**Research report**

**General Assembly 1**



***The question of providing safety for international shipping***

*Student Officers:*

*Senne Dirks, Jacob den Dulk*

**Introduction**

International shipping has always faced numerous threats, such as hijacking, piracy, armed robbery, regional conflict, dangerous uncrewed aerial devices, ETC. To this day, no matter in what way the products are shipped, these kinds of problems still exist and are making international shipping unsafe. Even with the many changes in guidelines over the years that were changed to make shipping (overseas) much safer, the process of fully ensuring safe shipping is yet to be reality.

Problems that also exist are environmental hazards, such as typhoons, hurricanes, rising sea levels, etc. These problems are hard to counter since due to the fact that these hazards’ origins are imprinted into nature; they cannot be fully removed. Disasters such as typhoons cannot be fully predicted either, meaning that ships are always at some risk for disasters that have to do with water. The problem of rising sea levels on the other hand is something that has to do with global warming, as polar ice is melting and releasing more water in the oceans. While melting ice can also open new routes like the Northern Sea Route, it can also increase hazards from drifting icebergs and unpredictable ice formations, which is extremely dangerous.

Most of these shipments go through the Maritime system. Many individuals who are responsible for leading the shipments to their destination get properly trained to prepare them for the various dangers that lay ahead, to make sure the goods are delivered without any legal problems. Still, global supply chains are imperilled and the spectre of a major casualty with loss of life and harm to the marine environment looms large. New problems arise every day, meaning that even with the proper training, the help of the UN is still necessary in order to fully provide safety for shipments for all over the world.

**The Committee**

General Assembly 1 is a fairly ordinary committee, meaning there are no special Rules of Procedure specific to this committee. In MUNA, General Assembly 1 deals with Disarmament and International security, which include matters such as gun safety and threats to peace that have consequences for the international community. In this assembly, the members come together to seek out solutions for issues having to do with such matters. When debating an issue in MUNA, it is important for one to understand that money is never an issue, meaning delegates can and may not speak against resolutions because of any reasons having to do with finance.

**Keywords**

Aerial devices: any vehicle-mounted device, telescoping or articulating, or both, which is used to position personne.

Maritime system: Marine Transportation System, or MTS. It includes waterways, ports and land-side connections, moving people and goods to and from the water.

Imperilled: put at risk of being [harmed](https://www.google.com/search?sca_esv=668195d6dd87faab&sca_upv=1&sxsrf=ADLYWILlNZ__upprD7Wav0BMDkdx5E_jPw:1726652379112&q=harmed&si=ACC90nwzNcbSj6HKgPz_Y9fzn5jcu08XaclmoHRrvqXZRL23fgbO0fSVktyx8saYAunfH6Tep6yQnB6ytooOZpv_hY0vrvz0JA%3D%3D&expnd=1&sa=X&ved=2ahUKEwiamtStmcyIAxUw9LsIHR_IMYYQyecJegQIXBAO), injured, or destroyed.

Hijacking: an act of [unlawfully](https://www.google.com/search?sca_esv=668195d6dd87faab&sca_upv=1&sxsrf=ADLYWIKDE8-YRmZ-IAOS_KvWSIGTNWCcVA:1726652619739&q=unlawfully&si=ACC90nyOnVY18Aw7zUtkWPYo5mTn2kz6KEWkfcB4cKzoTTiemGgIRB9xA5QCg2RHBpA2wQmnFcQjz4Z0AlkZPAdxNnESCd4XFdCNk-SsFJEFTSNXkyQfOO0%3D&expnd=1&sa=X&ved=2ahUKEwjw5rKgmsyIAxVNhv0HHbeIAmMQyecJegQIWxAO) [seizing](https://www.google.com/search?sca_esv=668195d6dd87faab&sca_upv=1&sxsrf=ADLYWIKDE8-YRmZ-IAOS_KvWSIGTNWCcVA:1726652619739&q=seizing&si=ACC90nypsxZVz3WGK63NbnSPlfCBWaT15wWcGB_j_5SyqNzBIx9mN5gZfLuAocpj1DSsnMrD1J7hCqEWoQmswSwEI0mQcfSz0Q%3D%3D&expnd=1&sa=X&ved=2ahUKEwjw5rKgmsyIAxVNhv0HHbeIAmMQyecJegQIWxAP) an aircraft, vehicle, or ship while in transit.

Disarmament: the reduction or withdrawal of military forces and weapons.

Environmental: relating to the natural world and the impact of human activity on its condition.

**Overview**

Due to issues such as hijacking, international shipping is being threatened to this day.

Even though many people are being properly trained, the process of international shipping is not ensured safe after that. Many guidelines are set to make international shipping much safer, although they are still making changes often to counter new problems. Sadly, even with these guidelines international shipping remains at risk.

Due to various natural problems and disasters, shipping over waters is becoming more dangerous because of the unpredictable change in weather overseas. Typhoons and hurricanes can seriously endanger boats carrying important shipments. Climate change also causes polar ice melting, which causes even more danger on the water.

**Arguments**

Economic Necessity

International shipping is the backbone of global trade, facilitating over 80% of world trade by volume. Ensuring the safety of shipping routes and vessels is essential to maintain uninterrupted supply chains. Threats such as piracy, geopolitical tensions, and environmental hazards can lead to increased shipping costs, delays, and disruptions, ultimately harming global economies. By investing in safety measures, such as enhanced security, international collaboration, and better infrastructure, nations can safeguard trade flows, stabilize economies, and promote economic growth.

Humanitarian and Environmental Protection

International shipping not only supports trade but also delivers critical humanitarian aid and goods, including food, medicine, and energy resources, to vulnerable populations. Ensuring safety reduces the risk of catastrophic events like oil spills, cargo loss, or accidents in sensitive ecosystems. It also protects the lives of seafarers, who are essential to the global supply chain, and ensures the timely delivery of humanitarian aid during crises. Providing safety for international shipping is a moral and practical imperative to protect human lives, preserve the environment, and ensure that essential goods reach those in need.

*Please note that these points are intended as a general framework to guide your preparation for the debate. Delegates are encouraged to tailor their arguments to align with their assigned country’s policies and unique context. Replicating these points directly is discouraged to ensure a constructive and engaging discussion.*

**Resolution**

A delegate should carefully consider their country's perspective and opinion on the matter when writing a resolution. This research report is a good starting point for your investigation. Consider ways to debate on the independence of the non-self-governing territories that benefit the most countries involved. Remember to pay attention not only to the less-developed countries involved in the issue, but also to the developed countries. Goals should be realistic and attainable. Furthermore, keep in mind that different countries have different policies, as well as global differences. These differences may be economic, but they are also primarily cultural. Make sure to thoroughly research your country and remember that you are speaking as if you are representing that country. Therefore, before attending the conference, do some research on your country's policies.

For more information on resolution writing, please refer to the MUNA booklet on our MUNA site: <https://munalfrink.nl/>.

**Links and Sources**

<https://www.lockheedmartin.com/en-us/capabilities/maritime-systems.html>

<https://www.un.org/en/un-chronicle/applying-law-sea-protect-international-shipping>

<https://www.cordstrap.com/en/About/News/providing-shipping-safety-and-compliance-on-a-global-basis/>

<https://www.eurosender.com/blog/en/safest-shipping>