

## **Urgent regional plea to UN Security Council for action on Red Sea and Gulf of Aden shipping threats**

In a critical move to address escalating threats to international shipping in the Red Sea and Gulf of Aden, the Steering Committee to the Djibouti Code of Conduct and its Jeddah Amendment, has made an urgent appeal to Mozambique and the United Arab Emirates to advocate for decisive action from the United Nations Security Council, specifically a Security Council resolution.

The Steering Committee represents the 20 States which have signed the [Djibouti Code of Conduct](#) and its Jeddah Amendment. In a [signed letter](#) shared on 7 January 2024, Mr. Metse Ralephenya, DCoC Steering Committee Chair called on the two DCoC Signatory states, by virtue of their current and outgoing membership to the UNSC respectively (as non-permanent members), to seek the support of their national delegations to the United Nations to promote the adoption of a Security Council Resolution. Mr. Ralephenya noted such action would align with the DCoC's objectives for maritime cooperation and sustainable blue economy development, emphasizing the pivotal role of the Security Council in spearheading global efforts.

The Steering Committee has already issued a call (see [press statement](#) issued on 7 January 2024), for support for measures such as promoting counter-piracy initiatives, bolstering maritime presence, implementing self-protection measures in ports, and curbing the supply of weapons to perpetrators.

Mr. Ralephenya recalled in his letter the information provided to the Security Council (on 3 January 2024) by Mr. Arsenio Dominguez, the Secretary-General of the International Maritime Organization (IMO). Mr. Dominguez [strongly condemned](#) attacks against international shipping in the Red Sea area, while reiterating the commitment of IMO to protect seafarers, ships and cargoes to ensure the safety and security of global supply chains.

In his address, Mr. Dominguez encouraged Member States to maximize their use of the DCoC as a regional communication forum and pushed for ships entering voluntary reporting areas to continuously share reports with relevant centres such as the United Kingdom Maritime Trade Operations (UKMTO) Centre, enhance safety of navigation.

Recent reports detail distressing attacks on merchant vessels and innocent seafarers, utilizing advanced weaponry like anti-ship missiles and unmanned aerial vehicles. These acts, condemned for violating the freedom of navigation under the United Nations Convention on the Law of the Sea, raise profound concerns about their impact on global trade.

Compounding these issues is the resurgence of piracy, which prompted the DCoC Signatory States and international partners to convene an [extraordinary meeting on 18 December 2023](#), to formulate a regionally supported response. Recommendations of the meeting echoed the need for UN Security Council intervention, similar to measures taken against piracy off Somalia's coast.

With mounting concerns about the safety of seafarers, vessels, and global supply chains, the call for UN intervention stands as a pivotal step toward safeguarding maritime security and ensuring uninterrupted global trade through these crucial international waterways.

**For Context**

The Red Sea and Gulf of Aden, vital international maritime corridors with over 2000 ships transiting monthly, face the brunt of these attacks. Disruption in this key route not only poses grave economic repercussions on a global scale but also threatens the fragile economies in the western Indian Ocean region. Notably, rerouting vessels via the Cape has resulted in increased costs and greenhouse gas emissions, and disruptions to the global supply chain, already reliant on "just-in-time" deliveries.

\*\*\*\*\*