Ocean and Sea Security in the Global Peace Perspective

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ABSTRACT: *In this article, an attempt has been made to look into the security issues in waters in ocean and sea. From the historic heritage aspects to the present day developments in its entireties have been discussed. All the security issues find their genesis in the ingrained human undue and unjustified acts to preempt the rights of others and enjoy rather selfishly the entire local as well global resources. The human history is replete with such faulty actions. The security issues in the Pacific, the Atlantic, South China Sea and East-China Sea, Indian Ocean and the Western Pacific, Baltic Sea, and most alarmingly the here-to-fore unclaimed natural resources in the Arctic and the Antarctica are of major concern for sustainable development and peaceful living in the world, which would eventually foster Global Peace. The water path security in the sea and the ocean is equally important among other security aspects like food security, water resources security, health and energy security, housing security and environmental security.*
KEYWORDS: *Sea and Ocean Water path security, Pacific Ocean, Atlantic Ocean, South China and East China Sea, Indian Ocean, Bay of Bengal, Malacca Strait, Arctic and Antarctica, European Union, Asia, Europe*

I.   INTRODUCTION

The maritime security is an important issue for almost all sovereign nations. Navigation in oceans and seas is virtually inevitable for many countries. To make the transportation of goods e.g. oil, liquefied natural gas, minerals, fertilizers and many other products safe and economic, the security issues have to be dealt with very seriously. Also, war-time naval defense systems like warships carrying war-weapons, etc. do need proper security. In this paper, the ocean and sea security issues have been discussed in detail.

It may please be remembered that the three-fourth area of the planet earth is water and this engulfs the mere one-fourth land area. This fact reminds us that the security in the water ways is of prime importance and this issue can never be overemphasized. Everywhere in waters of the Pacific, the Atlantic, Indian Ocean, the Arctic, the Antarctica, South China Sea and East China Sea, Bay of Bengal, the Arabian Sea and other seas of the world, transportation of goods and passengers do need fool-proof security. Human unlawful ambitions must not be allowed to outweigh the natural justice. Peaceful living of humans doing equal justice to the flora and fauna, animals and environment for the sustainable development of the world is a prerequisite for Global Peace. All these security issues and the importance of ensuring security in the waterways have been discussed in this paper.

II.   INDIAN OCEAN PERIPHERRY AND SOUTH-CHINA SEA MARITIME SECURITY CHALLENGES IN ITS CONTESTED WATERS AMONG MAJOR ASIAN SOVEREIGN POLITICAL POWERS TO CONTROL THE STRING OF PEARLS

"The natural urge of the facts of history and geography . . . should broaden itself to include the concept of an Indian Ocean Rim for socio-economic co-operation and other peaceful endeavors. Recent changes in the international system demand that the countries of the Indian Ocean shall become a single platform"… Nelson Mandela

Indian Ocean is a highway and it is of extreme importance to the world navies, strategic and security experts, foreign policy establishments, international organizations, scholars and academicians. India is right in the center of the Indian Ocean and it enjoys a prominent position. With the establishment of the Indian Ocean Rim Association (IORA) (formerly Indian Ocean Rim Association for Regional Cooperation), Indian leadership can play a decisive role in providing framework of political, economic, security cooperation with its reinforced regional maritime presence. This is very much required for the regional maritime security. There has to be a territorial call for freedom of navigation and the peaceful resolution of territorial disputes. Diplomatic security ties can be instrumental to the territorial peace. India and other nations in the region must be wedded to the

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principle of Security and Growth for All in the Region (SAGAR). All stakeholders of the region ought to work together to succeed in delivering public goods and realize the true potential of the Indian Ocean.

The maritime security perspective of Sino–Indian relations in the Indian Ocean Region must be judiciously handled. Maritime security concerns in the past, present and future of Indian Ocean must be visited and revisited for its scenario. China plays a pivotal role to the Indian Ocean Region and, therefore, impacts and implications for India is a concern for the whole world. India, being a major power in the region, also has a great role and responsibility in the Indian Ocean. One must not forget that India and China are the countervailing powers in the region. Both countries must act in sync to counter piracy, trafficking and terrorism. Non-traditional security threats are also of equal concern. Albeit serious security concern, the need for development in the Indian Ocean cannot be neglected. Piracy off the coast of Somalia and maritime security there is of grave concern. India may be rightly said as the "Whale of the Indian Ocean". The China factor in Indo–Japan strategic relations is a very critical issue. So "Look-East policy" is full of challenges and, of course, not without prospects for India and ASEAN countries and the related security relations.

The cooperation amongst the major powers of the region could abate the threat of the potential of conflict becoming global and inviting external intervention. There is a pressing need of Indian Ocean states and particularly the South Asian Association for Regional Cooperation (SAARC) members of the Indian Ocean Rim Association (IORA) to look afresh at their political and security issues and common interests. Suggestive and decisive measures for evolving a robust mechanism of maintaining the Indian Ocean as a sustainable zone of commerce, energy, security and peace rather than threat are warranted. Indian Ocean is a major critical area in Asian and World geopolitics it draws the attention of worldwide scholars and researchers of international relations, politics, defense studies and maritime security studies, along with strategic affairs experts and think tanks. The Indian Ocean and the South China Sea maritime policy challenges and opportunities emerge as central geopolitical issue. Emerging military, commercial, environmental, and technological trends play a vital role in shaping relationships between major regional and extra-regional powers. China, the European Union, India, Iran, and the United States in the Indian Ocean Region (IOR) are the involved nations. The intertwining forces of economic growth, natural resource development, and climate change do have serious impact on coastal communities of the Indian Ocean littoral region. Indian Ocean maritime issues have transnational challenges. Experts must act in sync and analyze various facets of maritime and coastal-zone security. Experts from a broad range of disciplines and backgrounds must assess the current and emerging security trends in the IOR. Experts form the United States, Europe, Africa, and the Middle East including energy industry analysts, maritime security professionals; military officials, environmental experts, shipping industry executives, government policy makers, maritime law specialists, and academics, among others must act meaningfully in tandem with each other without having any hegemonial sense and attitude. The interests and stakes of each and every nation must have to be guarded with respect to foster Global Peace.

The experts must engage in discussions with a brotherly attitude on a variety of related topics. They should amicably share valuable insights on subjects like the implications of ongoing piracy to commercial shipping throughout the IOR. The IOR's vast resource wealth include oil, natural gas, mineral deposits, and fisheries. The political and economic implications of new deep water port construction throughout the Indian Ocean littoral area cannot be overemphasized. The important issues are the projection of naval might in IOR waters by both regional and extra-regional powers, and the attendant maritime security impacts; the effects of heightened storm surges, rising sea levels, and other climate change impacts on populations living in vulnerable low-lying coastal regions; the evolution of maritime boundary disputes, with a specific focus on the contentious waters of the South China Sea; and, the governance capacity of local and international institutions to understand and respond effectively to the various policy challenges and security threats currently facing the IOR. A definite frame of internationally acceptable resolution in *Indian Ocean Maritime Zone* is the crying need of the hour.

The issues of IOR must approach of both qualitative and quantitative methods to resolve the criticalities. A detailed survey after a series of well-meaning brain storming is required to collect quantitative data from media users. Structured interviews are needed with newspaper editors to collect qualitative data which would provide detailed information on the current situation of newspapers in the face of digital platforms. Interviews with researchers can gather in-depth data that questionnaires cannot yield positive results. The research population must have the adequate size sample. The sample for such study must be made up of editors of all major newspapers. The editors should be selected purposively using non-probability sampling techniques. Stratified random sampling should be used to distribute all questionnaires to regional residents and the answers are to be returned. Both qualitative and quantitative data analysis methods are to be used, content analysis is to be done to analyze the interviews and statistical tests are to be carried out to analyze the survey data.

III. MARITIME SECURITY IN SOUTH CHINA SEA

The South China Sea is a strategic location between the Indian Ocean and the Pacific Ocean and it is of great international concern The South China Sea is the edge of the Pacific Ocean with a large sector area

stretching from Southwest toward East Sea, from Singapore to the Taiwan Strait. Countries whose territories border the sea are China, Macao, Hong Kong, Taiwan, Philippines, Malaysia, Brunei, Indonesia, Singapore, Thailand, Cambodia and Vietnam. In this area there are 200 islands and corals, mostly from the Spratly Islands cluster and spread over a significantly large area. Disputes arose in the region since 1947, when China published maps claiming most of the Sea area is in South China, because the island group has become a territory of China since the Han Dynasty (206-220 BC). The claim was challenged by Vietnam, Philippines, Malaysia, Brunei and Taiwan. There are many studies on maritime security from various aspects ranging from military, territorial, energy or natural resources in the Sea South China. The South China Sea is prone to conflict. In the post-Cold War time, security issue has accentuated. Security in general and maritime security in particular is to be considered from various perspectives, levels of analysis and the dimension of security. Maritime security in the context of the China Sea is of grave international concern. Security concern may be individualistic, national, regional as well as international. While the security dimension consists of security in military, political, societal, economic and environmental aspects, it can be of different categories of security issues such as energy security, food security, transnational crime and migration.

Maritime security is "the combination of preventive and responsive measures to protect the maritime domain against threats and intentional unlawful acts". The key words of understanding are preventive, responsive steps, directed at law enforcement, both civil and military and defense operations such as those carried out by the navy. Maritime security mainly pays attention to safety issues in navigation, eradication of transnational crimes including piracy in maritime and maritime terrorism and conflict prevention and resolution. In that context, non-traditional issues, such as environmental safety and search and rescue operations are included. Maritime security in the South China Sea, for example, is very important since its location is near Southeast Asia and it is the main route of maritime sea transportation in East Asian countries including China. Maritime security can also be considered as "the process of maintaining stability".

Threats are either in the form of military and non-military threats such as acts of violence to coerce, push for a political interest and purpose, challenge sovereignty of a country, ignoring the law, both national and international, illegal use of marine resources, transportation of illegal goods and people by sea. Maritime security issues can be divided into two categories, namely, first, maritime security as national security, which has the aim of protecting territorial integrity from sources of internal threats (communal conflict and separatism). Second, maritime security is a security interest having regional impact. Every country must have a policy towards the existence of an external threat (transnational crime). The national jurisdiction must deal with implications for regional dynamics in the national territory.

The United States uses the term "maritime security operations" to explain operations in the maritime area. The UN mentions several indications that can be stated as a threat to maritime security, including: 1. Piracy and Armed Robbery, dangerous sea crimes affecting the safety of seafarers and the safety of navigational routes, 2. Terrorist acts, which threaten ships, off shore installations and other maritime activities that have an impact on the disruption in the state of the economy even to the point of physical attacks, 3. Illicit trafficking in arms and weapons of mass destruction, 4. Illicit trafficking in narcotic drugs and psychotropic substance, which accounts for a large fraction of the total drug trade both during and after the voyage, 5. Smuggling and trafficking of persons by sea using vessels that are not suitable for use and treatment inconsistent with human rights, 6. Illegal, Unreported and Unregulated (IUU) Fishing, identified on a food security scale that threatens stability, international relations and maritime security, 7 Unlawful violation of the environment that affects the relationship of social interests, and coastal state economy.

Intra-state security issues can arise from chaos (disorder) in the state and society because of ethnicity, race, and religion, linguistic or economic strata. There can be security threats stemming from population issues such as migration, the environment and resources. The dispute in the South China Sea is divided from the Paracel Islands and the Spratly Islands involving China and Taiwan, several ASEAN member countries, namely Malaysia, Vietnam, the Philippines and Brunei Darussalam. Border conflict which is one aspect of maritime security is enough to disturb maritime security between China with four other countries. In the context of the South China Sea, several countries have common interests in maritime territorial boundary disputes such as Malaysia, Brunei Darussalam, Philippines and Vietnam. The four countries are dealing with China which is none other than a big power that claims almost all of the South China Sea. The goal of regional security complexes should be to reduce the tendency of the skirmishes and wars. The standard form of regional security complexes should be the pattern of competition, balance of power and the pattern of alliances between forces major in the region. The so-called power distribution pattern is no solution to the problems in the South China Sea area. To fulfill the purpose, currently the United States is carrying out various affirmative operations such as freedom in the waters of Malaysia, Vietnam and China. Second, the United States has a great interest in maintaining regional peace and stability in Southeast Asia. US Department of State urges all claimants to exercise restraint and to avoid de-stabilizing actions. Peace and stability in navigation must be maintained in the

South China Sea. The claimants in the South China Sea must guarantee security and safety in navigation in the area.

IV. MARITIME SECURITY ISSUES IN THE BALTIC SEA REGION

In June, NATO conducted naval drills in the Baltic Sea. But with a heavy emphasis on land-based deterrence since re-independence, the Baltic States and NATO alike have been largely plagued by what experts refer to as "sea apathy" or "sea blindness." This has led to gaps in capabilities, strategy, and procurements, as well as vulnerabilities related to critical infrastructure under sea and onshore. In the Baltic Sea Region, the maritime status quo favors Russia. Though its Baltic Fleet is not particularly impressive, Russia could take surprise offensive military action. There is very little that Estonia, Latvia, and Lithuania could do to prevent Russia from projecting power into their port facilities, territorial waters, exclusive economic zones, or other littoral areas. There is very little that the Baltic States or NATO could do to stop Russia. The Baltic States face myriad hybrid and conventional threats from Russia in the maritime domain. NATO as a whole is unprepared for Russian aggression at sea. Given the economic and strategic importance of the Baltic Sea itself to the Baltic States and NATO, this situation must be remedied. The Baltic Sea is a narrow, confined sea with many jagged shorelines, scattered islands, and other operational hazards. In Estonia, Latvia, and Lithuania, coasts are poorly marked and the waters along these coasts are unusually shallow. In relation to other seas, the Baltic is generally shallow, and low salinity results in further complicated conditions for sailors. Shipping is confined to channels through the Baltic's bottlenecks. Bottlenecks, such as the Danish Straits and the entrances to the Gulfs of Riga, Finland, and Bothnia, allow for easy and complete surveillance of the local maritime situation. The Baltic Sea Fleet has seen improvement and equipment modernization in recent years, and there are plans to increase Russia's submarine presence in the region.

For the Baltic States and NATO, the maritime domain is a critical component of the broader battle space in the event of conflict with Russia. In terms of logistics, it is critical to maintain supply and communication lanes through the Baltic Sea. By attacking from both land and sea, Russia could attempt to put the Baltics in a chokehold, isolated from the rest of NATO. The Baltic States and NATO alike should develop clear, comprehensive maritime strategies for defense and deterrence in the Baltic Sea. Further, practicing command and control will not only help establish protocols for response, it will allow NATO and the Baltic States and Poland greater opportunity to rehearse command and control procedures in preparation for crisis scenarios. The current state of affairs in the maritime domain in the Baltic Sea Region is not ideal for NATO. Russia maintains a local advantage in both hybrid and conventional capabilities.

V. ATLANTIC'S EMERGING SECURITY CHALLENGES

Atlantic space continues to play a global role. Nations around the Atlantic have to secure the region's commons at land, at sea, and in the air. In much contrast to the territorial disputes and military tensions defining the Pacific Rim, fortunately the Atlantic remains a relatively stable geo-political sphere. But security and military considerations is rising, especially with the aim to combat illegal activities. There are some emerging security challenges that may jeopardize the future peace and prosperity of all the countries surrounding the Atlantic Ocean if they are left unresolved.

The new Atlantic environment is verily shaped by a rapidly evolving political and economic equation with traditional North-North links and also the global South as well. More expansive approach has to be taken to embrace a wider geographic space, and with greater weight given to actors and issues in the southern Atlantic. The rise of Brazil, South Africa, and other players is increasingly relevant to global issues, from trade to climate and energy to mobility and security. In this light, understanding the factors and the actors shaping the new security dynamics of the Atlantic Basin has become an increasingly compelling issue.

The Atlantic remains a key region in the rapidly changing global system. Despite the emergence of the Pacific Basin at the heart of a new intellectual and strategic framework in international affairs, the Atlantic continues to dominate the economic and diplomatic global system since it is the world's economic engine. Piracy endangers the Atlantic's expanding maritime transportation network. The convergence between trafficking, organized crime and terrorism spurs instability. The vulnerability of the critical energy infrastructure jeopardizes regional security. A pan-Atlantic approach is lacking. The Northern Atlantic is transiting from restricted to wider Atlanticism. The Southern Atlantic's rising Cradle of Atlanticism must not be without the North.

VI. EUROPEAN UNION MARITIME SECURITY STRATEGY (EUMSS)

The strategic action plan operationalizes the EUMSS. It is based upon the following four principles of the EUMSS: "a) a cross sectorial approach (including civil-civil, civil-military and military-military cooperation); b) functional integrity4; c) respect for rules and principles; and d) maritime multilateralism, including the decision-making autonomy of the EU." The Action Plan brings together both internal and external aspects of the Union's maritime security. The Action Plan builds on relevant sectorial and regional maritime

security strategies and policies applicable to EU sea basins and shared maritime spaces in the global maritime domain, as well as other relevant EU policies, with a view to affirming the role of the EU as a global maritime security provider. Promoting global maritime security is a key strand of work in implementing the EU Global Strategy in line with the principles of the EUMSS. The Action Plan has been developed and planned to take into account the common set of proposals endorsed by the Council on the implementation of the Joint Declaration by the President of the European Council, the President of the European Commission, and the Secretary General of the North Atlantic Treaty Organization.

In particular, the Action Plan aims to strengthen and enhance the capabilities of Member States, EU institutions and agencies to address security challenges, inter alia cyber, hybrid, chemical, biological, radiological and nuclear (CBRN) and terrorist threats and improve the protection and resilience of maritime systems and infrastructure. In this regard, relevant EU policies and initiatives shall be taken into account. The Action Plan is in line with EU and Member States' internal organization and their competences, as well as their policies and legislation, and builds on initiatives by EU Member States and relevant EU institutions, bodies and agencies. Member States are encouraged to share lessons learned and best practices in their respective areas of expertise or regions, and are invited, on a voluntary basis, to step forward as 'champions' in the implementation of concrete actions identified in the Action Plan, in line with their national priorities or mandate.

VII. THE INDIAN OCEAN AND THE WESTERN PACIFIC

The global community is becoming increasingly economically and geo-strategically interdependent. Maritime avenues of communication connecting the diverse elements of the global community are central to this phenomenon, and nowhere are these maritime linkages more evident or important than those traversing the Indian Ocean and the Western Pacific. More than ever, the Indian Ocean and the Western Pacific regions are seen by policy makers as constituting a unified maritime commercial and geostrategic whole. The global community in the Indian Ocean and Western Pacific is confronting maritime challenges. There is a continuous interplay of rivalries among the European maritime powers, Russia/Soviet Union, Japan, and the United States.

A detailed analysis is required to assess the vital geo-strategic importance and vulnerabilities of the key maritime chokepoints in the Indian Ocean and the Western Pacific for the transport of oil and liquefied natural gas. Key sub-regions of the Indian Ocean and the Western Pacific are the Suez Canal to the Red Sea to the Bab el Mandeb, the Persian Gulf, the Malacca-Singapore Straits, the South China Sea, and the East China Sea. Each of these sub-regional area must deal with the sources of instability and conflict in the various sub-regions, the implications for the maritime commercial and naval policies of the littoral and non-littoral powers active in the sub-regions, the prospects for maritime cooperation or conflict within the sub-regions and, overall, the implications of the contemporary situation in the various sub-regions for the security of the Indian Ocean and the Western Pacific.

There has to be a complete solidarity of the navies of the nations to counter any particular nation's aggression and hegemonial attitude. The Quad countries of India, US, Japan and Australia must safe guard mutual and common interests. The actions of solidarity like Malabar exercise off Guam in the Western Pacific must act as a useful deterrent to harmful aggression. However, the action like 'Talisman Sabre' of seven nations.. Australia, US, Japan, UK, Canada, South Korea and New Zealand must not backfire. The flurry of military exercises like Quad-plus-France Perouse must not overdo things. The military might like Lightning Stealth Fighter Jets is the last resort, only to be used rather sparingly. Naval task forces, guided missiles and missile destroyers can at best be treated as a defense measure. It would be suicidal for the mankind and humanity as a whole with the misuse of the defense artifacts.

VIII. SECURITY CHALLENGES IN THE ARCTIC AND THE ANTARCTICA SECURITY

The Arctic is the "last frontier." Adverse climate makes here habitation difficult. However, due to climate change, melting sea ice is opening up the Arctic. Nations are more interested in this once inaccessible region because climate change and technology are combining to open the Arctic. Large reserves of oil and gas located within the Arctic, as well as minerals such as coal, iron, diamonds, and copper are making the area vulnerable to human greed and avarice. Shrinking ice coverage is opening up new trade routes, allowing shipping companies to take advantage of shorter routes. The retreating sea ice does present new commercial opportunities.

Geopolitical and environmental developments are increasing international focus on Antarctica and the Southern Ocean. Stakeholders contend that these developments may have political, economic, and security implications for the world. Geopolitical concerns center on the rising presence of US, China and Russia in the Antarctic and the integrity of the Antarctic Treaty System (ATS), which provides a framework for governing the region. Environmental issues, particularly those related to climate change, also are prominent in Antarctica, due to current and projected future rates of melting ice in the region, which cause some scientists to assert that Antarctica represents a significant source for global sea-level rise under future warming conditions. Much of the

research on understanding and projecting rates of melting ice and its potential contribution to global sea-level rise relies on satellite data, as well as scientific work conducted in Antarctica. Other environmental issues in Antarctica concern its ecosystems, biodiversity, and natural resources.

The Antarctic Treaty established the legal framework for Antarctica and guaranteed free access and research rights for the international community. In its preamble, the Antarctic Treaty states that "it is in the interest of all mankind that Antarctica shall continue to be used exclusively for peaceful purposes and shall not become the scene or object of international discord." The treaty also set aside all previous claims to land in Antarctica, essentially making it a common area for research activities.

IX. CONCLUSION

In this paper, we have discussed the global security issues in the ocean and sea waterways. Security is absolutely required for maritime activities and essential navigation. All the waterways in the Pacific, the Atlantic, Indian Ocean and the Western Pacific, South China Sea and the East China Sea, Arabian Sea, Bay of Bengal, the Malaccan Strait have been discussed and it has been emphasized that the security concern for free navigation and maritime transportation-related activities can never be neglected. Also the Arctic and the Antarctica need security for the peaceful living, which would foster Global Peace with sustainable development by safeguarding the environment.

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