

## THE SHIFTING DYNAMICS OF MARITIME SECURITY IN THE RED SEA: STRATEGIC INTERESTS OF GULF STATES AND EXTERNAL POWERS

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### Abstract

The study analyzing changing landscape of maritime security in Red Sea, which is progressively characterized by geopolitical competition, proxy wars and strategic competitions. Resting on the concepts of realists and neoclassical realists, the research investigates the role of global leaders, such as the United States and China, as well as regional players in making the Red Sea environment strategically controllable through the military, economic, and ideological aspects. Concluding remarks indicate that conflicts in Yemen and Gaza have raised the security threats of pirates, naval assaults and trade interferences through sea. Some of the objectives of the study will be to examine the effect of the regional crises, emerging global strategic interests, and evaluate the wide implications on the economy. In line with the findings, the policy implications involve multilateral cooperation, preventing the supply of arms to the proxies, more naval defense and political resolution of any active conflicts. This study can be used to add knowledge in the relationship between regional instabilities and problems with maritime security in the world.

### INTRODUCTION

The Red Sea is the significant strategic hot spot in the studies of international relations with the time it has been gaining attention. It is an important trade route that about 10 percent of the global trade passes through this trade route, along with this it passes through two of the vital strategic waterways i.e., Suez Canal on the northern side and Babal Mandeb on the southern side. The region of red sea is comprised of the littoral nations along the Arabian Peninsula and Africa's northeastern coast. The population is predicted to be increased by the early 2050's from 620 million to 1.2 billion moreover the cost of trade will also be increased from 1.8 trillion to 6.1 trillion dollars. Despite, the African region is not developed, lack the deepwater commercial ports and infrastructure, it has been remained a center of

attraction for regional as well as global powers as their economic political and military interests are vested in the region that further leads to the increase in the turmoil and armed conflict in the region.

The aim of the paper is to analyze the maritime security of the region and the challenges faced by the region leading to its instability. The security of the region has been challenged and faces several threats due to the varying factors initially, one of the main drivers of the regional security issue is the Piracy off the coast of Somalia that has been triggered due to the proxies and regional rivalries. After the end of 2008 there have been several operations conducted in the Red Sea and due to the Yemen war break out the security of the region was on stake, and it became the leading cause of the instability in the region. The

political uprising and civil war outbreak in 2012 in Yemen after the ouster of Saleh Ali Abdullah, Iran, UAE and Saudi Arabia involvement in the region further complicate the situation the UAE and Saudi Arabia supported the ongoing government while the Iran has backed the Houthis Rebel. Houthis Rebels carried out number of attacks in the International Vessels. Moreover, Houthis used the Noor Missiles of Iran and C-802 missile made by China these attacks created the theater of maritime security issue in the region (Dunne, 2021).

Apart from this the simmering conflicts like South Sudan and Sudan and the involvement of Egypt, UAE and Saudi Arabia competing Qatar, Iran and Turkey for influence. On the other hand, the conflict between Tigray and Ethiopia, the flickering conflict in Somalia and the escalating tensions between Ethiopia and Egypt over the Grand Ethiopian Renaissance Dam (GERD), this conflict is likely to turned into a military confrontation and the inclusion of outside powers all these simmering conflicts has made the region more fragile, volatile and conflict-prone region as argued by the United States Institute of Peace (USIP) in its report.

Furthermore, the global powers like Russia, US and China have built there bases in the region and the Djibouti is the node of these foreign powers, The US has maintained its naval and air presence through its Camp Lemonnier it is an important link providing Washington the presence in farther afield of Indian ocean points, in Diego Garcia Island and Gulf. While China has been active in the region since 2008, and it has built its logistic base in the Djibouti to support its strategic and economic interest in the region. The expanding BRI project of China has its significant branch passing through the red Sea. China has conducted evacuation of Chinese operation in Libya in 2011 and in 2015 in Yemen. Russia could not succeed to build its base in Djibouti but has ensured it presence in the region through the signing of numerous military agreements for instance in 2020 Moscow signed an agreement with Khartoum in order to establish a naval logistical base (Custers, 2021). Moreover, the study will discuss the impact on Gaza war on the Red Sea maritime security, as the Israel's attacks in Gaza strip led to the retaliatory response from the Houthis group in order to show the support for Palestine further raise the

security concerns in the Red Sea (OSINT, 2025). This research will further expose the reasons that can lead to military confrontation in the region as it has been used as a source of pressuring Israel in the past and therefore, to maintain a significant control in the Red sea has been the primary goal of Israel as well as of the Foreign powers to achieve their own strategic interests making the region more vulnerable and fragile.

The study will further deeply analyze the shifting dynamic of the maritime security in the Red Sea and the interests of the regional as well as global powers.

### **HISTORICAL BACKGROUND**

Constructed in 1869, the Suez Canal helps to join the two important sea routes Red-sea and Mediterranean Sea acted as a beneficial route in terms of cost and distance. Moreover, it has been used as a sea route for the international trade back in the history by the Europeans, Asians and Middle east with the changing trends akin to the Middle Ages the Southernmost point of Africa become a vital point for the circumnavigation of the commercial ships. Vasco Da Gama who took voyage in the quest of India and search of an alternative maritime route in 1498 under his mission of Cape of Good Hope, he discovered a new trade route. This new maritime trade route then replaces the Silk Road which had been under the control of Ottoman Turks, this route gained the significance with the construction of Suez Canal in 1860s making it a shortest trade route for the shipment of goods and services (Sai, 2024).

Suez Canal has strategic significance as world 30 percent traffic as well as most of the world trade and commerce is done through this route. The construction of Suez Canal started in 1864 by the Egyptian ruler Ismail Pasha along with the French engineer named as Ferdinand Lesseps, later on due to capital related difficulties the shared were bought by Britain. The strategic significance of the region was peaked during the times when Egypt was under Jamal Abdul Nasser who wanted to nationalize the canal leading to Suez Canal crisis. The conflict emerged among Egypt, French and Britain and leads to military confrontation among these states, as things stand the Canal is still under the control of Egypt (Racha Helwa, 2025).

The politics in the red sea created a maritime security threat with the rise of Houthis that have their roots in Yemen emerged as a force of resistance against the government in 1990s, claiming that they have been deprived of their rights. Red Sea has on its other side open ups into Indian Ocean by mean of a significant strait Babal Mandeb which connects the red sea with the Gulf of Aden with the subsequent attacks by Houthis has disturbed the smooth supply chain of goods causing an increase in the prices of oil and creating ripple effect in the globe from Asia to Europe and from Europe to America. Borge Brende the president of World Economic Forum in his interview stated that these attacks on the merchant's ship by Houthis would not only disrupt the global supply chain but also disturbed the economy of countries like India due o increase in the oil prices of about 10 to 20 dollars (Chakraborty, 2024).

## RESEARCH QUESTIONS

1. What extent have regional conflicts and rivalries, such as the Yemen conflict, impacted maritime security in the Red Sea?
2. What are the strategic interests of global powers in the Red Sea and its implications for the region?
3. How the emerging threats and challenges to the maritime security of the Red Sea lead to the opening of a new instability in the region and its impact on the global economy as well?

## OBJECTIVES OF THE STUDY

1. To evaluate the impact of Yemen and Gaza crisis on the maritime security of the Red Sea.
2. To access and unfold the strategic interests of global powers like US and China in the Red Sea.
3. To examine the challenges and threats hindering the free navigation in the Red Sea and its impact on the global economy

## RESEARCH SIGNIFICANCE

It is important to analyze the shifting dynamics of the maritime security in the Red Sea and the role of regional as well as global powers in shaping the politics of the region. This study is important in order to reach to devise the possible solutions so that stability and peace in the Red Sea can be achieved and for this purpose this research has highlighted the connectivity between regional instability and its

impact on the maritime security in the Red Sea. For instance, the Yemen crisis since 2012 has complicated the security situation and currently the ongoing Israel's war on Gaza has further tensed the situation leading to the Houthis attacks in 2023 to show their support for Palestinians. Therefore, this research paper has suggested the need to focus on the monitoring of the insurance market, negotiations and diplomatic efforts among the states to ensure the free navigation of vessels.

## LITERATURE REVIEW

Colonel Turki Al-Anazi in his research work highlighted the strategic importance of the Red Sea by calling it a heart of area that connects or joins the two worlds. It is a connection between the two continents Asia and Africa while separating the middle east far east. He also argued that it holds significance even before the construction of the Suez Canal it holds the status of international waterway. Moreover, it serves as a bridge for the transportation of oil through Bab al Mandeb in the south to the Suez Canal in the north. He also discussed the marine life of about 300 different types of marine species and the presence of metals such as cobalt, copper, zinc, silver, gold, hydrocarbons and cadmium (Anazi, 2001). Apart from this another significant point is the geo-economic interests of the states which make the Red Sea hotspot, one third of the liquid natural gas, 30% of global trade and 25% of petrol passes through the Hormuz Chokepoint as described by Sara Hasnaa in his work (Hasnaa, 2024).

Thamer and Betul Dogan in their research titled as "Red Sea Hostilities: Local, Regional, and International Implications" they have argued that since 2023 October the rising tension in the region due to the Israel's war on Gaza has created a maritime security challenge. The attack of Houthis on Israel through drone and missile in the vessels arena further escalate the instability in the region. As, in response to these attacks of Houthis US announced the establishment of "Operation Prosperity Guardian an international military coalition". Thamer argued that this US led coalition highlights or indicates the broader geo-political interests of the US in the region and an objective to

have dominating control or presence in the Red Sea (Dogan, 2024).

Ship Universe in their project on “Rising Tension in the red sea: It implications for Maritime security and Insurance” have argued about the attacks of US forces on the Yemen’s Houthis group and the retaliatory attacks of Houthis effecting the global trade and increasing the concerns of shipowners. Moreover, they have argued that the ship’s value coverage prices have increased from their previous values, they are charging about 1% and 0.75% now. Apart from this the war-risk insurances premiums needed for vessel transiting the Red Sea has also been increased due to the ongoing tensions in the region. Furthermore, they have mentioned that the 100 merchant ships has been attacked by the Houthis in 2023 that leads to the failure of four sailors and the sinking of two vessels. Along with this, the recent incident of the Harry S. Truman carrier being attacked by the Houthis in response to US strikes on them, all these military strikes and use of missiles disrupted the global market. Keeping in view the ongoing escalations and military operations being carried out in the Red Sea, they also suggested focusing on the key factors such as the Shipping industry adaptations, Insurance market Dynamics and Diplomatic efforts (Rising Tensions in the Red Sea: Implications for Maritime Security and Insurance, 2025).

Dr. Badr in his research article elaborated the impact of the horrors of the ongoing crisis between Israel and Palestine in the middle east while stating that the revenue generated by the Suez Canal has suffered a decline of approximately 8 billion dollars due to the Israel’s war on Gaza therefore, he suggested the need of negotiations and urgency of stability in the region for the safer and free navigation of vessels in the Red Sea while, shedding a light on the positive impact of the recent agreement held between Yemen and Washington promoting the peace and stability in the region (Abdelatty, 2025).

Explained the strategic interests of the China in the Red Sea, while arguing that there are two types of strategic interests Beijing have in the region on one hand these interests are geo-economic because Red is important for the success of China’s Maritime Silk Road (MSR). All the littoral states which include Egypt, Jordan, Sudan, Eritrea Yemen, Saudia and

Djibouti all of these states are member of the China’s Maritime Silk Road Project. And the second strategic interest is linked with geo-politics of the region. Also, he argued that it has broader geo-political interests in the Red Sea in order to counter and undermine the influence of Washington in the region therefore, Beijing has helped Iran through purchasing it 90% of oil benefitting it economically which in return backed Houthis. He also explained that China has ensured its presence in the Red Sea on both shorelines on one side it has 25% stakes in the running of Port Ani Sokhna and on the other end it has 20% shares in the running of Port Said in Egypt. The signing of the deal of 6.75 billion dollars between Suez Canal Economic Zone and China’s state-owned company China Energy Engineering Corporation is an example of its increasing economic interest in the region (Scott, 2024).

#### LITERATURE GAP

The Red Sea has been a focus since historical times due to its rich geography and in the mid twentieth century it catches world attention after the construction of Suez Canal in the 1960s. As it is a connection between two worlds, it has been significantly studied in academia. But, with the changing dynamics of the region that has deeply impacted the maritime security of the Red Sea. There is a research gap in analyzing the role of global powers and how they are contributing in complicating the politics of the Red Sea. The literature is missing in evaluating the long-term impacts on the stability of the region as the increasing presence of China, the establishment of US and China military bases in Djibouti has created another front of competition between these states that can be a source of further tension in the region. Along with this since 2023 there has been a very less focused on accessing the impact of Israel’s war on Gaza on the economy and revenue generated by the Red Sea.

#### Theoretical Framework

This paper reflects on realist and neoclassical realist views to study the dynamics of the changing maritime security in the Red Sea. Realism focuses on the anarchical character of the international system in which states are rational units in search of power

and survival. Here, the Red Sea is an arena over which regional and international powers struggle to gain control of strategic trade routes, protect military interests as well as establish geopolitical dominance. The activities of the world powers, including the United States, China, and Russia, in their establishment of military bases, safeguarding port measures and management of naval force correspond to the realist concept of power projection and balance of power politics. Neoclassical realism contributes to the feature of how the role of domestic variables, leadership perceptions, and state capacity contribute to the formations of foreign policy behavior.

As an example, one could mention the maritime activities of the Houthis to address regional injustices and ideological affinity, aggressive power policies pursued by the UAE and Saudi Arabia in Yemen and Sudan, and the proxy support mechanism

adopted by Iran that go beyond the structural anarchy but are related both to regime interests and identity politics, as well as historical acrimony. Equally, the economic corridors sought by China interested in the Belt and Road Initiative is a mix of geopolitical/economic solar flare and commercial expedience whereas the U.S. presence in the region demonstrated by Operation Prosperity Guardian is geopolitical dispositive and determination to control commercial sea lines. Through these theorizing ideas, this research is set to demonstrate why the Red Sea region has become a geopolitical dispute due to power rivalry, threats, and strategic concerns. The approach will also aid to comprehend the interconnection of regional instability and global economic vulnerability with the ranges of how small individual disputes might affect the international trade and security.

Figure 1.1 Theoretical Framework – Realist & Neoclassical Realist Analysis of Red Sea Maritime Security



**Research Methodology**

The study is taking the qualitative research design that is based on descriptive and analytical paradigms

to comprehend maritime security challenge of Red Sea. It seeks to expand how the regional and international actors strategically elaborate their

actions, the effect of conflicts like the Yemen crisis and the wars in Gaza, and its overall consequences to the world trade and security. The work adopts case study methodology to offer detailed information on a given incident and developments of interest to the region. Primary data is mostly acquired in this study by the use of secondary sources. These involve academic journals articles, intergovernmental organization reports carried out by the United Nations and the United States Institute of Peace, policy papers by intercontinental think tanks, news agencies, maritime security databases and insurance markets analysis. Particular emphasis is placed on publications issued by International Maritime Organization, World Economic Forum and research agencies that monitor the activity of navies and interruptions in trade.

Thematic content analysis is applied in analyzing the data focusing on patterns in a case of selected cases like the Houthi naval attacks, militarization of Djibouti by foreign powers, Chinese Belt and Road maritime routes and United States maritime interventions to ensure their maritime security, e.g.

Operation Prosperity Guardian. The interpretations of these themes have been based on realism and neoclassical realism concepts to address motivations of states, power competition and conflicts together with lack of regional security. The model case studies are selected such as the Yemen conflict and its maritime fallout, reprisal attacks in the Red Sea involving the Gaza crisis, the Chinese twofold economic-military presence and growing insurance premiums and naval clashes. These are the cases that are selected because of their great contribution to the navigation process in the sea, trade flows and stability in the region. The study faces certain limitations, including reliance on publicly available data and the evolving nature of conflicts that may shift the security outlook rapidly. Furthermore, while the research emphasizes major state and proxy actors, more localized factors may not be fully explored. All sources are cited ethically, and the study is based on verifiable and credible information without speculative interpretations.

Table 1.1: Key Actors, Interests, and Impacts on Red Sea Maritime Security

Actor	Strategic Interest	Impact on Maritime Security
United States	Securing trade routes Countering Iran Maintaining regional dominance	Operation Prosperity Guardian Naval presence in Djibouti Targeted strikes
China	Protecting BRI & Maritime Silk Road Economic corridors Strategic ports	Military base in Djibouti Investments in Red Sea ports Indirect backing of Iran
Russia	Naval expansion Access to warm waters Arms and base deals	Military agreements with Sudan Diplomatic balancing effort
Iran	Supporting proxies (Houthis) Countering Saudi/US influence	Supply of weapons and missiles to Houthis Destabilization of shipping routes
Saudi Arabia & UAE	Securing sea-lanes Countering Iran Political influence in Horn of Africa	Naval operations Support for Yemen's government Base infrastructure
Houthi Rebels (Yemen)	Asserting regional influence Resistance to Saudi/UAE coalition	Missile and drone attacks on ships Increased insurance premiums - Trade disruption
Egypt	Control of Suez Canal Regional leadership	Tensions with Ethiopia (GERD) Strategic naval positioning

	Water security concerns	
Israel	Protecting maritime trade Countering Iranian proxy threats	Maritime defense readiness Increased presence in regional waters

The Table 1.1 emphasizes the major regional and global players in the Red Sea and describes their strategic interests and the ways of influences of their actions on the maritime security of the region. It demonstrates how such world powers as the U.S., China, and Iran seek to extend their interests in military bases, trade routes, or proxy forces, including the Houthis. Other tensions are caused by local actors like Saudi Arabia, UAE, and Egypt which are fighting to gain control. This has resulted to more naval clashes, trade blockades and dangers to commercial ships. This table helps in simplifying complex power politics in associating strategic objectives and the increasing instability of the Red Sea region.

**Impact of Yemen and Gaza crisis on the maritime security of the Red Sea.**

The crises in Yemen and Gaza have tremendously affected the Red Sea maritime security of this region and made it out as a region of increased instability and strategic tension. The recent uprising of the Houthi movement has also seen the perpetration of several attacks on merchant ships in the region some with Iranian supplied weapons and drones. These attacks have led to the disruption of important trade routes, jacking up the cost of insurance of sea franchises, and causing major threats to international shipping. The given situation was aggravated in 2023 when Gaza war ended, and Houthi forces conducted a series of retaliatory raids on foreign ships in the Red Sea as a sign of support of Palestinians. Such increase compelled the global powers such as the U.S. to send the naval forces and implement action plans of like Operation Prosperity Guardian. Due to the evolving overlap of local conflicts and ideological interests, the Red Sea is becoming militaristic, endangering global transportation routes, especially energy transportation, and enhancing the notion that the region is both crucial and weak maritime chokehold.

**Unfold the strategic interests of global powers like US and China in the Red Sea.**

The Red Sea is of utmost strategic significance to the world powers such as the United States of America and China since it is strategically along the maritime trade routes between Europe, Asia, and the Middle East. The Red Sea guarantees safe passage of the energy and international trade to the US. It also constitutes a vital military nexus through which the U.S. forces are able to extend their powers within the Middle East and East Africa. The U.S. as well has a military base camp, Camp Lemonnier in Djibouti and has recently initiated another Operation, Prosperity Guardian to fight against the Houthi threat and ensure the security of maritime lanes. As far as China is concerned, its Belt and Road Initiative (BRI) and Maritime Silk Road is all about the Red Sea which provides a market and energy resource. China set its first military base outside its coast in Djibouti to secure its economic interests and to guarantee Chinese shipping cars safety. Strategically, China is looking forward to weakening the Western dominance and increasing its control of its influence in strategic chokepoints, such as Suez Canal and Bab al-Mandeb.

**Challenges and threats hindering the free navigation in the Red Sea and its impact on the global economy.**

The Red Sea is becoming a zone of increased challenges that make free navigation difficult and may limit worldwide economic stability. The major risks are the attack by the Houthi insurgents on merchant ships through the use of missiles and drones, usually Iran-sponsored, that have been interfering with the major shipping routes. There is also the issue of piracy on the coast of Somalia that is still present in some smaller amounts. Regional rivalries, particularly by Yemen, Israeli, Iran, Saudi Arabia and the UAE have rendered the sea militarized that has resulted in blockades and naval clashes. Moreover, the spill over of Gaza conflict has

contributed to increase insecurity, which has led to rerouting of vessels. The consequences of such risks entail a slowdown in international supply chains, rising oil prices as well as higher insurance premiums to shipping companies. Other large operators have been avoiding the Cape of Good Hope causing an increase in the freight costs and an increase in the time of transit. This interference is not only of regional trade but also of global markets namely Europe and Asia as it escalates inflationary pressures and poses energy security at risk. Local conflicts can reach far to the economic outcomes because of the instability.

### Findings

- ✓ Red Sea is another important trade route in the world where about 10 percent of world trade is carried by the Red Sea, connecting the three continents; Asia, Europe and Africa.
- ✓ Yemen Crisis especially the elevation of Houthi naval assaults has turned into one of the greatest dangers to maritime security in the Gulf of Aden.
- ✓ The strategic assistance of Iran to the Houthis in terms of arming and training has advanced the insecurity and proxy warfare in the region especially at the coast.
- ✓ Tensions in the Red Sea have gone further as Houthi people hit back at any vessels as a reprisal of Israeli activities in Palestine.
- ✓ The deployment of the U.S. military in Djibouti and other activities such as the staging of the Operation Prosperity Guardian can also be seen as an effort of the U.S. government (Washington) to protect sea lanes as well as combat threats in the region.
- ✓ The economic and military growth of China in the Red Sea through Djibouti is all part of the Chinese Belt and Road Initiative (BRI).
- ✓ The Red Sea has become the strategic geopolitical arena mainly due to the global power rivalry, especially the Republic of China and the United States of America.
- ✓ Militarization has also contributed to rising war risk insurance premium that makes the costs of operation by shipping companies higher.
- ✓ Incidents of attacking ships have caused delays to supply chains across the world, which has caused long ship routes and high costs of freights and oil.

- ✓ Unstable Red Sea has direct effects on the European and Asian economies which rely specifically on timely shipping.
- ✓ No wonder djibouti is a center of attraction in terms of foreign military bases; there are those of the U.S., China and France among others.
- ✓ Regional spillover of internal Horn of Africa states instabilities, i.e., Sudan, Ethiopia, and Somalia, affect the stability of the Red Sea.
- ✓ The financial performance of the Suez Canal has not been good and it is estimated that maritime insecurity has cost the canal some revenue.
- ✓ Houthis are a non-state actor that can now interfere in the global trade patterns in the form of asymmetrical naval strategy.
- ✓ The Red Sea is no longer considered to be solely a means of trade but a zone of influence which has strongly begun to be contested following a shift in the global system of maritime competitions towards multipolarity.

### Recommendation

Regional maritime cooperation should be given priority by the policy makers through providing cooperation between the Red Sea littoral states via joint naval patrols, exchange of intelligence and adoption of a common maritime security strategy. It is critical to create a multilateral platform of dialogue embracing Gulf states, states of the Horn of Africa, and world powers including the United States of America, China, and the European Union to eliminate the levels of proxy rivalries and avoid increasing tensions. Multilateral organizations such as the United Nations and the International Maritime Organization ought to be mobilized to enforce neutral codes of regulations and dispute resolution procedures carried out at the international level. Vulnerable countries on the coast, such as Sudan, Djibouti, and Eritrea, should be assisted so that they develop their maritime capability and a mechanism of the conflict de-escalation that can monitor and counter the risk of vessel attacks and missile launches should be established. Regional agreements that can be followed up should ensure that the supply of the arms to non-state actors, especially the Houthis, is prohibited. Safe transit and sustained commerce ought to be guaranteed by enhancing naval escorts of

the trade vessels in the risky zones. Moreover, the risk of diversifying shipping routes will have to be temporarily supported in case of increased tension in order to have a stable global supply chain.

The fluctuations in insurance market should also be checked and managed together with international insurance firms in order to avoid shipping firms running into unrealistic costs of war-risk premiums. The sustainable political solutions to the Yemen crisis are of paramount importance as the focus of the peace processes must be on the underlying causes of Houthi militancy. Militarization of economic zones and strategic ports should be preventable and agreements concerning the establishment of foreign military bases should be transparent without overlaps and a contradictory arrangement of security situations. It is necessary to officially include the Red Sea in the world system of maritime security and tie it with Indo-Pacific and Middle Eastern systems. Finally, regular naval exercises and training programs should be conducted and root causes of underdevelopment, poor governance and inter-state tensions in the Horn of Africa should be eliminated in order to guarantee durability of peace and maritime security.

### Conclusion

Red Sea has become a hot maritime gateway, an area that is influenced greatly by local conflicts and other global incidences. The security of the sea has been greatly destabilized in the case of Yemen and Gaza, as the Houthi militants have attacked ships which have interfered with trade slowing down the world economy. This is worsened by the entry of world powers like the United States and China whereby the Red Sea has turned into a contested geopolitical area, and this is further aggravated by militarization of the region. This fusion of local insurgencies, proxy war and foreign military interests have rendered the region very volatile. In this negotiation, harmonizing of efforts is necessary with regard to ensuring safety of navigation on sea through diplomacy, multilateral collaboration and military activities regulation strategies. It is also important to emphasize on the causes of instability, including political instability, and the lack of economic development within the neighboring states. A safe and stable Red Sea is one that is

important not only to the actors around the region but also to the integrity of international trade and energy channels.

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