

THE CRISIS IN RED SEA REGION: Legal and Socio-Economic Impact on International Commerce

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Abstract: The continued hijack of shipping vessels on the Red Sea by extremists who claim to have declared war against Israel is one of those blowouts that have been caused by the Israel - Hamas conflict. The journey to unencumbered waters and unfettered shipping access itself has led to several agreements between sovereign states towards the maintenance of seamless high-seas traffic. Unfortunately, non-state actors occasionally come on the scene to wreak havoc and destabilize the fragile peace on international waterways. It is in this regard, that this study tends to examine the Red Sea crisis as it affects global shipping maritime transit and economic growth, especially of African countries vis-a-vis the UN Security Council's role of maintaining world peace and security. The study adopts a doctrinal method of study, the data obtained from primary and secondary sources such as laws and academic literature were analyzed using a descriptive and analytical method. The study therefore found that Rebels are using the pretext of Israel's attacks on Gaza to perpetrate piracy. The Israel - Hamas deadlock has created a deadlocked lose-lose situation for the international community and resulted in new incidents of insecurity within the Red Sea. The study therefore concludes and recommends that the United Nations as the global police especially through the UN Security Council examine all options for securing

peace and stability in the Red Sea region as attacks on shipping vessels have global ramifications affecting multiple nationalities and invariably affecting world peace.

Keywords: Crisis, Red Sea, Legal, Socio-Economic, International, Commerce.

Abstrak: Pembajakan kapal-kapal di Laut Merah oleh para ekstremis yang mengklaim telah menyatakan perang terhadap Israel merupakan salah satu ledakan yang disebabkan oleh konflik Israel-Hamas. Perjalanan menuju perairan yang bebas hambatan dan akses pengiriman yang bebas hambatan itu sendiri telah menghasilkan beberapa perjanjian antara negara-negara berdaulat untuk menjaga kelancaran lalu lintas laut lepas. Sayangnya, aktor-aktor non-negara terkadang muncul untuk mendatangkan malapetaka dan mengganggu perdamaian yang rapuh di jalur perairan internasional. Dalam hal ini, penelitian ini cenderung meneliti krisis Laut Merah karena hal itu memengaruhi transit maritim pengiriman global dan pertumbuhan ekonomi, khususnya negara-negara Afrika sehubungan dengan peran Dewan Keamanan PBB dalam menjaga perdamaian dan keamanan dunia. Penelitian ini mengadopsi metode penelitian doktrinal, data yang diperoleh dari sumber-sumber primer dan sekunder seperti hukum dan literatur akademis dianalisis menggunakan metode deskriptif dan analitis. Oleh karena itu, penelitian ini menemukan bahwa Pemberontak menggunakan dalih serangan Israel terhadap Gaza untuk melakukan pembajakan. Kebuntuan Israel-Hamas telah menciptakan situasi yang merugikan bagi masyarakat internasional dan mengakibatkan insiden ketidakamanan baru di Laut Merah. Oleh karena itu, penelitian ini menyimpulkan dan merekomendasikan agar Perserikatan Bangsa-Bangsa sebagai polisi global, khususnya melalui Dewan Keamanan PBB, memeriksa semua opsi untuk mengamankan perdamaian dan stabilitas di wilayah Laut Merah karena serangan terhadap kapal-kapal pengangkut barang memiliki konsekuensi global yang memengaruhi banyak negara dan selalu memengaruhi perdamaian dunia.

Kata Kunci: Krisis, Laut Merah, Hukum, Sosial-Ekonomi, Internasional, Perdagangan.

Introduction

The Middle Eastern country of Yemen has been in crisis for some time now. Around December 2023, the rebel separatists (Houthi Rebels)¹ of Yemen, notorious for disturbing the peace in the region, went on to increase the level of illegal attacks on commercial shipping vessels voyaging through the

waterways around the southern part of the Red Sea (lower) with their reason for attacking shipping vessels being Israel's continuous attack on the Gaza Strip in retaliation to the attacks of the Hamas terrorists.² Apart from being the busiest shipping channel, the Red Sea serves as an alternative to the Cape of Good Hope since it

¹ Nadine A Marshall et al., "The Links Between Resource Dependency and Attitude of Commercial Fishers to Coral Reef Conservation in the Red Sea," *Ambio* 39 (2010): 305-13, <https://doi.org/10.1007/s13280-010-0065-9>.

² Khaldoon Ahmed Hasson Abdulla, "The Influence of Geography on Yemen's Red Sea Geopolitics and the Houthi Maritime Insurgency" (University of Malaya (Malaysia), 2019).

has a direct connection to the Suez Canal.³ The paramount importance of world peace cannot be taken for granted as it is pivotal to the carriage of goods across the Red Sea from Europe to Africa and vice versa. The taking of hostages and attack on ships in that axis of international waters is a headache so serious, and it should be treated as a breach of world peace and stability or security.⁴

However, the United Nations was set up with lofty goals officially on 24 October 1945. Multiple nation-states assembled to midwife the signing of the robust Charter, and by 26 June 1945, about fifty-one original first time Members of the UN signed the document that became the United Nations Charter.⁵ Principally, among organs within the United Nations, it is the Security Council, according to chapter five of the UN Charter, that is responsible for taking necessary steps to ensure there is peace and security globally, the absence of armed conflicts, especially cross-border conflict, and the protection of rights of all humans in the world.⁶ Security Council instinctively should

always stand at the forefront of any crisis that can destroy fragile world peace (UN Charter, 1945). One of the questions posed for answers here is whether the Security Council is doing enough over the Red Sea crisis and whether their actions are in tandem with other organs and agencies of the UN. Although enough actions, so far so good, have been taken to improve the utter insanity in Yemen and, by implication, the Red Sea crisis, despite these efforts, one may still be right to ponder on whether the suggestions, response, and peace moves have yielded productive results in the past few years.⁷ The journey to unencumbered waters and unfettered shipping access has led to several agreements between sovereign states that ideally end any armed conflict of global significance on international waters.⁸ Unfortunately, earlier agreements on this objective often proved ineffective and weak in times of crisis, significantly when truncated by notable world powers.

This study examines the Red Sea crisis as it affects global shipping maritime transit and economic growth, especially in African countries.⁹ Regarding the UN Security Council's role in maintaining world peace and security, the objective set out shall be approached utilizing already existing

³ Nezha Mejjad, Alessia Rossi, and Ana Bianca Pavel, "The Coastal Tourism Industry in The Mediterranean: A Critical Review of The Socio-Economic and Environmental Pressures & Impacts," *Tourism Management Perspectives* 44 (2022): 45-67.

⁴ Aminuddin Ilmar, Muhammad Mutawalli Mukhlis, and Rasyikah Md Khalid, "Exploring SDGs Regulatory Frameworks and Regional Regulation for Climate Change Mitigation and Adaptive Resilience in Coastal Communities," *Jurnal IUS Kajian Hukum Dan Keadilan* 12, no. 3 (2024): 572-87, <https://doi.org/10.29303/ius.v12i3.1543>.

⁵ Rofiah, Khusniati, et al. "Legal Awareness of Halal Products Certification among East Java Business Operators and Society." *JURIS (Jurnal Ilmiah Syariah)* 23.1 (2024): 55-65.

⁶ Edet J Ejagun, Antai G Owoche, and Itafu O Odun, "Sovereign Immunity from Legal and Arbitral Proceedings and Execution against the Assets of a Sovereign State: The Evolving Paradigm," *Calabar Law Journal*, 2023, 30-45, [https://calabarlawjournal.com.ng/wp-](https://calabarlawjournal.com.ng/wp-content/uploads/2023/06/Calabar-Law-Journal-Vol-19.pdf)

[content/uploads/2023/06/Calabar-Law-Journal-Vol-19.pdf](https://calabarlawjournal.com.ng/wp-content/uploads/2023/06/Calabar-Law-Journal-Vol-19.pdf).

⁷ Taiwo Ejiola Mafimisebi et al., "The Expanding Market for Herbal, Medicinal and Aromatic Plants in Nigeria and the International Scene," *Med Aromat Plants* 2, no. 144 (2013): 412-2167.

⁸ Osikemekha A Anani et al., "Application of Microorganisms as Biofactories to Produce Biogenic Nanoparticles for Environmental Cleanup: Current Advances and Challenges," *Current Nanoscience* 19, no. 6 (2023): 770-82.

⁹ G O Antai, "An Appraisal of the Historical Development of the African Response to Extradition," *Newport International Journal Of Current Research In Humanities And Social Sciences* 4, no. 2 (2024): 37-45, <https://doi.org/10.59298/NIJCRHSS/2024/4.2.37>

authorities to strengthen the arguments and positions taken in this research.

Method

The study entitled "The Crisis in the Red Sea Region: Legal and Socio-Economic Impact on International Commerce" utilizes a doctrinal research methodology and analyzes the socio-economical and legal dimensions of the current crisis in the Red Sea region. The doctrinal approach leans on primary and secondary sources such as the world legal framework, treaties, conventions, case law, and scholarly literature such as books, journal articles, periodicals, and reputable online resources for this study. This selection of sources was done meticulously, basing their relevancy, authority, and alignment with the study objectives. The primary source gives foundational legal context; secondary sources provide interpretative and analytical perspectives to enrich the research method well suited for this study, as it facilitates an overall exploration of socio-economic factors that interplay with and affect regional international trade norms.

Analysis of the data from this study was descriptive and analytical and revealed the multifaceted impacts of the crisis on international trade and maritime activity in the Red Sea. The study aims to conceptualize and theorize socio-economic and legal issues regarding the role of international law in conflict resolution and disruption in global commerce.¹⁰ Emphasis on organized analysis, characteristic of the doctrinal method, will allow for a critical evaluation of existing legal frameworks in the Red Sea concerning their sufficiency to the challenges posed by the crisis. This assures the theoretical and practical contribution of the

¹⁰ Haris, Arkin, et al. "Eco-Maqāsid in Climate Change Campaigns: From an Ecolinguistics Study to the Philosophy of Islamic Law." *Al-Manahij: Jurnal Kajian Hukum Islam* (2024): 219-236.

research toward understanding how the crisis has legal and socio-economic implications on international trade.

Conceptual Reality Concerning the Crisis within the Red Sea Region

The new reality is a situation of grave insecurity in the Red Sea region where ships find it difficult to pass without incidents of attacks or kidnappings. Freight companies considering this new reality caused by the political turmoil are sailing their cargo ships around Africa, specifically around the Cape of Good Hope, incurring additional costs, delays, and resource expenditures.¹¹ The Guardian further reported the attacks of the pirates on many other ships, such as the attack on the MSC Clara, a Panamanian-flagged vessel, and the attack on a Norwegian-owned Swan Atlantic in the Red Sea Strip.¹² Though the Iranian government has allegedly backed the Houthi Rebels, they claim to have an axe to grind with Israel, though their attacks have been indiscriminately executed. Commercial Shipping Companies face a practical dilemma whether to continue voyages through the Red Sea Strip or international commercial shipping business routed through the Red Sea or, as another alternative, exhaust the more expensive delay-prone alternative of circumnavigating the Red Sea through the Cape of Good Hope.¹³ Other shipping companies like

¹¹ Osikemekha Anthony Anani et al., "Bio-Nano Filtration as an Abatement Technique Used in the Management and Treatment of Impurities in Industrial Wastewater," in *Bio-Nano Filtration in Industrial Effluent Treatment* (CRC Press, 2023), 171-82.

¹² Lawson Alex, "BP Halts Oil and Gas Shipments through the Red Sea after Rebel Attacks," *The Guardian*, 2023, <https://www.theguardian.com/business/2023/dec/18/bp-halts-oil-and-gas-shipments-red-sea-shipments-red-sea-shipping>.

¹³ Yuki Ichimura et al., "Shipping in The Era of Digitalization: Mapping The Future Strategic Plans

Maersk MSC and BP have already shut down their business transit through the troubled region and instead chose to divert their shipping vessels through alternative routes, which may prompt an inquiry into whether this qualifies as a viable option for shipping companies.

The region under consideration here was negatively affected in the past. Not so long ago, in 2021 about 220, 000 tonnes mega ship known as the 'Ever Given' blocked the Suez Canal, inadvertently disrupting the global shipping industry¹⁴In this regard, some kind of crisis in the Red Sea has happened before. It is important to at least mention the applicable legal framework and consider whether it is helpful in understanding the level of impact the crisis is having on every nation with shipping interests and on every economy.



Figure 1.
Map Showing The Area Of Houthi Attacks On The Red Sea

In more detail, it is important to capture the implication of the obvious reality of ships being unable to make quick voyages through the lower Red Sea route.¹⁵ Typically, a round

trip that commences, let's say, from India through Europe ought to take 56 days, but with the climate of uncertainty and crisis, the days have increased, and more vessels are needed for capacity.¹⁶ The route is being avoided entirely. Instead of Egypt sourcing grain in Europe, Egypt has now changed its direction to source grain in Brazil and South America, while Russian oil goes to India and China instead. However, this may also be because of disruptions in the Black Sea.¹⁷

What do we know of the agents behind all the chaos affecting global shipping? They have been described as one of the multiple Iranian-aligned armed groups with a hot presence in the Middle East now focused on decimating Israel or Israeli ships.¹⁸ I wish it were easy to keep their locus of destruction focused on Israel, but on the high seas, every ship is free game. The Houthis are classed in the same breath, with Hezbollah (Lebanon) and Shia Militias (Iraq) being alleged Iran-backed terror groups.¹⁹ The tipping point has been confirmed to be 7th October 2023, when Hamas assaulted Israel in a surprise cross-border attack. The Houthis have openly expressed aversion to Israel and a deliberate plot to target Israeli-linked shipping vessels in the Red Sea, a point already obvious from

Governments," *Law Reform* 19, no. 1 (2023): 1-24, <https://doi.org/10.14710/lr.v19i1.52926>.

¹⁶ Mazyar Ahmad, "Maritime Piracy Operations: Some Legal Issues," *Journal of International Maritime Safety, Environmental Affairs and Shipping* 4, no. 3 (2020): 62-69, p. 62.

¹⁷ Ruhtiani, Maya, et al. "Legal Protection of Architectural Works as Copyright: An Epistemological and Islamic Law Perspective." *El-Mashlahah* 14.1 (2024): 43-70.

¹⁸ Muhammad Mutawalli Mukhlis et al., "Regional Government According to the 1945 Constitution: Ideas Refinements and Law Reform," *Journal of Law and Legal Reform* 5, no. 2 (2024), <https://doi.org/10.15294/jllr.vol5i1.3125>.

¹⁹ Syed Qandil Abbas, Syed Fraz Hussain Naqvi, and Syeda Hudaisa Kazmi, "The Rise of Militant Non-State Actors in the Middle East: Consequences for the Statehood," *Journal of Research in Social Sciences* 12, no. 1 (2024): 1-18.

of Major Maritime Commercial Actors," *Digital Business* 2, no. 1 (2022).

¹⁴ Maxine Foot Wear Ltd v. Canadian Government Maritime Company Ltd (1959 Lloyd's) Report at 105

¹⁵ Muhammad Mutawalli et al., "The Conference of Parties-27 (COP-27) Agreement as an Instrument of State Policy in Handling Deforestation: A Comparative Study of Sweden and Indonesian

previous submissions. This is an acclaimed retaliation to Israeli attacks in Gaza.²⁰ The German think Kiel Institute for World Economy (House of Commons Library Specialists) has done robust research comparing current ship capacity on the Red Sea with 2017 to 2019 figures, concluding that the current Red Sea capacity is lower than expected by about eighty percent (80%) lower.²¹ This is the unfortunate reality of what is happening in the region. There have been regional and international responses, but these responses have not yet played out into a definite solution. The current issues limit the freedom of navigation, affecting every nation directly and indirectly.

Table 1: Economic Impact of the Red Sea Crisis on Global Shipping

Impact Area	Pre-Crisis (Normal Route)	Current Scenario (Rerouted)	Percentage Change
Average Round-Trip Duration	56 days	72-85 days	+30-50%
Transit Cost (per shipment)	\$1.5 million	\$2.1-\$2.5 million	+40-66%
Global Shipping	100%	20%	-80%

²⁰ Theo Notteboom, Hercules Haralambides, and Kevin Cullinane, "The Red Sea Crisis: Ramifications for Vessel Operations, Shipping Networks and Maritime Supply Chains," *Maritime Economics & Logistics* 26, no. 1 (2024): 1-20, <https://doi.org/10.1057/s41278-024-00287-2>.

²¹ Leyla Nagiyeva, "The Role of the United Nations in Ensuring Modern Global Security," *Socrates Journal of Interdisciplinary Social Studies* 8, no. 21 (2022): 45-56; Aidonojie Paul Atagamen et al., "Regulations, Initiatives, and Legislation Regarding the Management of Plastic Waste". In: Anani, O.A., Shahnawaz, M., Dar, M.A., Daochen, Z. (eds) *Plastic and the COVID-19 Pandemic*. Springer, Cham. (2025), https://doi.org/10.1007/978-3-031-74769-4_14.

Capacity			
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Source: Kiel Institute for the World Economy (2024): Research comparing current shipping capacity in the Red Sea with figures from 2017 to 2019, indicating an 80% reduction in capacity.²²

The table above describes the economic consequences of avoiding the Red Sea route, which increases transit times and costs. A typical round trip between India and Europe that takes 56 days would now take considerably longer due to detours. Furthermore, the interruption in sourcing grains has jumbled global supply chains for oil and much more. Egypt goes to South America for grain feed, while Russia exports its oil primarily to India and China.

Legal Framework Concerning Commercial Activities in the Red Sea

The legal framework conceived under international law always consists of much more than treaty law as relevant instruments, whether bilateral or multilateral, as they come together to afford proper protection and create an environment of safety and global peace.²³ In this part, it is pertinent to highlight the most relevant instruments that concern maritime piracy with particular regard to the crisis on the Red Sea.²⁴ Typically, every instrument can be scrutinized for enough content for a dissertation. However, it is the intent here to identify them and mention why they are relevant, not necessarily reproducing in

²² Kiel Institute for the World Economy, "Freight Volume in the Red Sea Continues to Decline, Fewer Ships in Hamburg," 2024, https://www.ifw-kiel.de/publications/news/freight-volume-in-the-red-sea-continues-to-decline-fewer-ships-in-hamburg/?utm_source=chatgpt.com.

²³ Andrejs Vilks, "Sustainable Development of Society in the Context of the Transformation of the Legal Framework," *European Journal of Sustainable Development* 9, no. 4 (2020).

²⁴ Maoz Fine et al., "Coral Reefs of the Red Sea – Challenges and Potential Solutions," *Regional Studies in Marine Science* 25 (2019).

totality the provisions of the instruments as a result of paucity of space. The instruments mentioned here may not be all the acts of nations protecting international maritime navigation, so the reader must be passionate enough to seek out whole texts on the issue to get a firmer background. Selected instruments of global importance are discussed, along with those related to the high seas close to African states.

1. *UN Convention on the Carriage of Goods by Sea, 1978 (Hamburg)*

The Convention, now popularly known as the Hamburg Rules (hereinafter referred to as the H. Rules), was born out of the deliberate need to establish one uniform regime over international carriage of goods by sea (UNCITRAL Secretariat on the UN, 1978).²⁵ Formerly, The Hague Rules (International Convention Relating to the Unification of Certain Rules, 1924) reigned supreme, with UNCITRAL being the architect of the H. Rules facilitating its adoption on 31 March 1978 by a diplomatic conference convened by the UNGA in Germany precisely at Hamburg hence the nickname Hamburg Rules ((UNCITRAL Secretariat on the UN, 1978). The H. Rules applies here because it is also a go-to instrument in ascertaining a carrier's liability over damage or loss caused by delay in delivery (UNCITRAL Secretariat on the UN, 1978). Seeing that the issue at the Red Sea axis is a potential for inordinate shipping delay. However, the convention did not exist until 1992, when 20 countries became parties. Out of the 20 countries, there were about 14 African States and a host of others (UNCITRAL Secretariat on the UN, 1978). The fundament of the convention is the need to exercise due diligence. Thus, the Rules

apply from the point of loading to the point of delivery of discharge of cargo (UNCITRAL Secretariat on the UN, 1978). There are exemptions to the requirement for due diligence, but for this work, the exemptions that are relevant and chief exemptions are acts of God and unforeseen violent conflict affecting the high sea. So, there may be a prime excuse for ships that are delayed by the Red Sea incidents if the ships have already moved. However, if the shippers have full knowledge of the risks of voyaging through the Red Sea, liability may be invoked accordingly. The H. Rules were amended in 1968 and 1979 by Protocols (The Visby Protocol) and the Additional Protocol. Time and technology have rendered the H. Rules moribund almost only useful for references and comparisons.

2. *United Nations Convention on the Law of the Sea (UNCLOS)*

Complete eradication of maritime piracy seems a great challenge, but there is an international framework of conventions and instruments attempting to limit maritime piracy. One of the chief international acts is the UNCLOS.²⁶ The most crucial pointer that needs clarification is the definition of piracy under the convention. The definition of piracy in the convention drew inspiration from the old Harvard Draft of 1932²⁷ and the Convention on the High Seas of 1958. This definition is embedded in Article 101 of the convention. A cursory examination of the convention shows three major elements that

²⁵ Muhammad Mutawalli et al., "Implementation of FLEGT Licensing Scheme in Deforestation Law Enforcement: Improvements and Handling in Indonesia," *Jurnal Hukum Unissula* 39, no. 2 (2023): 130-56, <https://doi.org/10.26532/jh.v39i2.32210>.

²⁶ Antai, "An Appraisal of the Historical Development of the African Response to Extradition."

²⁷ Wigwe Chris, "A Critical Analysis of Carriers Duties and Liabilities under the Nigerian Law," *The Calabar Law Journal* 14 (2010): 202; Paul Atagamen Aidonojie and Osikemekha Anthony Anani, "Legislative Framework in Addressing Emergent Pollutants and Ecological Impacts" in *Emergent Pollutants in Freshwater Plankton Communities*, Taylor & Francis (CRC) Press, (2024): 163-176.

must be present for an attack to be declared as piracy.²⁸ The first condition or requirement is that the attacks must have been committed for private ends. The second requirement is that the attacks must have taken place on the high seas, and the third condition is that the attacks must have been done by attackers from one ship on the victim's vessel. The International Law Commission 1957 clarified the issue of 'private ends' in the first element. The ILC avers that piracy may stem from a feeling of hate or revenge and not only for private ends or gains. The attacks by the Houthis certainly have a coloration of vengeance on Israeli relations, but they meet the requirement of private ends. However, being Iranian-backed remains a rumor until it can be proven otherwise or if the Iranian government comes out to declare that the group is their agent. The lower Red Sea region is a high-sea territory and not any particular state's territory; thus, the requirements are solidly met for the first two conditions. The third element, however, is a conundrum Nigerians typically describe as a K-leg. The third requirement seems a little bit problematic. The requirement of the attacking vessel being a ship is a hard one to sell. The challenge is seen in the case where the Palestinian Liberation Front (PLF) (*Achille Lauro Case*¹⁹⁸⁵) hijacked a vessel after posing as passengers. The hijack took place off the coast of Egypt. The incident was not piracy as conceived under the provision of Article 101 of the Convention mentioned above. This was beginning to create an absurd situation. Consequently what seems like an error was corrected in the subsequent convention for the Suppression of Unlawful Acts against the Safety of Maritime Navigation (SUA Convention) was adopted. It so happens that universal jurisdiction to

prosecute pirates is a sealed deal (UNCITRAL Secretariat on the UN, 1978); however, extradition is nonexistent for pirates under the Convention. UNCLOS is more of a guide that allows states to self-regulate, as seen in Article 197. Also, under Article 100 of the UNCS, provision is made for what seems like a general obligation placed upon states to cooperate in the repression of piracy when encountered at the high seas or in any other place outside the jurisdiction of a state or within its territorial waters. This places direct responsibility on states to conform to any international process to curb piracy on the high seas. Other provisions are also important, but it is important to limit the examination as an in-depth analysis of this convention is covered elsewhere.

3. International Maritime Organization (IMO)

The International Maritime Organization is a crucial institution that needs to be mentioned in the conversation. The IMO is convened due to an open request by signatory states to the Djibouti Code of Conduct. In the 25th Regular Session of the IMO Assembly (IMO, 2007), a Resolution was adopted (Djibouti Code, 2017) on Piracy and armed robbery against ships in waters off the coast of Somalia. Implementing international instruments in the maritime crisis is the duty of the IMO either as a standalone organization or in fear of multi-colored collaboration with other bodies. The organization was set up to ensure action is taken not just talk. Unfortunately, the IMO seems not to be making any headway in resolving the Red Sea issue.²⁹ The suggestion therefore would be for the IMO to work collaboratively with not just the states around the Red Sea region but specifically

²⁸ Kalu Kingsley Anele, "Addressing The Issue of Piracy Off Indonesia and Nigeria: The Need for A Paradigm Change," *Indonesian Journal of International & Comparative Law* 7, no. 2 (2020).

²⁹ Mark E Rosen, "The Black Sea and Her Approaches-Will There Be Fair Winds and Following Seas?," *Security Flashpoints: Oil, Islands, Sea Access and Military Confrontation* 2 (2023).

with other states that may not be around the region but have high shipping interest and with their naval configurations as there may be better results from such collaboration. The IMO must now also take on some form of coercive stance or punitive measures to achieve its ends. If there is no form of punishment for non-compliant states or states seen to be sponsoring piracy, then the IMO may not achieve its stated objectives.

4. Djibouti Code of Conduct

The Djibouti Code is about tackling maritime piracy and armed robbery in the Western Indian Ocean and Gulf of Aden. According to Menzel,³⁰ The Djibouti Code is the subject of an inter-regional learning process.³¹ The code draws much inspiration from South East Asian experiences that practically influence the level of cooperation between the central and West African States. Around 2008, when piracy on the continent was at its peak, the code was drawn up in response and as a panacea to the challenge. In 2017, the code was amended in Jeddah, Saudi Arabia, to keep it in touch with recent developments. The amendment, however, has not been evoked to curb the current crisis. The notable amendment in the Jeddah Version is the broader focus on maritime crimes rather than limiting them to piracy and armed robbery.³² A broader focus means acknowledging the plethora of things that could go wrong on the high seas, with many

different groups springing up all over the place.

5. African Union (AU) Maritime Strategy

The Constitutive Act of the African Union in Article 3 mandates the union to have the objective of promoting peace, security, and stability on the continent, while also in the same Constitutive Act, the provision states directly that the union shall also promote sustainable development on all levels to integrate African Economies. The vision is to foster measured wealth creation from Africa's oceans and seas by developing a sustainable thriving blue economy with a secure and environmentally sustainable name. The African Union Peace and Security Council, akin to the UNSC, was established to uphold the union principle of establishing a common defense policy for the continent. The Maritime Strategy for Africa is set up to tackle piracy and other illegal activities on the African Sea or any sea affecting African States. The Red Sea issue affects the continent very well, and this strategy ought to have some pointers as to appropriate action. The AIM Strategy adopted by the AU Assembly in Sirte, Libya, in 2009 is just a framework that states or sub-regional entities like ECOWAS and the South African Development Commission (SADC) need further adoption. Some major highlights of the strategy include incorporating the significance of maritime zones into educational systems and curriculums of states, organization of Maritime Security and Development conference anomaly, push for all countries observance of World Oceans Day, and AU representation in all international maritime events. In fact, to show how important the 2050 AIM Strategy is, it inspired the AU development of the African Charter on Maritime Security and Safety and Development in Africa to boost the realization of the 2050 strategy. The strategy is very promising and 2050 is

³⁰ Anja Menzel, "Institutional Adoption and Maritime Crime Governance: The Djibouti Code of Conduct," *Journal of the Indian Ocean Region* 14, no. 2 (2018): 152-69, <https://www.researchgate.net/publication/324970250>; Osikemekha Anthony Anani et al., "Zooplankton and Community Phytoplankton: Influence of Personal Care Products, Legislative Status, and Possible Remediation" in *Emergent Pollutants in Freshwater Plankton Communities*, Taylor & Francis (CRC) Press, (2024): 80-93.

³¹ Menzel.

³² Menzel.

enough time to bring it to life. All hands must be on deck to make this a reality.

6. *Bilateral and Multilateral Trade Agreements*

To make several international conventions in maritime and carriage of goods to be functional member states have taken good steps to formalize agreements that either serve as addendums to these conventions or standalone however strengthening. One of the pretexts for this according to Shaw³³ is the reality that piracy is triable in every state within its territory regardless of the locus animus is what allows member states to enter bilateral and multilateral agreements. The foremost enforcement of anti-piracy rules at the regional level e.g., the Regional Cooperation Agreement on Combating Piracy and Armed Robbery against ships in Asia in 2005. Article 110 Convention on the Law of the Sea 1982 is also an amendment of the Hamburg Rules allowing states to enter agreements that allow for each other's exercise of visiting power over internal waters. However, the tribunal for the law of the sea made in part XV of the 1982 convention is set up to handle disputes. The way the world is going it is normal to see and even expect more bilateral and multilateral agreements regarding maritime trade but covering the dimension of free movement of goods and cargo. This in itself is a whole subset of maritime law that would take immense time to break down.

7. *United Nations Security Council Resolutions*

Under the current international framework for collaboratively resolving disputes the United Nations network is the first state to turn to for external support and most

importantly when the intervention required is channeled towards peace and security then the Security Council must rear up its head and take strategic action. In its normal *modus operandi*, the UNSC shows its support or aversion to situations by passing resolutions. In the records, there have been hundreds of resolutions passed by the UNSC over the years. However, it is important to simply mention a couple that directly affects the Red Sea region. The UNSC Resolution 2039, in line with the Security Council Resolution 2018 relating to the fight against piracy and armed robbery at sea in the Gulf of Guinea is one of those notable resolutions that have been reached in the past. The resolution simply reaffirms that international law as reflected in the UNCS 1982 in particular its articles 100, 101, and 105 which have been mentioned for the most part above, sets out the legal framework applicable to countering piracy and armed robbery at sea as well as other oceans illegal activities. More recently around January 10th, 2024, the UNSC adopted Resolution 2722 expressing the right of nations to self-defense. This is the most recent act that shows the UNSC's stance on the acts perpetrated by the Houthi rebels in the region. When the UNSC passes a resolution like this States are then empowered to take action in line with said resolution or even adjust their international relations accordingly. For instance, the US and UK under self-defense provisions of the UN Charter after the resolution swung into action using their naval might to also aid in attacks against the rebels (UN Charter, 1945).

8. *Red Sea Crisis: Socio-Economic Effects on International Commerce*

In so far as the movement of goods from continent to continent and from region to region is concerned, it is generally beneficial to all nations that there be a free flow of ships to their destinations. This is exactly the Convention on the Law of the Sea (Convention on the Law of the Sea, 1982.

³³ Shaw Malcolm, *International Law (6th Edition)* (Cambridge: Cambridge University Press, 2008); Aidonojie Paul Atagamen et al., "The Role of Digital and Scientific Technology in Complimenting Global Legal Framework Towards Clean Energy Transition". *The Journal of Sustainable Development, Law and Policy*. 15. No. 3, (2024): 314-343..

Art. 87) among other things prescribes freedom of the waterways exercised under the conditions laid down in the Convention, and said conditions only encourage unfettered access to trade routes as long as there appears to be full compliance under both customary tenets under maritime law such as not posing threats to the territorial integrity of other nations.³⁴ The concept of unfettered waterways means freedom to navigate, easy movement of goods, unlimited exploration, the channeling of Fiber Optic Cables and pipes for natural resources transportation, the possible construction of artificial islands and other installations permitted under international law, freedom to catch fish, and they embark on science-based beneficial research. Consequently, any encumbrances to international waterways are prohibited, and it is also the practice that under the United Nations regime, anti-peaceful movements obstruct international commerce, or every encumbrance must be fought against by all nations.³⁵ The right to unfettered passage is what is being threatened by the Houthi rebels. The freedom of shipping multinationals to convey imports and exports continentally is also being threatened, and this is a new reality.

Undoubtedly, the crisis is a monumental disaster affecting the dynamics in the international maritime and logistics

business, but what allowance does international law give shipping companies? The main object of a ship owner functioning as a going concern is to satisfy the demand of the business partners that either have goods onboard the ship or hirers of the ship intending to carry goods that are in one country to other countries.³⁶ The Hague-Visby Rule 1968 and other conventions and Rules (Hamburg Rules, 1978) apply to this. Chiefly, the Rules named the Hamburg Rules of 1979, which took effect on November 1, 1992, are the international instruments one may decide to look to for basic rules, but that may not be too helpful since a non-state actor is involved.³⁷ Currently, the most notable instrument that governs general international shipments is the Hague Rule (specifically the Hague-Visby Rules) (Protocol to Amend the International Convention for the Unification of Certain Rules of Law Relating to Bills of Lading, 1968). International maritime law demands that all shipping companies exercise due diligence and ensure that their ships are worth putting on the sea; in other words, they must be properly manned, tested, properly fitted, and properly equipped. The question is whether due diligence requirements include knowing a potential political conundrum or dangers from piracy on the Red Sea. The importance of seaworthiness cannot be underplayed, but even more so, the importance of due diligence, which cannot be swept under the carpet. The basic principle in shipping is that care must be taken to ensure no room for

³⁴ Susan Pedersen, "Back to the League of Nations," *The American Historical Review* 112, no. 4 (2007): 1091-1117, p. 1096, <https://www.jstor.org/stable/40008445>; Paul Atagamen Aidonjje et al., "International Laws Regulating Human Rights in Business Operations in Uganda: Issues and Challenges", *Fenomena*, 23, no. 2, (2024): 131-144.

³⁵ J Yerushalmy, "Red Sea Crisis Explained: What Is Happening and What Does It Mean for Global Trade?," *The Guardian*, 2023, <https://www.theguardian.com/business/2023/dec/19/red-sea-shipping-crisis-bp-oil-explained-what-is-happening-and-what-does-it-mean-for-global-trade>.

³⁶ Albert Vidal Ribe, "Securing the Seas: A Comparative Analysis of Emirati and Saudi Foreign Policies in the Red Sea" (Georgetown University, 2023).

³⁷ Osikemekha Anthony Anani et al., "Environmental Principles and Ethics: Current Challenges in the Field of Bioscience and Law," *Ethics, Media, Theology and Development in Africa: A Festschrift in Honour of Msgr. Prof. Dr. Obiora Francis Ike, Global.Net Co-Publication & Others, Geneva, Switzerland, 2022, 142-58.*

negligence or error. In other words, absolute attention to due diligence can only be tested by examining individual facts of each scenario. In the *Amstelsolt Case* (in 1964), *the Ship went berserk due to reduction gear malfunctioning* as the engine failed. In deciding by the Court, Lord Delvin declared that in ascertaining whether due care was exerted, omissions would be considered; thus, negligence itself includes lack or failure to exercise due diligence; the main crux in the case covered professionalism and ability to make sound judgment.³⁸ The Court stated *inter alia* that owners of ships must display diligence by putting forward a seaworthy boat, especially when a voyage is about to commence.

Typically, shipping companies would still have outstanding obligations for the carriage that were assigned before the Red Sea Crisis; the question then arises as to liability and fulfillment of commitments therefrom. A critical case heavily cited in discussing liabilities and obligations of Carriers is the case of *Monroe Brothers Limited v Ryan* (1935), popularly known for having restated the point that where a voyage charter party has introduced in it, the obligation on the part of a shipper to sail effortlessly in haste to the port from where the voyage is to commence with the attendant date for movement, then when the vessel is expected to load, there is an express duty implied on the shipper to take on the planned journey on a certain date known to all within which the ship would berth at port or in the alternative the anticipated date of loading.³⁹

The court went on to surmise that this presumed or assumed duty implies that the shippers have no excuses whatsoever if, by omission or inadvertence, the ship fails to be berthed at the port at the right duration, regardless of whether the duty to exercise care was affected or not, in other words, it did not matter if the duty of care was paid attention to or not since the duty as to proposed date and time were not met. As for shippers with ships and cargo already set for movement through the Red Sea waterways, there is a need to reconsider whether the arranged voyages can still go through. One would wonder if the issue of due diligence places an obligation on shipping companies to avoid any route that portends certain danger.⁴⁰ If a ship is hijacked and assails to pass through the lower Red Sea region, then it is part of the due diligence requirement to evade such a voyage or call off any journey in the first place. It is interesting to find out what the courts consider due diligence, especially in a situation like this, which has a widespread political undertone, seeing that the Houthi rebels or extremists claim it is Israel's actions against Gaza that form the main reason for their attacks on ships. What, then, is due diligence seen through the eyes of legal authorities?

What due diligence means was considered in the case of *Maxine Foot Wear Ltd v Canadian Government Maritime Company Ltd* (1959), *where the appellant's cargo was lost during scouting operations brought about because of a fire that started over mishandling of welding equipment*, which

³⁸ Santiago Salvador and Marta Chantal Ribeiro, "Socio-Economic, Legal, and Political Context of Offshore Renewable Energies," *Wiley Interdisciplinary Reviews: Energy and Environment* 12, no. 2 (2023): 67–78.

³⁹ Paul Atagamen Aidonojie et al., "Legal Implications of Nanobiosensors Concerning Environmental Monitoring," in *Nanobiosensors for Environmental Monitoring: Fundamentals and Application* (Springer, 2022), 439–58.

⁴⁰ George O Odhiambo, "Water Scarcity in The Arabian Peninsula and Socio-Economic Implications," *Applied Water Science* 7, no. 5 (2017): 2479–92, <https://doi.org/10.1007/s13201-016-0440-1>; Antai Godswill Owoche et al., "Legal Framework and Mechanism for Combating International Crimes: A Comparative Analysis between Nigeria and Uganda". *NIU Journal Of Social Sciences*, 10, no. 3, (2024): 37-52. <https://doi:10.58709/niujs.v10i3.1978>.

proved fatal in preparation of the ship for the voyage. The Respondent tried to hide under the exceptions from liability provided for in The Hague Visby Rules (Article IV, Rule 2(b) of the Hague -Visby Rule), relying on said exceptions to vehemently dispute liability for property that eventually got damaged as a result of the fire. The notable holding of the court concerned the seaworthiness of the ship, which must be ascertained at the time the journey is planned to commence, consisting of the duration between the beginning of the journey and the point of loading until the journey begins. The court ultimately stated that the obligation created by Article 3 of the aforementioned Rules amounted to a crucial duty such that in the event under which property damage or casualty results from the disobedience of that provision, then because of that instance of derogation, the shipper or transporter however described will forgo the exculpatory provisions (Article IV, Rule 2(b) of the Hague -Visby Rule) and or immunities provided in the Rules. Once shippers exercise their duty to exercise absolute care, they will not breach the provision in Article 3 (1) (Hamburg Rules, 1978). However, supposing there is a scenario where one needs to advise a Shipping Company Limited, it would be important to go beyond just focusing on the seaworthiness of one ship; instead, all operations would be considered, including political tensions. Some deviations can be justified since the crisis in the Red Sea is such that lives and cargo face imminent peril.⁴¹ In the English Case of *Stare Line Limited v Foscola Mango & Company*, an old famous case, the court, among other things, held that considerable detours from planned routes should not be restricted to the question of deviation merely

to avoid foreseeable adverse circumstances, rather all the interested parties convenience must be put into consideration and the resulting outcome should be that the parties are all on board with the deviation and that such would not favor one party and keep the other party at a disadvantaged position. In the situation under discussion, one could opine that reasonable detour or deviation to escape violence in the Red Sea region may be justified if the issue is litigated or arbitrated. Thus, in this instance, crisis deviation may survive legal scrutiny in court but not when it is common knowledge that this axis of the global waterways is a no-going area for commercial shipping vessels. International Maritime law creates a buffer where the causes of loss seem unforeseeable even by a diligent shipper, incidents that can be chucked up as natural disasters, freak events, or freak accidents. The exact type of unforeseen or unforeseeable mishaps includes natural disasters and armed conflict interventions,⁴² even though these can also be insured against. In some circles, it is described as an Act of God. What constitutes an Act of God has been described severally. Still, the description in the case of *Nugent v Smith (1876)* gives a succinct description as an act independent of human intervention that would have been prevented by exercising foresight and reasonable care measures. Personally, it is easy to see how this description is a bit short, as an Act of God can happen regardless of preparedness or diligence. The Carrier or owner of the ship will not be culpable where loss arises out of collateral damage from an armed conflict;

⁴¹ Artemy Logvinov, "Crisis Management in Global Trade: Analysis of Container Crises, the Red Sea Crisis, and the Suez Canal Crisis" (Metropolia University, 2024).

⁴² Zahid Fatima Binte, "Rising Tensions: Red Sea Crisis and Its Impact," *Bangladesh Institute of Peace and Security*, 2024, 2-9; Anani O. Anthony et al., "Current Methods in the Management and Disposal of Plastic Wastes During COVID-19 Pandemic". In: Anani, O.A., Shahnawaz, M., Dar, M.A., Daochen, Z. (eds) *Plastic and the COVID-19 Pandemic*. Springer, Cham. (2025), https://doi.org/10.1007/978-3-031-74769-4_3.

also, whoever owns the boat will be free from being held responsible for the destruction wreaked by enemies of the state and public enemies.

Supposing one is called to play the role of the legal head of one of these affected Shipping Limited, the rules already mentioned would be carefully observed as they establish a well-adjusted system within the international maritime framework creating duties and liabilities on shippers (Law Teacher, *Hamburg Rules*, 2024) ordinarily should be evaluated to be sure of its significance in this scenario. The Hamburg Rules seem to have created an alternative stream of responsibilities marked differently from the regime of the H - Visby Rules. However, the Hamburg Rules can still be sidestepped because the liability for shippers as provided there is complex and cumbersome on owners of ships and goes beyond the average limited in a deliberate attempt to regulate the system by ensuring balance of the divide between shippers and other parties. Only about twenty-six (26) nations (shipping nations) have given effect to the Hamburg Rules.

The Red Sea, especially the area very close to the lower south region, has become a junction through which the transportation of all kinds of commodities takes place (UNCTAD, 2022). The implication, therefore, is that shipping companies must factor in potential threats to cargo and human lives on their vessel. The volume of cargo transiting through the region declined by over 70% between the end of last year and the beginning of this year (UNCTAD, 2022). These statistics are from UNCTAD, which is reputable enough to produce them. According to UNCTAD, there are multiple repercussions, blowbacks, and consequences with each attack that occurs, and this is an already known fact (UNCTAD, 2022). This illustration would paint a vivid picture of the challenge's global impact and unique

nature. A typical ship may be built in China, with a Cyprian crew recruited through an international crewing agency owned by an Ethiopian consortium that invests, technically inspected by an American supervising conglomerate hoisting a Nigerian flag retooling at an Egyptian Port and operated by a Spanish company which specializes in line shipping (UNCTAD, 2022). The ship may carry consumer goods, goods, and industrial items for several importers and exporters worldwide. Damage from an attack in the Red Sea would be heartbreaking and, worse, financially debilitating for so many individuals of many different nationalities. To avoid this, any shipping companies should reroute their shipping vessels to circumnavigate the Red Sea by sailing through the Cape of Good Hope instead. Such a journey may be more expensive, but this is the most practical way for any shipping company to stay in business. Towards the end of the previous year, freight rates rose astronomically by about \$500 (UNCTAD, 2022). On the other hand, the container rate also doubled sharply, leaping (especially in Shanghai) by a staggering 250 percent (UNCTAD, 2022). The Red Sea crisis adversely affects every cost around ports that berth ships with their routes, especially navigating the Red Sea axis (UNCTAD, 2022).

Can the United Nations in Operation End the Red Sea Crisis?

The crisis in the Red Sea is a global issue affecting countries that are collectively members of the United Nations and other regional bodies. Before considering the United Nations' contribution to ending the crisis and the potential chances of seeing that happen, it is important to talk briefly about its effect on African Countries specifically.⁴³ Although the Red Sea crisis is quickly

⁴³ Antai.

becoming a global catastrophe for shippers. We, as Africans, should be more concerned with an import-dependent economy in the vast majority of African Nations, including Nigeria. As of February 2024, the Houthi Rebels had attacked around fifty (50) commercial shipping vessels and were advancing their attacks to Military ships around the region also (Economist Intelligence Unit, 2024). Shipper's shipping to Africa was initially optimistic when the United States and the United Kingdom announced an offensive against the Houthi Rebels in mid-December. However, the Houthi Rebels grew more sophisticated, and the US offensive did not end the issue. Statistically, 95% of Ships voyaging between Asia and Europe facilitate about 30% of shipping, including the transportation of about 12% of international cargo (Economist Intelligence Unit, 2024). Egypt is losing most among the African Countries as it is the tip of the spear in all this, closest to the location shown on the map. Egypt is right at the knife's edge, suffering from a foreign currency shortage (Economist Intelligence Unit, 2024). Similarly, Djibouti, Somalia, and Eritrea have their ports suffering reduced vessel availability and patronage with much higher freight costs and insurance premiums. The most likely reason Nigeria is not feeling the heat as much as other African Countries in the North and East of the continent is because of circumnavigation through the Cape of Good Hope, which brings safe and sound vessels into the West African ports. The Red Sea crisis is correlated to the conflict situation in the country of Yemen itself (UNSC, 2024). Once peace is restored to Yemen, the attacks on shipping vessels will be halted.

Regional de-escalation can be seen attempted through a ceasefire declared in late December 2023 when the Israeli-Hamas conflict in Gaza seemed to be at a renewed peak. Protecting the political space and

keeping communication channels open is imperative. The Special Envoy urged the United Nations Security Council (UNSC) to protect the mediation space⁴⁴ in Yemen and call for an immediate humanitarian ceasefire in Gaza to ensure regional de-escalation. In the 9548th meeting of the UNSC, the Council was, importantly, notified that a humanitarian crisis was in the offing if the international community did not provide funds to resume food distribution in Houthi-controlled areas.

By her stated objectives, the UN can fulfill her crucial duty in bringing the whole conflict to an end, especially because the Security Council is statutorily required to do something about it. However, the parochial interests of states and the alleged backing of some Middle Eastern states of the Houthi rebels muddies up the situation, leading to the individual interventions of nations with large shipping interests. Still, on the intervention of the UNSC, the Security Council Report forecast for May proposes to hold its annual debate on the protection of civilians with those billed to brief the Council (UNSC, 2024). UNSC Report submits that on 18 April 2024, Houthi leader Abdulmalik Al-Houthi, in a nationally televised speech, informed the world that attacks against maritime shipping will not stop until Israel halts its military offensive against Hamas in Gaza (UNSC, 2024). It becomes abundantly clear that the crisis is linked to the Israeli-Hamas armed conflict, which would mean an immediate resolution of the Red Sea crisis. So what is the UNSC doing about the Israel-Hamas conundrum?

UNSC members are united in supporting mediation efforts, in the same vein welcoming Houthi-Saudi talks, stressing the

⁴⁴ Ejagun, Owoche, and Odun, "Sovereign Immunity from Legal and Arbitral Proceedings and Execution against the Assets of a Sovereign State: The Evolving Paradigm."

ultimate need for an inclusive political climate in Yemen and the United Nations to resolve the conflict smoothly. On January 10, 2024, the UNSC adopted Resolution 2722, expressing the right of nations to self-defense. Under self-defense provisions of the UN Charter (1945), the U.S. and the UK have exercised that right despite Chinese and Russian criticism. On the other hand, Algeria and Mozambique abstained from the vote authorizing the self-defense of shipping vessels. Commendably, the UNSC sent the report to the General Assembly for further action, per Rule 60 of the UNSC Provisional Rules.

Conclusion

Shipping companies, as a result of the crisis, must take action, seeing that the UNSC apparatus still fails to end the crisis. They must now consider the options available in tandem with what the International legal framework allows vessel-owning, chartering, and exploration companies to do in times like this. As the crisis develops, it represents a challenging geopolitical issue with ramifications for international relations, security, and the economy. This underscores the necessity of concerted efforts to address the underlying issues and find a long-term solution. The instrumentality of the United Nations is crucial to ending the crisis. Private Companies or even public companies alone cannot end the crisis; it is beyond the level of mere speculation, and action is required outside of contractual arrangements. The US, being *primus inter pares*, has also conducted a series of separate actions to protect its maritime interests in the region. All the major players in maritime have taken steps to curb the crisis because of the dilapidating effects on international commerce. In December 2023, the US announced an international naval coalition, Operation Prosperity Guardian, to support freedom of navigation. Over 20 countries, including the UK, are participating, but only one from the

Middle East (Bahrain). The UK has also deployed three ships to the region. In February, the European Union also launched a separate defensive mission. The problem most disturbing is the uncertainty the crisis creates, so what can be done in a swift response? XENETA, a data mining freight monitoring platform, recommends that shipping companies inform their CFOs as quickly as possible and other internal stakeholders that freight costs and surcharges will be much higher than expected budgetary considerations (XENETA, 2024) put into context. Consequently, as a remedy to the uncertainty over the Red Sea crisis, air freight has become an alternative, even though air freight conveys way less cargo than ships would convey. XENETA also recommends using market data to monitor the crisis and make only data-backed decisions continually. Talking about possible remedies and responses outside of the United Nations apparatus, in the year 2020, Saudi Arabia, being the biggest and most influential player in the region, set the Council (Council of Arab and African Coastal States of the Red Sea and the Gulf of Aden, 2020) made of States in the region (House of Commons, 2024)—the coalition with Egypt, Jordan, Eritrea, Yemen, Sudan, Djibouti and Somalia. Unfortunately, the US-UK offensive and intervention show that the Council seems not to have been effective in its primary role of policing the security of the region and the Aden Gulf. Attacks on shipping vessels by the Houthi Rebels have had the impact of reducing income generally and revenue for both importing and exporting countries in the region and outside of the region. For us Africans, issues of food security and social unrest in countries around the region would persist if the crisis continues; hence, there is a need for the United Nations to intervene fully.

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