current situation**

These topics are not an exhaustive list of the situations related to sustainable development which draw the IMO's focus. However, delegates will have more than enough in these topics on which to build a substantive debate. The IMO's mission to tackle unsustainable development practices primarily hinges on a realistic approach to regulation, in which countries are expected to receive benefits from cooperation. The biggest issue in sustainable development is how to handle countries which flaunt regulations or are disinterested in creating true accountability for their own nationals, without directly violating national sovereignty or inciting conflict. The ITLOS has been proven an often ineffective way of protecting the planet, and delegates should explore low cost methods of incentivizing or pressuring countries into following existing regulations or finding new regulations which profit the whole global community. Though this seems daunting, new developments in maritime industries continuously provoke new policy updates.



## **Topic 2: Managing Threats to Global Naval Security**

### **History of Issue**

The ITLOS is credited as the primary vehicle of defending maritime peace worldwide. Unfortunately, it struggles to protect smaller, vulnerable nations from illegal military or industrial encroachments by larger rivals. The UNCLOS mandate of protecting national waters and affording nations their due economic means is also taken on by the IMO, which imposes regulations and international methods of cooperation to defend nations from violations of their rights. The IMO does not have the ability to implement or request military solutions, but many IMO rules can limit opportunities for conflicts, indirectly protect commercial vessels, and incentivize nations away from conflict. Below are some sources of conflict:

### **Exclusive Economic Zones**

Exclusive Economic Zones (EEZ's) were established by the UNCLOS at its conception, reaching for a legal precedent on waters "belonging to a country." In an attempt to protect global peace and economic openness, the UNCLOS also mandated that commercial vessels have free access to ship goods through Exclusive Economic Zones. Thus, EEZ's present a unique battleground for criminals, where boats with no right to extract natural resources from an EEZ will attempt to sneak in fishing while traveling through. At their worst, such poachers may attempt to mask their location to fish in an EEZ without permission. Many countries rely on their EEZ waters to feed their people or sustain their economy, so these criminals threaten the security of the nations they poach from. Further, nations are expected not to significantly diminish the health of another nation's EEZ, though they are allowed to fish freely in all international waters. This leads to situations where fishing fleets will perpetually fish potentially feet away from a countries EEZ, threatening those fish stocks indirectly. These unclear rules can lead to disputes, often directed to the ITLOS, which is known to lack true authority. As such, bigger nations with large, well-armed fishing fleets, can intimidate smaller nations out of protecting their economic interests, in violation of international law.

### **Russia-Ukraine Conflict and the Grain Deal**

Russia and Ukraine's monthslong war has pushed the IMO to reevaluate their methods for conflict management. In particular, early in the war, many countries worked with Russia, Ukraine, and – as a minor contributor– the IMO to broker a deal allowing both countries to export grain through the black sea without threat to commercial ships involved. The IMO has monitored these initiatives and assisted both nations in maintaining the terms of the treaty with heightened vessel tracking and thorough checks against the militarization of commercial boats. Russia (as of this guide's publishing) recently announced the end of the grain deal, and both sides have begun striking at each other's ports with weapons including drones, missiles, and artillery. This threatens long term damage to commercial infrastructure that could damage both

nations following the war, while causing more food insecurity globally. The IMO is monitoring the situation, trying to liaise with both sides to minimize damages and secure another agreement to sustain vital shipping lines. They ratified a trading line for Ukrainian boats, but shipments are under continuous risk until Russia comes to the table. Another consideration is preparing for reconstruction, preemptively considering incentives to hold together another deal. Should this crisis conclude, the IMO will still need to consider general methods for holding together these types of humanitarian deals and identify their failures in this conflict.

### **Freedom of ship movement**

One crucial part of maintaining peace in the seas is defending the free movement of ships. In general, nations may stop or seize threatening ships if they have proper pretexts. There are clear rules for threat identification and engagement when handling rogue ships, which the IMO could consider amending to avoid the improper seizure of ships. Countries are expected to quickly search and then release those boats which pose a threat but are discovered to lack militarization. However, countries have flaunted these rules for political reasons, impounding innocent commercial ships, holding their crew without proper representation. This can allow countries which control shipping lanes to extort nations which may be the victim of seizures, to improperly collect information on foreign nations, to steal technology in sealed containers, or to goad victims into aggression to justify wars.

### **South China Sea**

A particularly long standing thorn in the IMO's deescalation efforts is the militarization of the South China Sea (SCS). The Chinese government holds a threatening position in the SCS, where they threaten many SCS stakeholders within their own national waters. China-Taiwan relations are not a relevant issue for the IMO, but it is responsible for maintaining security in affected waters, particularly given the industrial significance of the SCS. Many countries rely on the SCS for food, making conflict and vessel seizures in the SCS potential humanitarian crises. Further, it is possible as much as one third of global shipping transits through the sea, and crises in the sea would have long standing impacts on an immeasurable number of supply chains. China has begun aggressing into SCS waters by constructing artificial islands. The ITLOS firmly denies these could be used to claim national territory, and decries the practice as disrupting international waters. China claims it has historical rights to the waters covered by the 'nine-dash line,' which falls well outside of the EEZ afforded by the UNCLOS treaty. Various countries – notably the United States – have reacted by sailing militarized ships in the area as a show of force. Under international law, military ships may travel freely, unhindered, including through the national waters of other nations. Such aggressive trespassing is unusual due to risk of retaliation, but many powerful nations use this lack of accountability to threaten weaker enemies with close sailing fleets. The IMO must consider how to shift shipping lanes or secure shipping easements if there is conflict in the South China Sea as well as considering what

methods of shipping limit chances for conflict. Further, it is a longstanding goal of the IMO to legitimize the ITLOS generally, to which China is a major roadblock.

### **Iran & the Strait of Hormuz**

The Strait of Hormuz is a crucial waterway for oil shipping, which, due to Iranian aggression, has suffered from diminished security. As much as 21 million barrels of oil are sailed through the strait on a given day, representing a crucial source of energy for much of the world's population. Due to recent tensions with the international community, particularly the U.S., Iran has seized tankers in the Strait to draw appeasements from the international community. This is a violation of the international freedom of shipping afforded by UNCLOS, and the IMO seeks to counteract these attacks. Recently, the United States has considered placing its military personnel on various shipping vessels throughout the strait, presenting an opportunity for safe shipping but also further militarizing the strait. The IMO must consider to whom they should appeal for military support or policing in the strait, or whether it is warranted at all. There are complex political factors driving the threats in the Strait of Hormuz. This committee is obliged to consider methods of crisis management which are feasible and subtle or to appeal to higher international powers to solve the crisis, offering guidance and strategy on how to peacefully resolve the conflict.

### **Piracy & Somalia**

The IMO is tasked with minimizing threats of Piracy around the world. Piracy is a large and often overlooked problem. Particularly for those countries without strong navies, pirates can be as powerful or more powerful than the national police forces where they operate. Powerful countries, most often the U.S., are known to take on pirates for smaller countries, bolstering diplomatic relations and protecting important supply chains. Piracy is most apparently problematic in Somalia, where an unstable government has led to a thriving piracy industry which often takes advantage of ransom insurance as well as seized cargo. The legal challenges posed by piracy are immense, as pirates are typically prosecuted in nations near their point of attack, while damages were incurred by a multinational conglomeration of companies and individuals. The victims can involve ship owners, product sellers and buyers, insurance companies, and the sailors from various countries, while using evidence from multinational law enforcement all in one case. The IMO is tasked with improving and coordinating efforts to track and document pirate activities across the world, while minimizing risk by providing shippers with advice ranging from detours to security connections to sailing methods.

### **Migrant deaths at sea**

The Mediterranean sea has seen a surge in migrant deaths in recent years as asylum seekers from North Africa seek refuge in Europe. Safe trips to the EU can be highly expensive for

asylum seekers, who may be forced to apply for asylum in North Africa before coming to Europe. This is often a slow process leaving them in dangerous, unregulated environments. Thus, many look to human smugglers, who procure shanty boats and send migrants across the Mediterranean without proper precautions, so they can seek asylum from inside of holding camps on the coast of southern Europe. Many of these smugglers cut costs by providing metal or makeshift boats (both of which are highly dangerous and ineffective). They also often lack meteorological knowledge – or lack care – and send migrants into storm conditions quite regularly. Boats which are overweight and lack long duration flotation devices are also quite common. This year, more than 1,800 people have died attempting trips through the ‘central Mediterranean passage’ to Italy, well known for migrant voyages. One contentious agreement between Mediterranean stakeholders is an agreement to seize migrant ships and take them back to North Africa. The Mediterranean is consistently patrolled by E.U. and North African police, who will impound boats and bring migrants back to their launch country. This leads to many migrants attempting the voyage multiple times, increasing death tolls significantly. The E.U. has stated its interest in breaking the business models of traffickers and argues that taking captured asylum seekers straight to Europe benefits the smuggling business and destroys the asylum system. Many migrants come to North African countries as a part of a longer journey from their home country, and Europe maintains they should seek asylum in the first safe North African country in which they arrive. Poor search and rescue efforts contribute to the death tolls in the Mediterranean, and many NGOs assert that Europe is indifferent to casualties. All countries involved have committed to stopping the problem, but many haven’t put aside enough resources to be effective in stopping deaths. The IMO works with policy makers to raise awareness of the problem, create effective legislation, as well as coordinate multinational rescue efforts.

### **Nuclear powered ships**

Incentivizing shipping companies to use nuclear power may be crucial for sustainable development, and the IMO raises awareness to help connect various nuclear developers with shipping industrialists. One large concern of the nuclear transition at sea is the possibility of nuclear meltdowns. The IMO is responsible for regulating the maintenance and overhaul of reactors on commercial vessels, particularly for ships which use multinational ports. Nuclear powered vessels are more typical of highly developed nations, meaning that many of these initiatives are born out of direct relationships with nuclear shippers advised by the IMO. Naval reactors are much different than commercial reactors: they generate much less power with regards to volume and use much less potent fuel. This is crucial as it diminishes opportunities for pirates, crews, or shippers to siphon nuclear fuel for black market nuclear weapon development. This also means that nuclear fuel is far more accessible to freighters and generates less radioactive waste. The reason this is not considered a sustainable development issue (though partially, it is) is because malicious actors may use nuclear reactors to conduct port attacks or use nuclear fuel for nefarious purposes. Since the majority of the global nuclear fleet is naval, the IMO also considers how to minimize risks without overreaching and demanding military concessions. The storage of nuclear waste coming out of ports also

remains a pressing problem, which is handled in coordination with the International Atomic Energy Agency (IAEA). Delegates must consider whether the IMO should continue to promote nuclear shipping, and how they can keep the practice safe, including various regulatory updates due to recent nuclear developments. Delegates may also consider the IMO's stance on fusion reactors if such reactors become smaller, safer, and net energy positive.

### **Current Situation**

It is not possible for the IMO to maintain peace at sea as an independent actor. It is important, however, to coordinate various actors and make recommendations that curb risks. Much of the world is interested in maintaining peace, though many countries seek concessions for their aggressive behavior. Often, the choice of enabling defensive actions or bringing conflicted parties to the table is incident specific, requiring knowledge of the political webs involved and the ramifications of conflict. Further, some conflict may be further aggravated by intervention and require attempts to enable commercial vessels to operate independently of opposition actors.

## **Research guide**

Delegates should use this guide to familiarize themselves with various subtopics before reaching deeper into interesting points. These topics are intentionally very broad, allowing delegates to find particular niches. Quality solutions are born out of research that identifies nuanced problems within these subtopics, breaking down scientific, economic, political, etc. reasons that past solutions have failed and using new developments or knowledge to propose simple regulatory changes or recommendations. Part of good research is identifying feasible solutions. The IMO has the ability to request regulations for UNCLOS members, but many ignore those requests. Economically or politically destructive demands may also result in political backlash or nations abandoning conventions, so delegates must be sensitive to the needs of all member nations. If you have any confusion or questions about what I am looking for, please feel free to email! I will also consider providing sources, discussing the credibility of a source, and offering research direction to delegates with particular interests.

## **Questions to consider:**

- What is a proper balance between environmental protections and profitable development, considering both threaten peoples' livelihoods?
- How can the IMO enforce current regulations or incentivize nations to follow them?
- Are current IMO regulations comprehensive and up to date?
- Is deterrence an effective method of maintaining order at sea, how much leeway should powerful nations have in keeping order?
- How do we minimize the risks posed by unrivaled, aggressive powers?
- How effective are current procedures for handling catastrophic events and conflict? What new risks have developed in recent years for which we need such procedures?

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Migrant deaths at sea