



DISEC

**DISARMAMENT AND
INTERNATIONAL SECURITY
BACKGROUND GUIDE**

20

23



CJCP MODEL UN

Committee Topic:

Devising a Plan to Ensure the Safe Continuity of Maritime Trade



**Build resilient
infrastructure, promote
inclusive and sustainable
industrialization and
foster innovation**

TABLE OF CONTENTS

01

Letters from the Dias

02

Committee Procedure

03

Committee Introduction

04

Introduction to the Topic

05

Past Initiatives

06

**Overview of Maritime
Crime**

07

Maritime Cybersecurity

08

Trafficking

09

Terrorism

10

Piracy & Armed Robberies

11

**Environmental Destruction &
Safeguarding the Ocean for Sustainability**

12

Questions to Keep in Mind

MESSAGE FROM OUR DIAS MEMBERS

Suzan Kocak
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Dear Delegates,

I am very excited to welcome you to the first annual CJCP MUN! I am a junior here at CJCP and have been a part of Model UN since freshman year. I am thrilled to be your future DISEC chairwoman.

Being part of Model UN since freshman year has helped me with public speaking and presenting along with pushing me to make new friends at every conference. To all the delegates, I push you to bond with your peers, make friends, and form your own community at this conference. Model UN has been a very exciting experience for me. It was at Model UN that I realized my passion for global affairs and problem-solving. Helping solve issues in committees with different countries has helped me with public speaking and nervousness. With that note, I want to inform delegates that it is okay to mess up in a speech or while putting a motion on the floor. However, that should not be the reason blocking you from delivering a show-stopping speech or participating in the caucuses.

Besides my passion for Model UN, I love to read and I also occasionally play the viola to learn a new song or two. If you have any questions or concerns, please don't be shy and feel free to reach out to me. I hope all delegates enjoy DISEC and CJCP MUN.

Sincerely,
Suzan Kocak
CJCPMUN Chair

MESSAGE FROM OUR DIAS MEMBERS

Andrea Hugo
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Hello Delegates,

We are very proud to introduce you to CJCP's very first annual MUN! My name is Andrea Hugo and I am currently a senior serving as your vice chair for DISEC. I've been a part of CJCP's MUN delegation since my sophomore year and I am delighted to welcome you as our very first participants in CJCP's MUN.

Joining Model UN in sophomore year was definitely unusual for me. As someone who used to struggle greatly with public speaking, participating in MUN felt very foreign. However, I can proudly say that was one of the greatest decisions I made for myself. Since joining, MUN has taught me a lot in public speaking, problem-solving, and building connections, making me a much stronger debater and leader! It pushes people out of their comfort zones, teaching them how to quickly adapt to situations, create unique solutions, and confidently speak passionately about the topics that they are interested in. We strongly urge you to try your best, do your research, and show just how passionate you are to discuss these global affairs. Ultimately, this is a learning environment and our biggest priority is for you delegates to walk out of the conference with more knowledge and experience. Small mess-ups like stuttering during speeches or being confused about how to format clauses are perfectly okay. We are here to guide you through this whole experience, so don't be afraid to make mistakes as long as you learn from them!

My biggest advice for you is to be open. Don't be afraid to speak, and work your hardest to build connections with your fellow delegates. Do your research and be confident in what you know. I hope you come out of this conference with stronger skills and more confidence in yourselves. If you have any questions or concerns, don't be afraid to reach out to me! Good luck and enjoy delegates.

Sincerely,
Andrea Hugo
CJCPMUN Vice Chair

Rules of Procedure

The Rules of procedure are three types: Motions (Verbal and Non-Verbal), Points, and Yields.

Verbal Motions

- Motion to Set the Agenda:** “Country X motions to set the agenda in favor of topic X.” Note that, since there will be one topic per committee this year, the agenda will already be set in favor of each committee’s topic. **This Motion Requires an Absolute Majority**
- Motion to Set the Speakers List:** “Country X motions to set the Speakers List to Y seconds.” **This Motion Requires an Absolute Majority.**
- Motion to Suspend the Debate:** The debate can be suspended to a moderated or unmoderated caucus, soliciting of third parties, or consultation of the whole.
 - Moderated Caucus:** “Country X motions to suspend the debate for a moderated caucus to discuss Y for a total time of Z minutes and speakers time of V seconds.” **This Motion Requires an Absolute Majority.**
 - Unmoderated Caucus:** “Country X motions to suspend the debate for an unmoderated caucus for the purpose of Y for a total time of Z minutes”. **This Motion Requires an Absolute Majority.**
 - Consultation of the Whole:** “Country X motions to suspend the debate for a consultation of the whole, to discuss Y for a total time of Z minutes.” **This Motion Requires an Absolute Majority.**
- Motion to Introduce Draft Resolution:** “Country X motions to introduce Draft Resolutions.” **This Motion Requires an Absolute Majority.**
- Motion to Begin Debating on Amendments:** “Country X motions to begin debating on amendments.” **This Motion Requires an Absolute Majority.**
- Motion to Adjourn the Meeting:** “Country X motions to adjourn the meeting for the purpose of lunch.” **This Motion Requires an Absolute Majority.**
- Motion to Close the Debate:** “Country X motions to close the debate and move into voting procedures...” **This Motion Requires a Two-Thirds Majority.**

Rules of Procedure

The Rules of procedure are three types: Motions (Verbal and Non-Verbal), Points, and Yields.

Written Motions

1. **Right of Reply:** This is requested when a delegate feels that another delegate has made a derogatory comment to the country they are representing. **There is no Right of Reply to a Right of Reply.**
2. **Appeal to the Chair's Decision:** This is used when a delegate feels that the chair committed a mistake or acted unfairly.

Points:

- **Point of Order:** This is used when a delegate feels that the chair or a fellow delegate has made an error in the running of the committee. **This Point is Interruptive.**
- **Point of Parliamentary Procedure:** Also known as a point of inquiry, this is used when a delegate has a question regarding the rules of procedure or flow of debate. **This Point is Non-Interruptive.**
- **Point of Personal Privilege:** This is used when a delegate has a certain personal discomfort. **This Point is Interruptive.**
- **Point of Information:** This is used when a delegate does not understand or needs more clarification on a certain speech or notion that a delegate gave. **This Point is Non-Interruptive.**

Yields:

Yields are only used when a delegate does not use their whole speaking time during the formal debate. There are three types:

Rules of Procedure

1. Yield to the Chair
2. Yield to Another Delegate
3. Yield to Questions

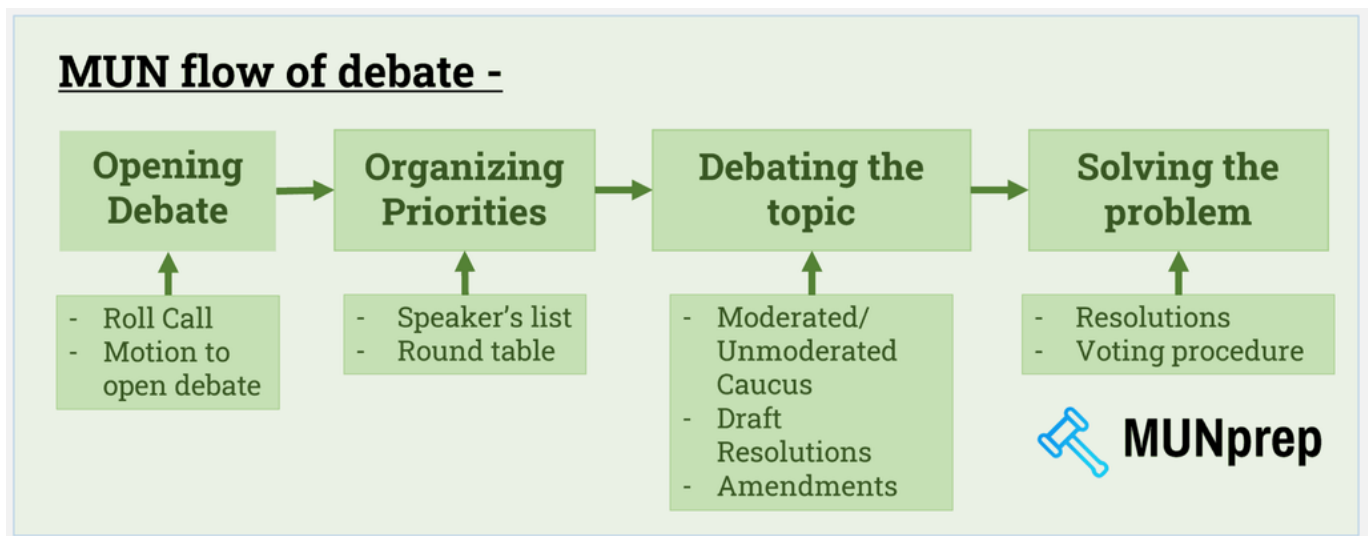
Amendment:

There are two types of amendments:

1. **Friendly Amendments:** A change to a draft resolution that all sponsors of the latter agree with.
2. **Unfriendly Amendments:** A change to a draft resolution that not all sponsors agree with. **This Amendment requires an Absolute Majority vote to pass.**

Passage of Resolutions:

In small committees, Draft Resolutions will require a two-thirds majority to pass. In large committees, they will require an absolute majority. **Each Chairperson will point out at the beginning of the session the 'required number to pass' votes that will be applied in each committee.**



COMMITTEE INTRODUCTION

The United Nations General Assembly (UNGA) was formed in 1945 to ensure peacekeeping between nations after World War II. Since it has been formed, six more committees have been formed into UNGA- Disarmament and International Security Committee (DISEC) being the first one formed in 1946 with its headquarters in New York. DISEC solves issues varying from nuclear war to international peace. The overall goal DISEC is trying to solve and overcome is having transparency with international arms along with working together for total disarmament. DISEC meets yearly around mid-September where they discuss issues that deal with international arms.

DISEC has focused on a variety of issues over the years. They have covered nuclear disarmament and non-proliferation, missiles, biological weapons, chemical, weapons, conventional weapons, landmines, cluster munitions, ammunition, arms trade, gender and disarmament, disarmament and youth. Along with these topics, DISEC covers maritime trade security. In the 77th session of DISEC, they decided on passing a resolution to prevent illegal trading of weapons along with emerging countries to be more aware of the issues and prevent it.

Topic Introduction

The International Maritime Organization (IMO) is a subdivision of the United Nations. Formed on March 17, 1958, the organization deals with all issues surrounding and pertaining to international maritime security. IMO also works hand in hand with supporting the United Nations Sustainable Development Goals (SDG). IMO makes sure that there is minimal pollution in the ocean with sustainable trade. Having sustainable trade is an important aspect of making sure we don't hurt our planet. The IMO also makes sure that trade companies don't cut corners on trade and that all regulations are upheld.

Maritime security pertaining to the United States has been on the rise since the early 2000's subsequent to the attacks on September 11th. In 2004, the Department of Defense (DOD) and Homeland Security both strategized to ensure legal laws and procedures on maritime security. Many plans have been put into motion such as the National Plan to Achieve Domain Awareness, the Global Maritime Intelligence Integration Plan, the Interim Maritime Operational Threat Response Plan, and many more.



PAST INITIATIVES

During the 77th Session of DISEC, the Arms Trade Treaty (ATT) was discussed. This resolution provides an overview of how to prevent and urges countries to investigate illicit trade in small weapons. This resolution was written to encourage countries to follow and enforce the points that were mentioned in the treaty. It also discussed the importance of following through with set implementations and created more than 25 subclasses and 34 classes to make sure that the arms trade is within the legal scope.

These resolutions have been on the agenda for quite some time with changing the policies multiple times. During the most recent session, it was decided that these two resolutions would be adopted by a vote that was taken.

OVERVIEW OF MARITIME CRIME

Different maritime crimes vary in weight, but they all ultimately contribute to harming the freedom of navigation, international security, and most importantly for this topic: international trade.

Fisheries are a key source of food and employment for individuals internationally. Unregulated fishing depletes resources, threatening food security, and the economic, political, and social stability of coastal regions. Overfishing can harm ecosystems by throwing off entire food chains and coastal communities. It puts responsible, law-abiding fishermen at a disadvantage, hurting fishing economies by giving criminals more business. Unregulated fishing is often associated with producing enough money to finance more threatening criminal activities. This has increased the need to track down fisheries, ensuring the legality of the market along all points of the supply chain. Disrupting trafficking routes and strictly enforcing national fishery laws can help combat these crimes.

The trafficking of firearms, drugs, and humans is another serious crime that influences the continuity of maritime trade. The iARMS database which contains millions of records of firearms helps bust trafficking patterns and smuggling routes. With new types of drugs constantly being produced and sold on the market, it affects the political and economic stability of nations.

MARITIME CYBERSECURITY

Even though cyber security has been a recent change of event for maritime security, it is still an important one. According to the IMO, "Maritime cyber risk refers to a measure of the extent to which a technology asset could be threatened by a potential circumstance or event." This definition helps us understand how even though maritime trade doesn't rely completely on the Cybernet it is still pretty prevalent in maritime trade.

Cyber attacks first started happening in 2011 when Antwerp Port discovered that a drug cartel gained access to the ships loading and off loading management system gaining its username and password. After this attack, Belgium invested 200,000 euros into countermeasures. The Port of Rotterdam was also attacked in July of 2017 by another version of ransomware. This caused the port's activity to come to a complete halt as they couldn't control anything. The issue was eventually resolved however Rotterdam still manages to be the port with the most invested into AI. In more recent events, there was an attack on Port of Halifax in Canada where a denial-of-service attack was used. This attack temporarily made a specific type of technology unusable that caused the crash.

The IMO (International Maritime Organization) has put some precautions to prevent these attacks by putting down MSC-FAL.1-Circ.3-Rev.2 guidelines. These guidelines provide a framework on how to move forward with any cyber security attacks and any ways they can prevent them. The MSC (Maritime Security Committee) had its 98th session in June of 2017 where the Resolution MSC.428(98) was passed. This resolution makes sure that cyber security risks are professionally addressed and up to date with the existing safety management systems referred to by the ISM (International Safety Management Code). IMO has created Cyber Security safety guidelines that have been issued by ICS, IUMI, BIMCO, OCIMF, INTERTANKO, INTERCARGO, InterManager, WSC and SYBAs.

TRAFFICKING

Multiple forms of trafficking are prevalent on waterways, including firearm, drug, and human trafficking. Firearm trafficking endangers the security of civilians and often links to other more significant crimes. Organized firearm trafficking often contributes to environmental crime, maritime piracy, corruption, and terrorism. The iARMS database contains millions of records that help uncover trafficking patterns and smuggling routes. By looking at its serial number, make, and model, it makes it easier to track down specific weapons.

As drugs are constantly being mass-produced and distributed, police are tasked with constantly staying on top of new trends and products on the market. As marine transportation continues to grow, so does the accessibility to drugs internationally. It undermines border security and affects the political and economic stability of communities around the world. Drug trafficking sparks national epidemics and drugs related to death have steadily been on the rise in certain countries. Rivalry between drug cartels and other organized criminal groups is violent and oftentimes fatal. For these products to pass through international borders, it requires the work of corrupt port and airport officials. Money gained through drug trafficking often funds other criminal operations such as money laundering, corruption, the sale of illegal firearms, and terrorism.

Thousands of people are trafficked across oceans annually. It harms the global shipping industry— oftentimes vessels may be unaware as they pass through international waterways that they're transporting victims of human trafficking. Victims are usually lured through deceitful practices. The promise of employment or "better lives" are the most commonly used tactics. After victims are taken they are subjected to harsh labor, poor living conditions, and physical, sexual, and psychological abuse.

Multiple different strategies are used to help prevent and enforce the crime as well as provide aid to victims. Strengthening regulations such as stricter border control and immigration management can help crack down on human trafficking. By ensuring businesses have ethical labor practices, employees are given training, and enforcing regular inspections, there could be stronger prevention. Providing more resources such as providing shelter, medical attention, legal assistance, and psychological support allows for victims to more easily reintegrate into society.

TERRORISM

Terrorism is a really important aspect of maritime security. Terrorist threats are made to trade networks making trading even more difficult.

Maritime safety to counter terrorism is also a major part of making sure we can fight against it. There are many resolutions passed by the United Nations pertaining to this effort. The Convention for the Suppression of Unlawful Acts against the Safety of Maritime Navigation signed March 10th 1988 to prevent and punish any acts of terrorism. For example, the 2005 Protocol to the Convention for the Suppression of Unlawful Acts against the Safety of Maritime Navigation and the 2005 Protocol to the Protocol for the Suppression of Unlawful Acts against the Safety of Fixed Platforms located on the Continental Shelf along with some more. These are all efforts to slow maritime terrorism along with making sure that the oceans are safe and secure for trade to continue.

Countries that consist of archipelagos or chokehold points, narrow canals and shipping channels with high traffic, are more prevalent to terrorist attacks by the sea. These points make it easier for passing ships to attack. When a country is surrounded by islands and sea, it makes the attacks easier to attack the country or the island.

Places that have chokehold points

- Masiya → Straits of Malacca
- Indonesia → Straits of Lombok and Sunda (critical waterway for Indonesia)
- Panama → Panama Canal (connects Pacific and Atlantic Oceans)
- Spain/Morocco → Strait of Gibraltar (waterway connects the Mediterranean)
- South Africa → Cape of Good Hope (significant transit point)
- Turkey → Bosphorus Strait (waterway that sets Asia and Europe apart)
- Egypt → Suez Canal (connects the Mediterranean Sea to the Red Sea)
- Djibouti/Eritrea/Yemen → Bab El Mandeb (Red sea to the gulf of Aden)
- Oman/Iran → Strait of Hormuz (most important chokehold due to oil)

Archipelago Countries

- Indonesia (17,000 islands)
- Maldives (1190 islands)
- Philippines (7641)
- Papua new Guinea (60 islands)
- Fiji (330 islands)
- Marshall islands (1200 islands)
- Solomon islands (677 islands)
- Bahamas (700 islands)
- Cuba (4,200 islands)
- Dominican republic (100 islands)
- Greece (1,200 to 6,000 islands)
- Japan (14,125 islands)

PIRACY & ARMED ROBBERIES

Piracy is any illegal act of robbery that occurs on the high seas, outside 12 nautical miles of Territorial Waters. This crime was officially defined during the 1982 UN Convention on the Law of the Sea (UNCLOS) in Article 101. Piracy and armed robberies endanger the livelihood of merchants and seafarers by threatening their businesses and lives. Ancient sea piracy initially arose as a result of people needing a way out of poor financial situations, however modern times piracy is more common for criminals who wish to earn more cash. With modern-day weapons, technology, and advanced tactics, piracy has grown to become a more dangerous threat and is now considered an extension of terrorism.

Pirates steal valuable goods such as oil, drugs, alcohol, and expensive clothing or antique objects. With the use of smaller and faster motorboats, modern-day Pirates are able to sabotage their target while the “Mothership” waits a short distance away. Some Pirate gangs now even use women to infiltrate a ship and take confidential information about the arrival and departure of cargo ships.

There are various locations with high occurrences of piracy

- The Gulf of Guinea
- Horn of Africa
- Southeast Asia
- South America
- The Caribbean

Piracy is divided into four different types: Hit & Run, stealing ship & cargo, kidnap for ransom, and hijack for ransom. Armed robberies usually take place closer to the shore rather than out in the ocean. By kidnapping the ship’s crew or the entire ship itself for ransom, pirates demand that shipping companies meet their requirements. Victims may be held hostage for days up to whole years until they are satisfied. Pirate groups earn millions of dollars in ransom payments annually and it’s difficult to track the flow of ransom money between individuals.

ENVIRONMENTAL DESTRUCTION & SAFEGUARDING THE OCEAN FOR SUSTAINABILITY

Marine transportation controls 80-90% of all global trade. Over 10 billion tons of valuable cargo is transported across oceans annually. With the rise of the use of containers, marine shipping quickly became incredibly efficient. Containers are moved from trucks, to rail cars, and finally onto cargo boats with relative ease. With the increased standardization of these containers and marine protocols, goods are quickly being transported across oceans.

Previous to the 1960s, shipping companies weren't strictly regulated. After multiple accidental oil spills, which resulted in multiple widespread pollution and marine life mortality, more regulations were set in place. The International Convention for the Prevention of Pollution from Ships (MARPOL) was created to prevent pollution along with The International Maritime organization (IMO) to protect the marine environment specifically from shipping conflicts,

Air pollution, as a result of shipping vessels utilizing heavy fuel oil, leads to greenhouse gas emissions. These gasses act as a blanket that encompasses the Earth and traps the sun's heat, fueling global warming and climate change. As Earth's temperature continues to grow warmer, entire ecosystems are thrown off, weather patterns become harsher and erratic, and people's health may worsen. Shipping vessels also contribute to marine pollution. When ballast water— water that is held in tanks and cargo holds that provides stability to ships that aren't carrying cargo— is released, it may contain invasive species which harms the natural balance of marine life. Oil or chemical spills harms local organisms and can contaminate water as well as any earth it seeps into. The release of dry bulk results in the buildup of garbage on oceans.

If marine transportation continues unsustainably, climate change becomes a more significant problem. One of the leading effects of climate change is human migration and displacement. As the sea level continues to rise as a result of the buildup of greenhouse gasses, it causes shoreline erosion, coastal flooding, and agricultural disruption. In the mid 1990s, it was estimated that up to 25 million people became "environmental refugees," individuals forced out of their homes due to pollution, land degradation, droughts, and natural disasters. By 2010, the number of these refugees had doubled. Concerns about climate change impacts the peace and security of people globally. Vulnerable regions are being tasked with adapting to the changing environment and addressing climate-related risks more systematically.

Several different approaches can address some of these climate concerns and help ensure global peace and security. One way is sulfur oxide refine. Sulfur dioxide emissions reduce air quality which can be harmful to people's health. It can also be absorbed into the ocean, raising the water's acidity. Sulfur has already been removed from car fuel, sparking criticism that it should also be removed from boat fuel. By going through a refinement process, the fuel can be purified and no longer contain sulfur. Boats can also equip sulfur scrubbers which prevents sulfur from being released with exhaust fumes.

QUESTIONS TO CONSIDER

1. What maritime issue is your country affected by the most, and what measures has your country previously taken to ensure security?
2. Has your country invested money to help address international maritime conflicts?
3. Has your country established sustainable trade operations to support the well-being of the ocean?
4. Has your country hosted a convention that has passed a maritime safety resolution and what does this mean for nations with poor maritime peace and security?

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