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Chapter 1 : Indonesia Submarine Capabilities | NTI

32 Joshua Ho, "The importance and Security of Regional Sea Lanes" in *Maritime Security in Southeast Asia*, ed. Kwa Chong Guan and John K. Skogan (New York: Routledge Press,), This preview has intentionally blurred sections.

The disruption of these sea lanes, even temporarily, can lead to substantial increases in energy costs. What actions are required to keep these sea lanes safe? They are a critical part of global energy security due to the high volume of oil traded through their narrow straits. They lie in the Indian Ocean region. As the international energy market is dependent on reliable transport, the blockage of a chokepoint, even temporarily, can lead to substantial increases in total energy costs. As a result, the international community has been concerned about the security of these regional sea lanes and how resilient these are to protect shipping. Strait of Hormuz The first of these chokepoints is the Strait of Hormuz. It is a narrow waterway between the Gulf of Oman in the southeast and the Persian Gulf. In terms of security threats, there have been a few notable confrontations between the US Navy and the Iranian Navy in the Straits of Hormuz. In particular, senior Iranian officials have threatened to seal off the Strait of Hormuz to wreak havoc in oil markets. In response, the United States has deployed its 5th Fleet in Bahrain across the Persian Gulf from Iran to forestall such a possibility. It provides the main corridor between the Indian Ocean and the South China Sea and is a major sea lane used by tankers from the Middle East carrying an estimated 15 million barrels of oil through the straits daily. The twin threats to shipping in the straits include piracy and maritime terrorism. The Malacca Strait is conducive to pirate attacks due to the narrowness of the strait and its proximity to numerous channels and islets where attacks can be launched from. Maritime terrorism also continues to be a threat. The regional countries have instituted two initiatives to counter the threats of piracy and maritime terrorism. The first is the conduct of air and sea patrols by the littoral countries of Malaysia, Indonesia, Singapore and Thailand and the second is the setting up of the ReCAAP Information Sharing Centre in Singapore which collates and analyses piracy incidents in the Asian region. Security remains a concern for foreign firms doing business in the region due to two maritime terrorist attacks. More recently, the rampant piracy has become a problem in the Gulf of Aden and in the Indian Ocean. To combat the threat of piracy, the international community has sent ships to patrol the area to deter the pirates. There are also patrols aimed at deterring terrorism. Besides the presence of the international community, there has also been a nascent regional response to the piracy incidents in the form of the Djibouti Code of Conduct. Continued Need for US Presence The threats faced by the critical sea lanes in the Indian Ocean region range from the traditional, state-closure of the Straits of Hormuz, to the non-traditional, like piracy and maritime terrorism in the Gulf of Aden and the Malacca and Singapore Straits. The measures taken to address the threats in the three sea lanes are also different and have an impact on the long term sustainability and efficacy of the measures. The littoral states have primarily driven the efforts in the Straits of Malacca and this has yielded most success as piracy rates has dropped in the Straits since In contrast, the international community has been driving most of the measures taken in the Gulf of Aden with a nascent regional effort underway in the form of the Djibouti Code of Conduct. Yet, the piracy rates have continued to increase, despite the presence of the international forces. An external power, the US Navy, has also been the main deterrent against Iranian moves to close the Straits of Hormuz. Hence, it can be surmised that for most of the Indian Ocean region, a strong external presence, either in the form of the US Navy or a coalition of international forces, is still required to guarantee the security of its sea lanes and the safe passage of global energy trade. The necessity for this strong external presence will only diminish with increasing regional involvement in sea lane security and with a strong regional power taking the lead in security operations. However, as this is not likely to happen in the near future, the continued US presence in the region proves critical. Then please consider donating today to ensure that Eurasia Review can continue to be able to provide similar content. Leave a Reply Your email address will not be published.

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Type diesel-electric attack submarine Source: Cakra was laid in November and commissioned in March , and Nanggala was laid in July and commissioned in July These refits resulted in modernization of propulsions systems, detection and navigation systems, and new fire control and combat systems. The base is in close proximity to the Malaysian border, and "The Ambalat waters remains vulnerable, so the submarine base in Palu is most strategic to secure the region," Marsetio added. The Straits of Malacca north of the Indonesian island of Sumatra offer the shortest route of the three and thereby cater to more than 40 percent of global commerce, including an estimated As the largest archipelagic country in the world, with more than 17, islands, Indonesia faces more significant maritime challenges and opportunities than do other Southeast Asian countries. Indonesia has , kilometers of coastline and claims around 5. This vast coastline and resource-rich maritime areas are also a source of numerous challenges including terrorism, piracy, illegal fishing, natural disasters, weapons peddling, drug trafficking, and other non-traditional and trans-national security threats. Currently the main security concerns for Indonesia emanate from piracy and terrorism. Another source of tension in the region is presented by unsettled maritime borders and overlapping maritime resource claims. According to an article by Jakarta Post, "Of 10 neighbors, Indonesia has partially settled maritime boundaries with seven nations and has not yet established any maritime boundaries with the Philippines, Palau and Timor Leste. In , this disputed area witnessed a minor maritime dispute between Indonesia and Malaysia, which could have escalated into a naval crisis. Although eventually the issue was settled amicably, it illustrates the fragile nature of maritime claims in the region. This overlap could have resulted in a rift in over transgress of Chinese fishing trawlers into the Indonesia waters of Natuna that China claims as its own. In recent years Jakarta has made considerable progress in strengthening relations with its neighbors, especially Australia, Malaysia, and Singapore. After the recent incidents, both Malaysia and Indonesia agreed on rules of engagement at sea to prevent clashes between the navies of the two countries. In Australia and Indonesia brought into force an Agreement on the Framework for Security Cooperation Lombok Treaty that provides a treaty-level framework for addressing traditional and non-traditional security challenges including cooperation in defense, counter-terrorism, intelligence, maritime security, smuggling, human trafficking, and illegal fishing. In , the Defense Ministry published a new doctrine called Total Defense System Sistem Pertahanan Semesta or Sishanta , which calls for total participation of national entities and resources, and takes a comprehensive view of the security challenges facing the country. This emphasis is evident in the appointment of Navy chief of staff Admiral Agus Suhartono as the new chief of the Indonesian military. If they [Malaysians] know we have that, they will be scared. Similarly, Professor Hugh White, a former Australian deputy secretary of defense, said that procurement in these numbers would be "most strategically significant for Australia; if there was any conflict with Indonesia these submarines would massively complicate the use of Australian surface ships. Rajaratnam School of International Studies, www. Sari, "Managing maritime border incidents," Jakarta Post, 8 August , www. Envoy," The Jakarta Post, 25 May , www. Com, 19 February Rajaratnam School of International Studies. August 2, Table of Contents: About The submarine proliferation resource collection is designed to highlight global trends in the sale and acquisition of diesel- and nuclear-powered submarines. It is structured on a country-by-country basis, with each country profile consisting of information on capabilities, imports and exports.

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in these sea lanes is an important issue. In this respect, piracy and terrorism are major threats to the security of shipping in the sea lanes of Southeast Asia.

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By Joshua Ho CHOKEPOINTS are narrow channels along widely used global sea routes. They are a critical part of global energy security due to the high volume of oil traded through their narrow straits.