

Country: Greece

Committee: DISEC (Disarmament and International Security Committee)

Agenda Item: Confronting the Threats to Merchant Shipping: The Rise of Weaponized Drones and Terrorism at Sea



The global maritime domain has encountered increasing insecurity in recent years. This stems from the rise of weaponized drones and terrorism at sea. Merchant vessels carry almost 90 percent of world trade. They now face attacks from non-state actors and terrorist groups more often. These groups aim to interrupt supply chains. They also seek to apply political pressure or create economic disruption. Drones tend to be inexpensive yet capable of significant damage. Their deployment alters maritime conflict in keyways. Attacks can occur without any direct involvement from people on the scene. This makes it harder to identify who is responsible. Events in the Red Sea, the Gulf of Aden, and the Strait of Hormuz highlight the risks to major shipping lanes. Such threats endanger not just countries near the coast. They also jeopardize the entire world economy.

Maritime trade serves as the foundation of worldwide commerce. Greece acknowledges this fact clearly. Threats to it challenge international peace directly. They undermine economic steadiness and the principle of free navigation. Evidence points to the need for joint efforts against weaponized drones and sea-based terrorism. The delegation holds that responses should draw on international law. Key elements include the United Nations Convention on the Law of the Sea, known as UNCLOS. UN Security Council resolutions on counterterrorism and sea security also matter here.

Greece points out the importance of better global teamwork. This involves sharing intelligence and building up naval abilities. Developing countries depend on sea trade a great deal. Many lack strong defense tools, so support for them seems essential. The delegation argues against actions taken by single nations alone. Such steps could heighten tensions in regions. Instead, coordinated approaches make more sense. These should focus on prevention and defense. United Nations supervision would guide them effectively.

Various measures have emerged from the world community to tackle sea terrorism. The International Ship and Port Facility Security Code stand out as one example. So does the Djibouti Code of Conduct. Joint efforts like Combined Task Force 151 involve naval operations too. These have boosted awareness at sea and fostered teamwork among regions. Still, they fall short when it comes to handling armed drones as a new technology.