

# SECURITY OF MARITIME TRADE DURING ARMED CONFLICT

**7<sup>th</sup> Annual Alexander C. Cushing Conference**  
**Manila, Philippines**  
**13-14 May 2025**

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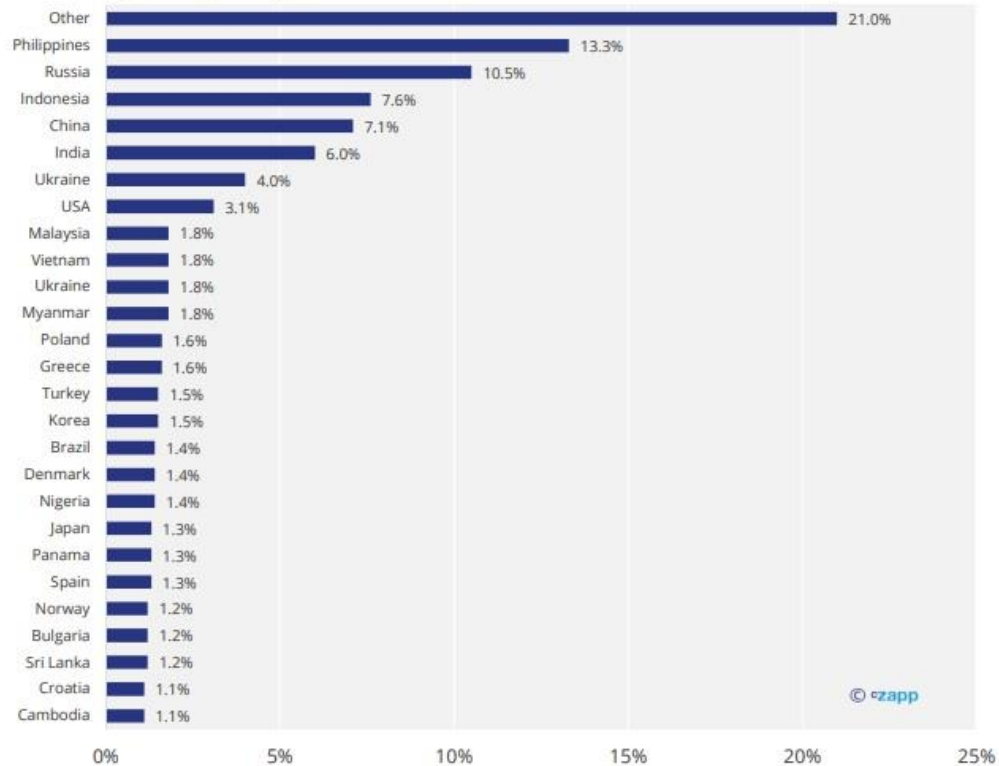
# SETTING THE SCENE

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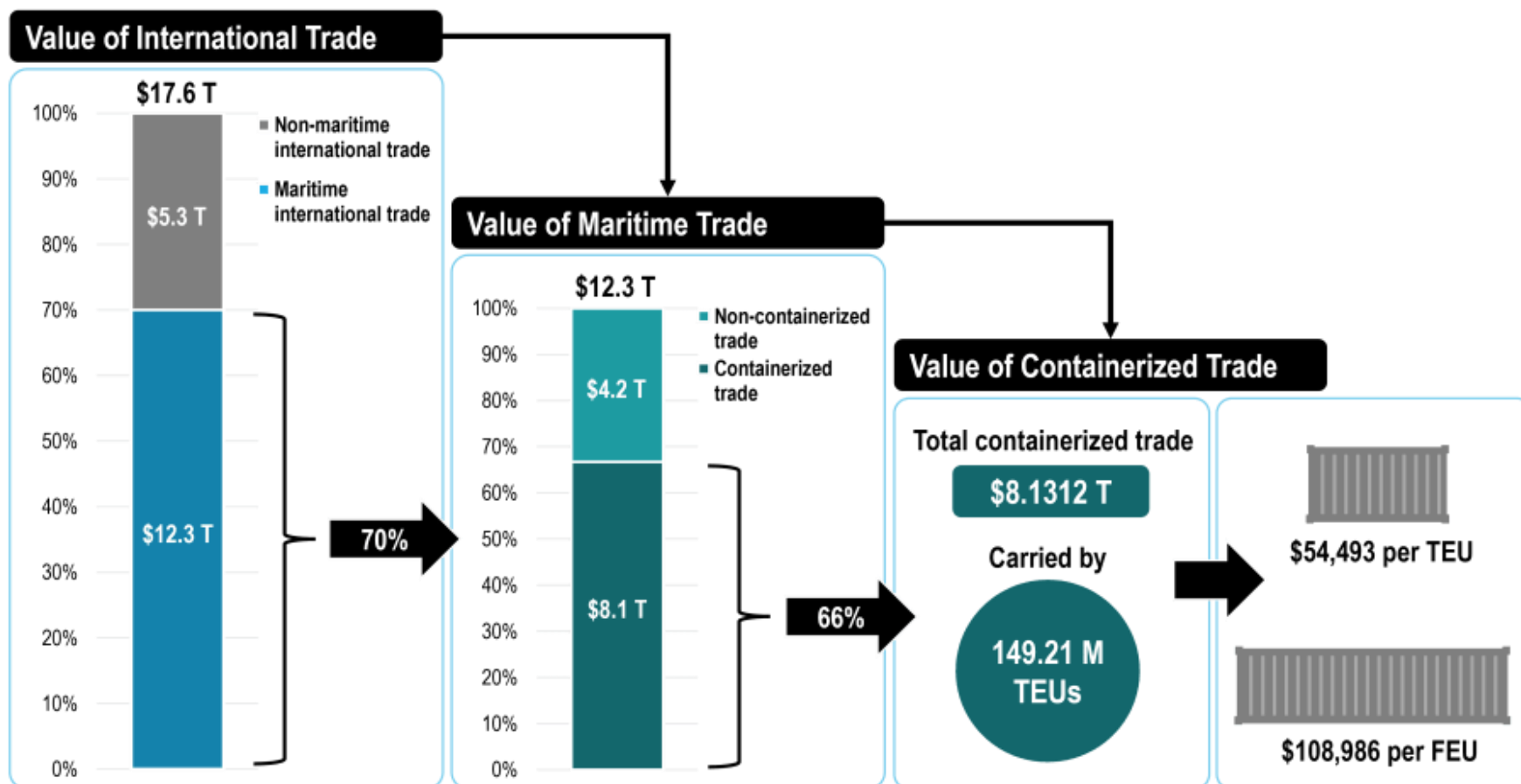
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Seafarers by Country of Origin



Source: International Chamber of Shipping



Source: UNCTAD. Containerized trade in TEU from UNCTAD Review of Maritime Transport, 2021, Table 1.8.

# ATTACKS ON SHIPPING



- Attacks on commercial shipping date back centuries
- Laws exist to protect neutral merchant shipping, but protections often ignored in wartime
- Modern threats come from both states and non-state actors

# BLACK SEA

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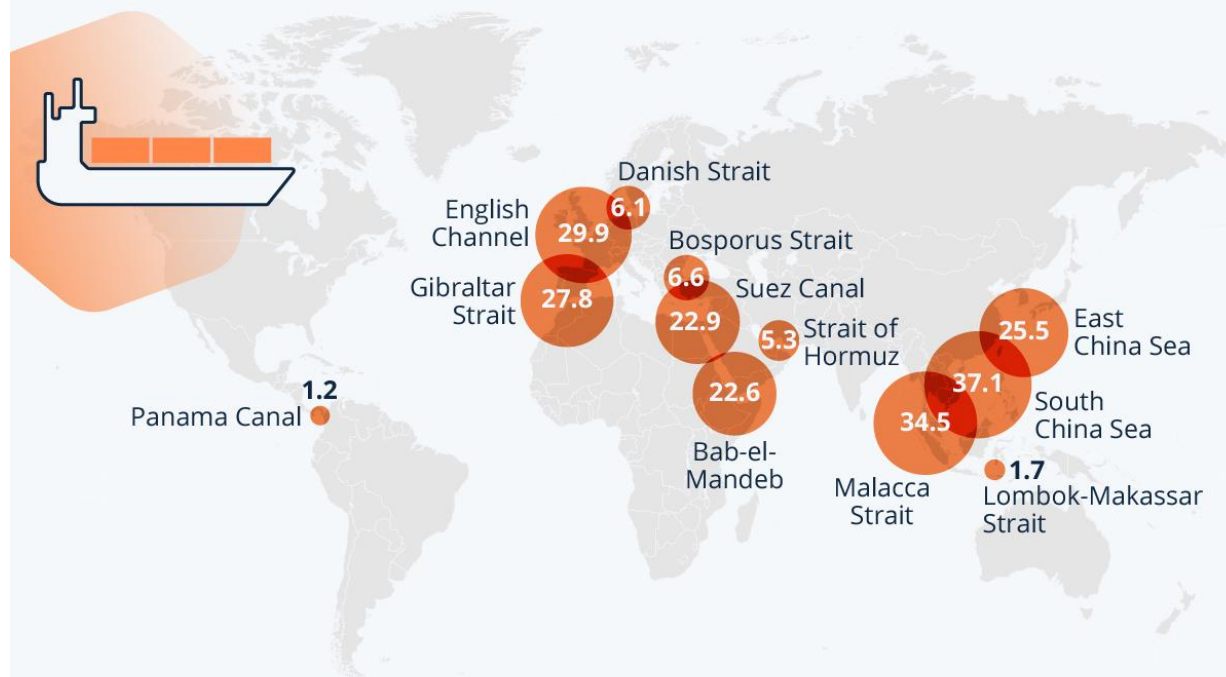
# RED SEA



Source: *The Washington Institute for Near East Policy* (2023)

# Global Shipping's Chokepoints

Share of maritime-traded goods between non-neighboring nations passing through the following chokepoints (in %)



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2019 data. Share by weight. Assuming shortest route trade using major ports

Source: Pratson. Assessing impacts to maritime shipping from marine chokepoint closures. Communications in Transportation Research (2023)



statista

**Figure 1. Map of Strategic Straits of Southeast Asia**



**Source:** Information based upon *Chokepoints: Maritime Economic Concerns in Southeast Asia* by John H. Noer with David Gregory. Map Resources. Adapted by CRS. (K.Yancey 10/26/04)



# WHAT HAVE WE LEARNED?

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Civilian shipping is no longer safe by default

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Risk perception drives route choices

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Non-state actors can control chokepoints

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Naval protection has limits

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Seafarers' safety is critical and under-addressed

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# IF WAR BREAKS OUT...

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# THANK YOU

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