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Wednesday, 21 May 2025, 3 p.m.

New York

President: Mr. Stamatekos (Greece)

Members:

Algeria	Mr. Bouchedoub
China	Ms. Wang Yingtong
Denmark	Mr. Paulsen
France	Ms. Saudin
Guyana	Mr. Alkins
Pakistan	Mr. Rashid
Panama	Mr. Gomez Batista
Republic of Korea	Ms. Kim Moon Young
Russian Federation	Mr. Tretiakov
Sierra Leone	Mr. Luseni
Slovenia	Mr. Jenko
Somalia	Mr. Abdullahi Yusuf
United Kingdom of Great Britain and Northern Ireland . .	Mr. McIntyre
United States of America	Ms. Lito

Agenda

Maintenance of international peace and security

Strengthening maritime security through international cooperation for global stability

Letter dated 9 May 2025 from the Permanent Representative of Greece to the United Nations addressed to the Secretary-General (S/2025/300)

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The meeting was suspended at 6 p.m. on Tuesday, 20 May and resumed on Wednesday, 21 May at 3.05 p.m.

The President: I wish to remind all speakers to limit their statements to no more than three minutes in order to enable the Council to carry out its work expeditiously. Flashing lights on the collars of the microphones will prompt speakers to bring their remarks to a close after three minutes.

I now give the floor to the representative of Maldives.

Mr. Mohamed (Maldives): I would like to thank Greece for convening this important debate. Your leadership in bringing us together, Mr. President, is deeply appreciated. I also commend you for keeping the Security Council's attention on an issue that lies at the heart of global peace and stability.

For the Maldives, which is an archipelagic State at the heart of the Indian Ocean, maritime security is not an abstract goal — it is a lived reality and a daily imperative that underpins our sovereignty, drives our economy and ensures the safety of our people. The sea connects us physically, culturally and politically. For the Maldives, it is our lifeline. For the world, it is a shared arena that calls for trust, demands cooperation and requires constant vigilance. Maritime threats are not occasional disruptions — they are sustained, multidimensional, evolving and increasingly transnational. Today that reality has only worsened, demanding greater resolve and coordination from us all. Piracy, armed robbery and the illicit trafficking of arms, drugs and people are not new. Neither is the scourge of illegal, unreported and unregulated fishing. But today technology has made those threats harder to detect and even harder to counter.

At the same time, new risks are emerging. Cyberattacks on ports and navigational infrastructure now target the arteries of global commerce. They are no longer future threats — they are present dangers, growing in scope and sophistication. Those systemic threats are intensified by climate change and rising sea levels. They endanger the environment and the livelihoods of those in low-lying coastal areas, increasing the risk of contestation and instability. From cyberattacks on ports to grey-zone operations in contested waters, the risks we face are growing and are deeply linked. They are not regional anomalies or passing threats — they are systemic forces that weaken the global order. The Maldives therefore urges the Security Council to hold regular, structured deliberations on maritime security, not as a side issue but as a core pillar of its mandate. In that regard, the Maldives proposes three priorities.

First, we must strengthen maritime domain awareness at the global level. Small island developing States (SIDS) with limited resources struggle to patrol their vast exclusive economic zones. They face threats that outmatch their current capacities. The Maldives therefore calls for enhanced access to surveillance technologies and real-time data-sharing. Regional and global systems must enable better sharing.

Secondly, the Council must address the growing risk of cyberthreats. The focus should not be limited to the maritime sector alone. For SIDS, cyberattacks on tourism can be just as disruptive. A unified cyberdefence is important but not sufficient. The Maldives therefore calls for a broader, cross-sectoral approach. The security of ports, shipping lanes and communications must be seen as integral to international peace and stability.

Thirdly, we must reaffirm and uphold international laws, norms and practices that shape maritime security. That includes respecting and recognizing the centrality of the United Nations Convention on the Law of the Sea and the related legal frameworks. Where disputes arise, they must be addressed through peaceful dialogue. Existing norms must be respected and reinforced.

The Maldives believes that the Council has both the mandate and the responsibility to act. Maritime security is evolving and so must our response. It must be coherent, sustained and forward-looking.

The President: I now give the floor to the representative of Türkiye.

Mr. Yıldız (Türkiye): Addressing maritime security under the United Nations umbrella serves to underscore the shared responsibility of the international community.

Türkiye firmly upholds the rule of law at sea. As a country surrounded by seas, we prioritize safeguarding the freedom of navigation and the peaceful use of seas and oceans. Yet the threats to maritime security are diverse and evolving. Piracy and armed robbery at sea pose grave risks to seafarers, trade and the broader security and prosperity of nations. Türkiye has been actively participating in the joint operations conducted by the international community against maritime piracy, armed robbery and terrorism at sea. We are a founding member of the Contact Group on Illicit Maritime Activities in the Western Indian Ocean formed under resolution 1851 (2008) and have contributed to naval operations in the Gulf of Aden, the Arabian Sea and the surrounding areas. Türkiye also supports the Combined Maritime Forces by deploying ships and personnel. Turkish naval forces took part in NATO's Operation Ocean Shield, which was carried out between 2009 and 2016. We also host NATO's Maritime Security Centre of Excellence in Istanbul.

Terrorism, organized crime, smuggling and trafficking using maritime routes must also be firmly countered. Türkiye's strategy against those threats is rooted in international cooperation. The Turkish Coast Guard and the Turkish Customs Administration operate around the clock to combat illicit maritime activities. Irregular migration and migrant smuggling constitute two of the most acute maritime security challenges in our region.

Regional peace is essential for maritime security. Tensions in the Red Sea and the Gulf of Aden have confirmed long-standing warnings that the continued Israeli aggression in Gaza risks regional spillover and threatens navigation. We welcome the ceasefire between the United States and the Houthis brokered by Oman and hope that it enhances maritime security in the region. The Black Sea's security has always had a unique place in the Euro-Atlantic area, but it is a vital issue and responsibility for littoral States such as ours. For more than eight decades, the Black Sea maritime domain has never become an area of military confrontation. Thanks to the delicate balance established by the 1936 Montreux Convention and Türkiye's fastidious implementation of its provisions, we have been able to ensure effective escalation management. Although it has been challenged by the war in Ukraine over the past three years, the strategic balance in the Black Sea maritime domain has largely held. The Initiative on the Safe Transportation of Grain and Foodstuffs from Ukrainian Ports brokered by the United Nations and my country was a critical diplomatic achievement not only in averting a global food crisis but also in improving maritime security in the region. The stability of the Black Sea remains crucial to avoiding escalation and the disruption of the global food market.

Finally, for the sake of clarity, although Türkiye is not a party to the United Nations Convention on the Law of the Sea (UNCLOS), we acknowledge the Convention's importance. That said, it is neither a universal nor an exhaustive instrument. Given our non-party status, we do not concur with the characterizations of UNCLOS as the sole legal framework for maritime security. Our decision not to accede is owing to the Convention's shortcomings as regards the enclosed and semi-enclosed seas where special circumstances prevail. Yet that position does not reflect a disregard for the law of the sea.

It is essential to ensure equitable maritime delimitation in accordance with international law. The principles of equity and the jurisprudence of international courts are guidelines in that respect. The exploitation of hydrocarbon resources

must take into account the legitimate and inherent rights of all relevant peoples and parties. In that context, avoiding unilateral actions and maximalist approaches is crucial for promoting stability and cooperation.

In conclusion, Türkiye reaffirms its commitment to enhancing international cooperation, safeguarding maritime security, upholding the rule of law at sea and ensuring that our oceans and seas remain safe, secure and open. We would like to see our region as an area of stability and prosperity, where maritime jurisdiction areas are fully delimited, equitably and peacefully, on the basis of international law, and where hydrocarbon resources are shared fairly.

The President: I now give the floor to the representative of Burundi.

Mr. Maniratanga (Burundi) (*spoke in French*): Allow me, first of all, to welcome the initiative of Greece, in its presidency of the Security Council for the month of May, to convene this open debate on a theme of undeniable relevance and strategic significance, namely, the strengthening of maritime security through international cooperation. Burundi, which currently holds the first vice-presidency of the African Union and is preparing to assume the presidency in 2026, welcomes this opportunity for collective dialogue on a key issue that sits at the crossroads of global stability, economic prosperity and human security.

Africa, fundamentally, is a maritime continent. Its coasts border three major oceans and are home to vital trade routes for global trade. However, the persistence of complex threats — ranging from piracy to illicit trafficking, illegal fishing, environmental crime and transnational organized crime — continues to pose a serious threat to maritime security and the sustainable development of our States.

The past few years have seen the emergence of increasingly sophisticated forms of maritime crime. Trafficking in drugs, weapons, migrants, trafficking in human beings and terrorist acts at sea are on the rise, with considerable repercussions on regional security. In the Gulf of Guinea in particular, maritime attacks have become more professional, generating economic losses estimated at \$800 million per year and causing a substantial increase in logistical costs for shipowners. Those threats have tangible consequences: they force ships to abandon their usual routes, they lengthen the distances travelled and they increase insurance and fuel costs. Consumers are ultimately the ones who pay the price, while the environment is affected by increased carbon emissions. It should be recalled that more than 80 per cent of world trade is conducted by sea, which underscores the extent of the economic and environmental repercussions of those threats.

Faced with that reality, Africa has undertaken concrete initiatives. Under the auspices of the African Union, important frameworks have been established, including the 2050 Africa's Integrated Maritime Strategy and the Charter on Maritime Security and Safety and Development in Africa, adopted in Lomé in 2016. The latter enshrines the commitment of African States to ensuring that their maritime areas are areas of peace, cooperation and sustainable development. In that context, Burundi wishes to emphasize several shared priorities.

First, we must strengthen international and regional cooperation in a spirit of solidarity and mutual respect. We welcome the joint efforts of the Economic Community of West African States, the Economic Community of Central African States and the Gulf of Guinea Commission, through the Yaoundé Architecture on maritime security.

Secondly, we must support national and regional capacities in terms of surveillance, inter-agency coordination and countering crimes at sea. The role of the coordination centres, the naval forces and the coastguard is crucial. We particularly welcome initiatives such as the Indian Ocean Forum on Maritime Crime, established by the United Nations Office on Drugs and Crime, which actively contributes to the pooling of efforts.

Thirdly, we must ensure the effective implementation of international legal instruments, foremost among which is the United Nations Convention on the Law of the Sea — a veritable constitution for the oceans. Universal adherence to that Convention is essential to guarantee the freedom of navigation and the peaceful settlement of maritime disputes.

Fourthly, we must promote the integration of new technologies, the sharing of maritime intelligence and the training of personnel. Those are essential for anticipating risks, strengthening the resilience of logistics chains and effectively protecting fish stocks and marine ecosystems.

Fifthly, we must guarantee the safety of ports, which are much more than logistics infrastructure; they are nerve centres for trade, employment and human diversity. Every day, seafarers, dock workers, traders, logistics specialists and shipping companies meet there. Their safety must be ensured with the utmost attention, as those men and women are the true sentinels of global trade.

Sixthly, landlocked countries must be fully included in the maritime security architecture. The Montego Bay Convention states that access to the sea is a fundamental right for landlocked States. Guaranteeing that access under safe and sustainable conditions is an imperative for economic justice, regional cooperation and inclusive development.

Finally, we must address the root causes of maritime insecurity: poverty, the lack of economic opportunity, insecurity on land and weak governance structures. A truly effective response involves the active inclusion of coastal communities, maritime businesses, regional organizations, security forces and civil society in the development and implementation of solutions.

The sea is a precious resource, a vital link and a space of shared sovereignty. It is a global public good, a vector of prosperity and a pillar of global stability. Maritime security goes hand in hand with sustainable development, inclusive governance and international cooperation.

With a view to its future role as Chairperson of the African Union, Burundi remains deeply convinced that the sea does not separate, it connects. It can be a path to shared prosperity or a vector of insecurity; it is up to us to decide collectively which one. To that end, we renew our firm commitment to promote maritime peace and security; to encourage the ratification and effective implementation of the Charter on Maritime Security and Safety and Development in Africa; and to work for a resilient, sovereign Africa that is fully connected to global collective security mechanisms.

Burundi remains convinced that the Security Council, by supporting continental and regional initiatives, has an essential role to play in preserving the world's maritime space as a common asset of humankind. Under no circumstances can we allow our oceans to become battlegrounds for illicit interests. On the contrary, we must commit ourselves and the entire international community to transforming our seas into spaces of peace, cooperation and sustainable development.

The President: I now give the floor to the representative of the United Arab Emirates.

Mr. Abushahab (United Arab Emirates): I would like to begin by thanking Greece for organizing this open debate and by applauding Prime Minister Mitsotakis for his leadership on this crucial topic. I also thank Secretary-General Guterres for his valuable insights, as well as Ms. Travlos and Mr. Bueger for their contributions to this meeting.

Global trade serves as a lifeline for billions of people. It plays a vital role in advancing humanitarian operations and sustainable development, as well as food and energy security.

For the United Arab Emirates, located in a region that moves nearly a third of the world's energy by sea, the importance of maritime security is paramount.

The targeting of vessels in the Red Sea serves as a live demonstration of how disruptions in key maritime arteries can ripple across the globe. Therefore, today the United Arab Emirates would like to make the following recommendations to forge resilient maritime security.

First, the Council must remain seized of both physical and digital activities that may disrupt the secure, lawful and unimpeded use of international waters. That includes safeguarding the freedom of navigation, an important principle of international law that is increasingly threatened by regional instability, terrorism, cyberattacks on maritime infrastructure and transnational organized crime. In that regard, the Council can be informed by regional security frameworks such as the Yaoundé Architecture for maritime security in the Gulf of Guinea. That initiative, through real-time information-sharing and coordinated operations, contributed to a decline in regional piracy incidents. Its success illustrates how structured multilateral cooperation can yield concrete security outcomes.

Secondly, we must deepen operational coordination and information-sharing across regional and international waters. That includes leveraging the International Maritime Organization's expertise and frameworks to bolster regional maritime cooperation, build local capacity and enhance real-time threat detection and response mechanisms. The United Arab Emirates remains a supporter and initiator of maritime security initiatives and was pleased to host the high-level meeting of the amended Djibouti Code of Conduct in 2022, bringing together 20 signatory States. The meeting not only developed a unified strategy to address complex maritime threats but also paved the way to activate the information-sharing network.

Thirdly, as climate change exacerbates threats to maritime security, the Council should deepen its awareness of climate-related maritime risks. Rising sea levels and intensified storms are some of the many escalating threats to coastal infrastructure, shipping lanes and marine ecosystems. The twenty-eighth Conference of the Parties to the United Nations Framework Convention on Climate Change, which was hosted by the United Arab Emirates, underscored how those environmental pressures act as risk multipliers, compounding vulnerabilities in already fragile maritime contexts. Given the links between maritime security and environmental sustainability, the United Arab Emirates advocates for increased reporting from the Secretary-General on climate-related maritime security risks and the implications for international peace and security. Understanding those cascading effects will enable the Council to anticipate and pre-emptively act to mitigate potential threats, thereby enhancing international peace and security through global maritime stability.

Finally, building resilience also means taking an inclusive approach to maritime activities. Maritime security will be safer with the full, equal and meaningful participation of women, as recognized by the International Maritime Organization's Arab Women in Maritime Association.

Maritime security is a collective responsibility. We must therefore work together to translate commitments into action to forge a more secure and sustainable maritime future for all.

The President: I now give the floor to the representative of Croatia.

Mr. Ćurić Hrvatinić (Croatia): Croatia aligns itself with the statement delivered by the observer of the European Union on behalf of its member States and welcomes Greece's initiative to hold this important debate on enhancing maritime security through international cooperation.

As a coastal country with a long-standing maritime tradition, located at the crossroads of Central and South-East Europe, Croatia understands the vital role of sea security in trade and development. The Mediterranean basin, of which the Adriatic Sea is part, is facing increasing traditional threats, but also new and emerging threats from trafficking and pollution, as well as against various critical infrastructure on the seabed — all of which have a compounding negative effect on international peace.

We firmly back a rules-based approach at sea, anchored in the United Nations Convention on the Law of the Sea. That framework guides all ocean activities, and we stress the need for adherence to it, along with the relevant Security Council resolutions. Such regulations are fundamental for maintaining and fostering international cooperation and partnership-oriented development.

Looking at the issue globally, the interconnected threats of piracy, transnational crime, the denial of free and safe passage and marine resource exploitation are alarming. Addressing those challenges requires a comprehensive strategy involving clearly mandated defence and security operations, capacity-building, risk management, information-sharing and responsible technology use.

Croatia advocates enhanced maritime awareness and safeguarding critical maritime infrastructure through collaboration with international and regional bodies, including the European Union and NATO, along with responsible private sector engagement oriented towards reducing risk.

We must also acknowledge the increasing influence of climate change on maritime security. Furthermore, unlawful sea activities can exacerbate environmental degradation, destabilize countries and economically affect regions and even continents, as we have recently seen with the attacks on shipping lanes in the Red Sea.

Only through shared responsibility and collective action can we ensure the seas remain peaceful and secure — now and in the future.

The President: I now give the floor to the representative of Ethiopia.

Mr. Tesfaye (Ethiopia): I would like to thank Greece for organizing this high-level open debate during its presidency of the Security Council for the month of May. We thank the Secretary-General for his remarks yesterday, and we are also grateful to the briefers.

Maritime security is a critical component of global peace and security. It is a fundamental pillar of economic stability and energy security. The oceans and seas are vital trade routes, serving as the source of livelihood for billions of people, and key components of global communication traffic. The prosperity and security of nations greatly depend on safe and dependable international trade and peaceful navigation of high seas and guaranteed access to the sea by all nations. Hence, one cannot overemphasize the importance of ensuring the safety, security and sustainability of maritime activities for development and global peace and security.

Ethiopia is among the largest countries of the world experiencing rapid demographic shifts and economic growth. Located in close proximity to vital maritime routes and choke points on the African shore of the Red Sea and the Indian Ocean, we have one of the largest commercial maritime industries and presence in the region. The majority of our seaborne trade, including bulk cargo exports, is transported using that route.

As a landlocked country that is reliant on imports of oil and petroleum products, our energy security and economic stability also hinges on maritime peace and safety in the Red Sea and the Gulf of Aden. Owing to that, Ethiopia is keenly following the developments in global maritime security.

It is our view that maritime security is part of the global peace and security for which all States, without any discrimination, have a responsibility. We are of the

conviction that the maritime zones must be preserved for international cooperation and should not be used for threats or confrontations. The high seas are the common heritage of humankind. No actor, including a State, should seek to obstruct navigation or create encumbrances. We believe that attempts to settle political disputes and differences via a confrontational approach and warfare on the high seas poses unimaginable risk to the security of the States in the region and beyond.

Ethiopia believes that it is in the interest of the global community to promote inclusive international cooperation with regard to the Red Sea and the Indian Ocean. The huge challenges we are facing with rising piracy, terrorism and geopolitical rivalry require fresh thinking in our approach to maritime security. We must break from an exclusionist approach and forge a new original partnership, built on key principles of inclusiveness, complementarity and solidarity. We must think beyond the littoral/non-littoral bifurcation and join hands to take practical measures to enhance maritime security cooperation, including through joint patrols, intelligence-sharing and coordinated responses.

In conclusion, allow me to reiterate that cooperation must involve all countries interested in participating and able to contribute, including in multinational naval exercises and operations aimed at countering piracy, terrorism, smuggling and other illegal activities regardless of their proximity to the seas and oceans. That participation builds trust and ensures cooperation to respond quickly to maritime security threats, including emerging risks deriving from new technologies.

The President: I now give the floor to the representative of Yemen.

Mr. Al-Saadi (Yemen) (*spoke in Arabic*): At the outset, I would like to thank you, Mr. President, for organizing this open debate on strengthening maritime security through international cooperation for global stability. I would like to thank His Excellency the Secretary-General and the briefers for their briefings.

The coast of the Republic of Yemen extends for more than 2,500 kilometres, in addition to many islands in the southern Red Sea and the Arabian Sea. The Republic of Yemen overlooks one of the most important shipping lanes in the world, the Bab Al-Mandab Strait, through which approximately 30 per cent of the world's trade passes. Therefore, maritime security in the region has emerged as an important issue for the international community and on the agenda of the Security Council. The attacks and escalation by the Houthi militias in the Red Sea and the Bab Al-Mandab Strait have shown how important the waterway is to the global economy and how disruptions affect international trade, global economic stability and the marine environment.

The Yemeni Government has, from early on, repeatedly warned the Security Council about the danger of the Houthi terrorist militias' control over the city of Al-Hudaydah and its vital ports, which undermine the Stockholm Agreement, including the Hudaydah Agreement, and has enabled the Iranian regime-backed militias to use the city and its ports as a platform for smuggling and threatening regional and international navigation, security and peace.

There has been a noticeable increase in recent years in the attacks carried out by the Houthi militias with ballistic missiles, drones and interceptor speedboats packed with explosives against cargo ships and international shipping lines in the Red Sea and the Bab Al-Mandab Strait, endangering maritime security. Those attacks have resulted in lives lost, material damage and damage to the marine environment. An example is the *MV Rubymar*, which sank early last year in Yemeni waters, 15 miles off the port of Mokha, carrying 22,000 tons of ammonium phosphate and approximately 180 tons of ship fuel and oil, which will inevitably leak into the sea. There has also been increasing cooperation and coordination between those militias and other terrorist groups and targeting of civilian infrastructure in Yemen, including the oil facilities and oil export ports in Hadhramaut and Shabwa governorates.

Since 2006, the Republic of Yemen, in cooperation with the International Maritime Organization, has sought to establish a regional mechanism for cooperation among the countries in the region to combat piracy and armed robbery against ships. That resulted in the signing, in 2009, of the Djibouti Code of Conduct. In addition, the Regional Maritime Information Sharing Centre has played since its inception a prominent role in monitoring maritime traffic, recording incidents, collecting and analysing information, and communicating with focal points in the member States. Furthermore, the Jeddah Amendment to the Djibouti Code of Conduct expanded its scope to address a broader range of threats to maritime security, following the decline in piracy incidents, to include illegal fishing, smuggling, human trafficking, drug trafficking and the preservation of the marine environment. That demonstrates progress achieved through the cooperation and solidarity of the States in the region with a view to strengthening maritime security and peace in that important region of the world.

The Yemeni Republic stresses the need for all member States to fulfil their obligations and fully implement resolution 2216 (2015) and the relevant Security Council resolutions on the targeted arms embargo, as the continued smuggling of weapons to the Houthi militias is a threat not only to Yemen but to the safety and security of international shipping as a whole. We therefore call for strengthening practical cooperation, including with the Yemeni Government, to prevent the Houthi militias from obtaining weapons and military technology used to carry out more attacks against international navigation and threaten countries in the region. In that context, we stress the importance of activating the crucial role of the United Nations Verification and Inspection Mechanism, providing it with funding and adequately building its capacities. We call on international organizations and donors from friendly countries to provide the necessary support to the Yemeni Coast Guard in terms of building capabilities and providing the necessary tools, such as international boats, interceptor boats, early warning surveillance, radars, day and night vision surveillance cameras and communications equipment, to enable it to fulfil its responsibility to protect Yemen's maritime borders and promote security and stability in one of the most important waterways in the world. They would also enable it to play a role in protecting international trade and securing the safety of navigation in the Red Sea, the Bab Al-Mandeb Strait and the Gulf of Aden. In that regard, we appreciate the efforts of the friendly United Kingdom in supporting the Yemeni Coast Guard. We also hope to launch the Yemeni Maritime Security Partnership, together with the United Kingdom Government and international partners, in June. Furthermore, we hope the international community will support the General Authority for Maritime Affairs in Yemen, providing it with the means necessary to combat pollution of the marine environment, including pollution caused by the oil spills and by the ships that sank owing to the Houthi terrorist attacks, to respond to distress calls of ships and to save the lives of crew whenever necessary.

The Republic of Yemen is of the view that the security, stability and prosperity of our countries depends on the security and safety of international navigation and that cooperation and coordination at all levels is important. That is why the Republic of Yemen actively participates in all international and regional forums to strengthen that cooperation and coordination. We believe that no single country can overcome all those challenges alone. We need cooperation to protect the international routes of navigation and maintain international peace and security. Therefore, the international community must adopt a comprehensive and effective strategy in which national efforts are integrated with the efforts of regional and international partners to enable the Government of Yemen to fulfil its duty to control its entire national territory, protect its territorial waters and ensure the security of international navigation in the Red Sea and the Bab Al-Mandab Strait and transform them from sources of threats to a bridge for peace, as they were throughout history.

The President: I now give the floor to the observer of the International Atomic Energy Agency.

Ms. Okeke: I thank Greece for convening this timely and forward-looking debate and commend Prime Minister Mitsotakis for his leadership in drawing global attention to the strategic importance of maritime security.

Greece's initiative in convening this debate reflects not only its profound maritime heritage, but also its global standing in this field. Greek shipowners control more than one fifth of the world's entire fleet, with Greece bringing a unique perspective on the interconnection between maritime security, trade stability and sustainable development. It is particularly fitting that Greece has chosen to lead this discussion at a time when new risks and technologies are reshaping the maritime domain.

The work of the International Atomic Energy Agency (IAEA) supports that agenda by ensuring that nuclear science and technology are used safely, securely and peacefully at sea.

Nuclear is emerging as a strong potential alternative fuel source for the shipping industry, with nuclear-powered ships offering a significant reduction in greenhouse gas emissions compared to conventional fuels. However, the legislative and regulatory framework governing maritime applications of nuclear technology is complex, involving the interface of multiple jurisdictions and legal instruments.

To address that challenge, last year the IAEA Director General launched Atomic Technologies Licensed for Applications at Sea, known as ATLAS. That new initiative aims to establish a comprehensive framework so that, as the maritime industry begins to deploy nuclear technologies, there is clarity about what is required to meet all relevant obligations — particularly with regards to nuclear safety, nuclear security and non-proliferation — thus preventing the diversion of nuclear or radioactive material for non-peaceful uses by State and non-State actors.

Where necessary, ATLAS will seek to enhance existing legal instruments or develop them further and provide practical guidance for implementation. ATLAS will also define who is the regulated body — effectively the equivalent of a licensee in land-based nuclear regimes — clarifying lines of accountability. The framework will be comprehensive, covering both floating nuclear power plants and nuclear-powered ships, whether in port, near shore or operating in international waters. Ongoing collaboration with the International Maritime Organization, as well as with Member States, regulators and port authorities, is essential for those efforts.

Following extensive consultations with Member States and other relevant stakeholders, the IAEA anticipates that floating nuclear power plants may be deployed globally by 2030, with nuclear-powered ships following soon after. We are therefore targeting the end of this decade to complete ATLAS, ensuring that an effective and coherent framework is in place for the secure use of all peaceful nuclear maritime applications.

The IAEA welcomes this opportunity to contribute to a multidimensional discussion on strengthening maritime security and building international resilience. The ATLAS project reflects our commitment to anticipating emerging risks while unlocking the full potential of nuclear innovation at sea.

The President: I now give the floor to the representative of Saudi Arabia.

Mr. Alwasil (Saudi Arabia) (*spoke in Arabic*): At the outset, I would like to extend my sincere thanks and appreciation to the Hellenic Republic for organizing this important meeting and for its efforts to enhance maritime security in the light of the increasing challenges facing the international community. We also value the efforts undertaken by Greece during its presidency of the Security Council. We thank the Secretary-General for his valuable briefing.

Maritime security is a fundamental pillar of international peace and security and a critical element in ensuring the stability of the global economy, given

the vital importance of maritime corridors for global trade and energy. Those corridors face increasing challenges, including piracy, arms smuggling and illicit trafficking in persons and drugs, which demands a coordinated and comprehensive international response.

Given its geographic location overlooking the most important maritime corridors in the world, such as the Red Sea and the Gulf of Aden, my country has attached the utmost importance to strengthening maritime security and is working effectively with its international partners to support security and control efforts and to build maritime capacities, in line with its obligations under international law, in particular the United Nations Convention on the Law of the Sea.

In that context, the Kingdom stresses the importance of adhering to the relevant international legal frameworks and the need to strengthen multilateral cooperation to address common challenges. We stress the importance of respecting the sovereignty of States over their territorial waters and avoiding the politicization of maritime navigation issues or using them as tools of political pressure.

Maritime security is closely linked to sustainable development and the protection of the marine environment. The Kingdom of Saudi Arabia therefore calls for the adoption of a comprehensive approach that combines cooperation on civilian and military matters. It is also important to harness advanced technology and to build national and regional capacities in order to ensure the safe and fair use of marine resources. The Kingdom considers it important to enhance the role of the United Nations in coordinating international initiatives. Developing States must be supported in building their capacities to contribute to consolidating security and stability in seas and oceans.

Enhancing maritime security must go beyond responding to security threats. Efforts in that regard must enable enhanced sustainable development, protect the marine environment and allow coastal States to benefit in a fair and safe way from their natural resources.

In conclusion, effectively responding to those challenges requires a comprehensive approach, on the basis of strengthening international cooperation, the development of national and international legal frameworks, the use of advanced technology, building human and institutional capacities and the application of relevant international law mechanisms. Maritime security is not the responsibility of one country alone; rather, it is a collective one, which requires genuine collaboration and effective partnerships. We look forward to this discussion enhancing our efforts for safer, more peaceful and more prosperous seas.

The President: I now give the floor to the representative of Kuwait.

Mr. Alenezi (Kuwait) (*spoke in Arabic*): At the outset, I would like to sincerely thank your friendly nation, Mr. President, and your Permanent Mission in New York, for convening this debate at a time when maritime security is facing increasing challenges. Oceans and seas are the lifeline of civilizations and are facing increasing challenges that are today threatening the calm and peace of our waterways. I would also like to thank His Excellency the Secretary-General, the President of the Union of Greek Shipowners and Professor Bueger, from the University of Copenhagen, for their briefings.

Maritime security is not only a necessity, but a foundation for our shared world and its stability, and a means for our shared prosperity. Challenges and threats are mounting from piracy and transnational terrorism. They threaten our collective security and weaken trust among us. Today, at this critical juncture, we must all work together to end those threats by promoting international cooperation and joining our efforts.

In that context, we cannot ignore the escalating threats in the Red Sea that are targeting commercial navigation. Commercial vessels are subject to attack, in

violation of international law or the 1982 United Nations Convention on the Law of the Sea, threatening international waterways and international commerce. Kuwait calls for preserving the stability and security of the Red Sea, and securing free navigation through all vital waterways, which are a pillar of international peace and security.

The threats facing international maritime security today are non-traditional, and intersect with organized transnational crime such as human trafficking and the smuggling of weapons and drugs. Together, they threaten entire communities. Against that backdrop, we must develop comprehensive strategies, based on modern technology, and intensify coordination among States. Attacks against vessels may also pose environmental risks, including oil spills. We call, therefore, for a proactive approach that takes into consideration environmental sustainability and the conservation of natural resources for future generations.

The oceans have borne witness to history and have always served as a link among peoples and civilizations. They deserve our protection to ensure the freedom of navigation for the future. We believe that international cooperation is the sole means to ensure the safety of navigation and maintain international peace and security. We call upon all States for coordination to preserve the safety of the seas and to maintain uninterrupted navigation.

We express once again our appreciation to the Permanent Mission of the Hellenic Republic for convening this debate, and we look forward to international efforts in the future that will promote maritime security in a manner that reflects our joint commitment to safeguarding peace and ocean sustainability.

The President: I now give the floor to the representative of Liberia.

Mr. Sillah (Liberia): We congratulate the Hellenic Republic on its presidency of the Council. We would also like to thank the Hellenic Republic for organizing this high-level open debate on strengthening maritime security through international cooperation for global stability.

Liberia, as one of the world's leading maritime nations, with the largest ship registry globally, recognizes that the seas are not only conduits of commerce, but also vital arteries of global peace and prosperity. As the nation of the flag of choice for thousands of vessels, Liberia continues to honour its responsibility to ensure the safety, security and sustainability of international maritime operations.

However, Liberia recognizes that maritime security challenges transcend borders. From piracy in the Gulf of Guinea to illicit trafficking in the Caribbean, from unregulated fishing off the West African coast to cyberthreats against global shipping infrastructure, no nation is truly spared, or can address, those threats in isolation. Rather than divide us, the oceans unite us and reaffirm the critical importance of multilateral cooperation and capacity-building. Liberia understands that the security of the maritime domain must be underpinned by shared intelligence, joint patrols, harmonized legal frameworks and international coordination through bodies such as the International Maritime Organization and regional coalitions, such as the Yaoundé Architecture in the Gulf of Guinea.

Hotspots, such as the Gulf of Guinea, the Red Sea and parts of South-East Asia, remain areas of concern. Those regions demand urgent and coordinated responses, not only to address piracy and armed robbery, but to tackle root causes such as poverty, weak governance and environmental degradation.

Maritime insecurity threatens global connectivity. The lack of global connectivity threatens commerce and, consequently, economies and people's lives and livelihoods. It is, therefore, everybody's business. Liberia continues to invest in the strengthening of port security, maritime law enforcement and digital registries to combat illegal

activities at sea. We are also actively engaged with international partners to support secure and sustainable maritime governance in West Africa and beyond.

This open debate has been a call to action, through which Liberia reaffirms its commitment to work alongside the Council, and all nations, to uphold international maritime law, strengthen regional cooperation and safeguard the maritime domain for future generations.

The President: I now give the floor to the representative of Samoa.

Mr. Luteru (Samoa): I am pleased to deliver this statement on behalf of the Pacific small island developing States. Given time constraints we will deliver a shortened version and submit the full text in writing. We thank the Government of Greece for convening this important debate and extend our appreciation to the Honourable Prime Minister for personally presiding over yesterday's meeting and spotlighting the vital issue of maritime security.

In the Pacific, we uphold a broad and integrated concept of security, shaped by decades of regional leadership. The 2000 Biketawa Declaration affirmed our commitment to respond collectively to security challenges, grounded in the principles of good governance, cooperation and peaceful resolution. That evolved through Biketawa Plus and the 2018 Boe Declaration on Regional Security, which introduced a people-centred approach, encompassing human security, environmental protection, resilience to disasters and the well-being of our communities.

Maritime security is fundamental to our development, connectivity and ocean-based economies. Yet we face increasing threats such as illegal fishing, drug and human trafficking and environmental crimes that stretch our limited capacities and directly harm our people. Climate change further compounds those risks. Rising seas are displacing communities, eroding coastlines and weakening infrastructure, creating vulnerabilities to illicit activity and degrading maritime access. Those challenges also disrupt trade and supply chains, threatening food and energy security.

Despite that, our region is actively working to strengthen maritime security through the Boe Declaration Action Plan and 2050 Strategy for the Blue Pacific Continent. Pacific countries are updating national security strategies, improving coordination and integrating climate-security risks into planning. We are also investing in regional mechanisms to support early warning and risk management, underpinned by values of solidarity and resilience.

We call on the international community and the Council to support our efforts in five key ways.

First, by ensuring maritime security responses are inclusive of small island States and attuned to our realities.

Secondly, by promoting adherence to international legal instruments, especially the United Nations Convention on the Law of the Sea, and respect for sovereignty.

Thirdly, by scaling up support for maritime-domain awareness and access to enforcement technologies.

Fourthly, by strengthening law enforcement and justice systems through training, international cooperation and information-sharing.

Fifthly and lastly, we call for closer alignment among international and regional efforts to maximize impact and avoid duplication.

The Pacific may be vast and dispersed, but we remain united in our commitment to peace and security. We stand ready to work with all partners to keep our ocean a space of safety and cooperation.

The meeting rose at 4.05 p.m.