

# Securing the Safety of Navigation along the Maritime Silk Road

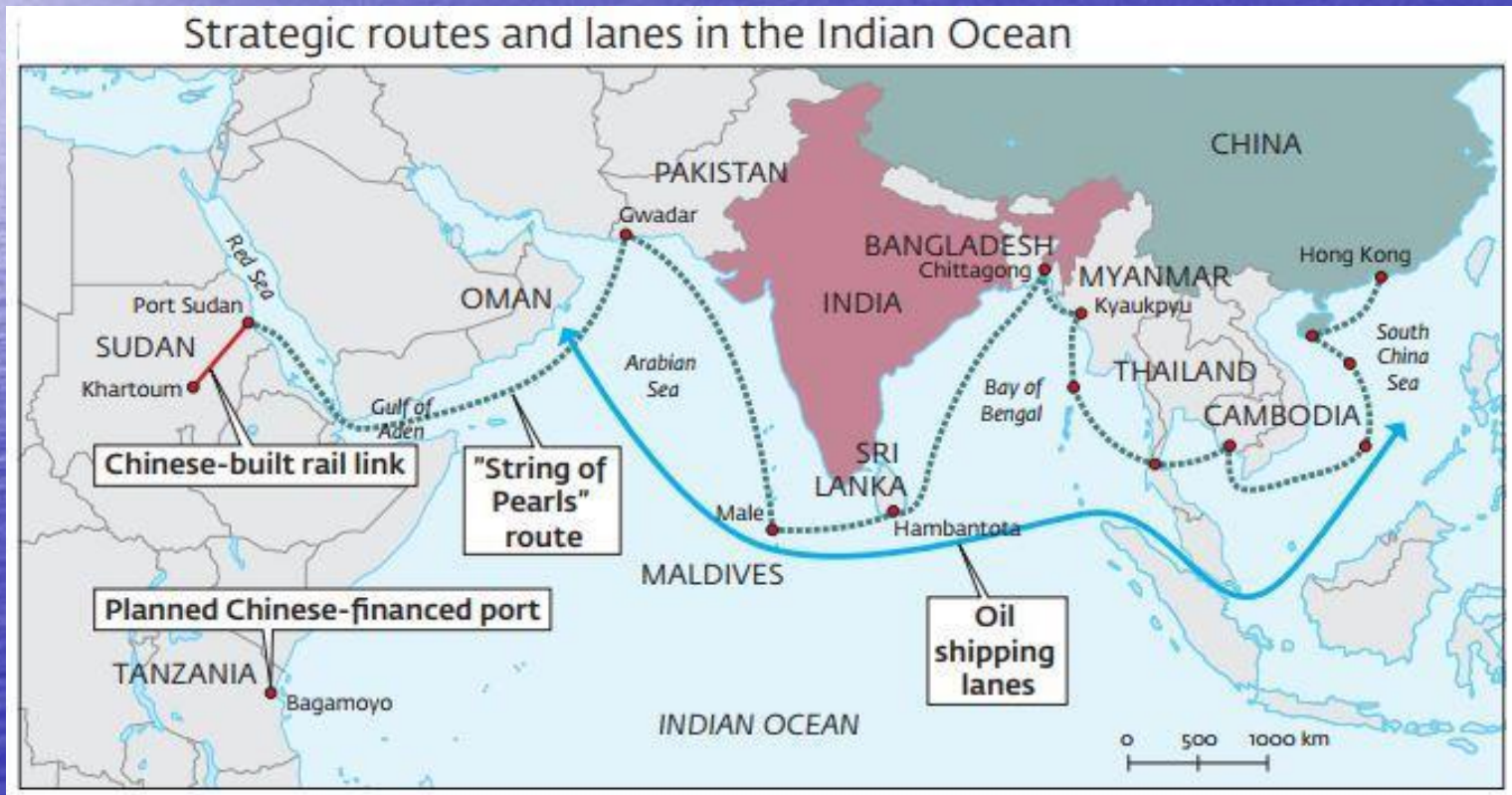
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# Introduction: Maritime Silk Road



# Introduction: Strategic Sea Lanes



# Introduction-3

- The safety of navigation still remains an issue in the sense that navigation through sea lanes such as in the South China Sea is essential for world seaborne trade and communications
- Territorial and maritime disputes would constitute a threat to the safety of navigation as well.

# Navigation in the International Context

- Freedom of navigation has been accepted as a principle of international law for centuries.
- it was first incorporated into conventional international law as late as 1958 when the four Geneva Conventions on the Law of the Sea were adopted.
- At present, the navigational rights of vessels are mainly governed by the LOSC.

# Navigation in the International Context-2

- The LOSC has made the legal arrangements for navigational rights of foreign vessels in accordance with different sea zones established under the Convention.
- The sea zones of territorial sea and EEZ are particularly related to navigational rights of foreign vessels within national jurisdiction of a coastal State.

# Navigation in the International Context-3

- the right of innocent passage
- freedom of navigation in the EEZ
- due regard

# Chinese Regulations

- Law on the Territorial Sea and the Contiguous Zone
- Law on the Exclusive Economic Zone and the Continental Shelf
- Law on Maritime Traffic Safety
- Regulations Governing Supervision and Control of Foreign Vessels
- Regulations Governing Non-Military Foreign Vessels Passing Through the Chiungchow Strait



# Chinese Regulations-2

- Foreign ships for non-military purposes enjoy the right of innocent passage through China's territorial sea
- Foreign ships used for military purposes are subject to a permission from China before entering the territorial sea
- Foreign submarines and other underwater vehicles, when passing through the territorial sea, should navigate on the surface and show their flag.

# Chinese Regulations-3

- In 1996 when ratifying the LOSC, China re-emphasised its position on innocent passage for foreign warships by stating that “the provisions of the United Nations Convention on the Law of the Sea concerning innocent passage through the territorial sea shall not prejudice the right of a coastal State to request, in accordance with its laws and regulations, a foreign State to obtain advance approval from or give prior notification to the coastal State for the passage of its warships through the territorial sea of the coastal State”.

# Chinese Regulations-4

- According to China's Law on the Exclusive Economic Zone and the Continental Shelf, foreign vessels including warships can enjoy the freedom of navigation in China's EEZ provided that they comply with the relevant Chinese laws and regulations as well as international law

# Chinese Regulations-5

- The Chinese EEZ Law provides that China should have the right to take necessary measures against violations of Chinese laws and regulations, and to investigate according to the law those who are liable, and may exercise the right of hot pursuit

# Piracy: International Instruments

- 1982 Convention on the Law of the Sea
- 1988 Convention for the Suppression of Unlawful Acts against the Safety of Maritime Navigation

# LOSC

- LOSC has established an obligation for States to cooperate in the suppression of piracy and grants States certain rights to seize pirate ships and criminals.
- Article 100 of the LOSC provides that "All States shall cooperate to the fullest possible extent in the repression of piracy on the high seas or in any other place outside the jurisdiction of any State".

# SUA Convention

- The SUA Convention applies to all maritime terrorist acts, whether private or political. The significance lies in that if terrorist acts would not be punished and suppressed under the LOS Convention, they are still under the suppression of the SUA Convention. This means that any maritime terrorist and piratical act cannot escape justice.

# *Regional Anti-Piracy Cooperation*

- **2002 Joint Declaration on Cooperation in the Field of Non-Traditional Security Issues with the Association of Southeast Asian Nations**
- **2002 Declaration on the Conduct of Parties in the South China Sea**
- **2004 Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia (ReCAAP)**



# ReCAAP

- Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia (ReCAAP)
- It was adopted on 11 November 2004 and came into force on 4 September 2006
- The Information Sharing Centre (ISC) was officially launched in Singapore in November 2007.

# ReCAAP-2

- Several characteristics:
- It is not exclusive
- It is the first specific international treaty concerning the prevention and suppression of piracy
- ISC established under the ReCAAP is a governmental international organization
- It contributes to the legal definition on piracy

# UN Security Council Resolutions

- In June 2008 the United Nations Security Council passed a resolution on combating acts of piracy and armed robbery off Somalia's coast (Resolution 1816)

# China's Position

- At a special conference sponsored by the UN in December 2008, the Chinese representative expressed China's willingness to cooperate with other countries to suppress piracy in accordance with international law and the UN Security Council resolutions.
- In January 2009 China decided to send warships overseas to the sea areas around Somalia contributing to the international efforts to crackdown on Somali piracy.

# China's Naval Task

- The task of the Chinese navy is to protect Chinese ships and crew on board as well as ships carrying humanitarian relief materials provided by international organizations including the World Food Programme, in strict compliance with the UN Security Council resolutions and international law

# Cyber Pirates?

- In 2011, Iranian supply line IRISL suffered a highly disruptive cyberattack which damaged data, caused huge financial losses and resulted in large amounts of lost cargo.
- Its servers were compromised, logistics systems crashed, and the entire fleet of 172 vessels and shore-based systems were compromised.
- False information was entered into the system compromising manifests, falsifying rates, altering delivery dates and corrupting client-vendor data.
- It caused a major business interruption.

## *General Average and Piracy: The Longchamp 2017* – Supreme Court

- “whether the daily vessel-operating expenses of shipowners incurred while they were negotiating to reduce the ransom demands of pirates should be allowed in general average – i.e. whether those expenses should be shared proportionately between all those whose property and entitlements were imperilled as a result of that seizure – or whether they must be borne by the shipowner alone.”

# Foreign Military Activities in the EEZ-1

- According to the LOSC, all the seas in the world shall be used peacefully, and any threat or use of force against the territorial integrity or political independence of any State, or in any other manner inconsistent with the principles of international law embodied in the UN Charter shall be prohibited



# Foreign Military Activities in the EEZ-2

- Freedoms in the high seas provided in Article 87 are thus applicable to the EEZ as long as they are not contrary to other provisions of the LOSC.
- According to the US, the wording freedoms “associated with the operation of ships, aircraft” implies the legality of naval maneuvers in a foreign EEZ.

# Foreign Military Activities in the EEZ-3

- Military use constitutes an internationally lawful use of the ocean?
- Military use is not prohibited since there is no such prohibition in the LOSC
- Allowing military activities under international law does not mean that they can be conducted in the EEZ without any regulation

# Foreign Military Activities in the EEZ-4

- The EEZ is different from the high seas in that it is an area under national jurisdiction.
- While military activities are allowed there, the factor of national jurisdiction must be taken into account.
- There should be some kind of check-and-balance mechanism for foreign military activities in the EEZ.

# Foreign Military Activities in the EEZ-5

- The US navy divides the ocean into two categories: national waters and international waters, for operational and mobility purposes.
- The EEZ is accordingly categorized as “international waters”.
- It is only an expression for operational purposes, thus in no way affecting the legal nature of the EEZ as a maritime zone within national jurisdiction under the LOSC.

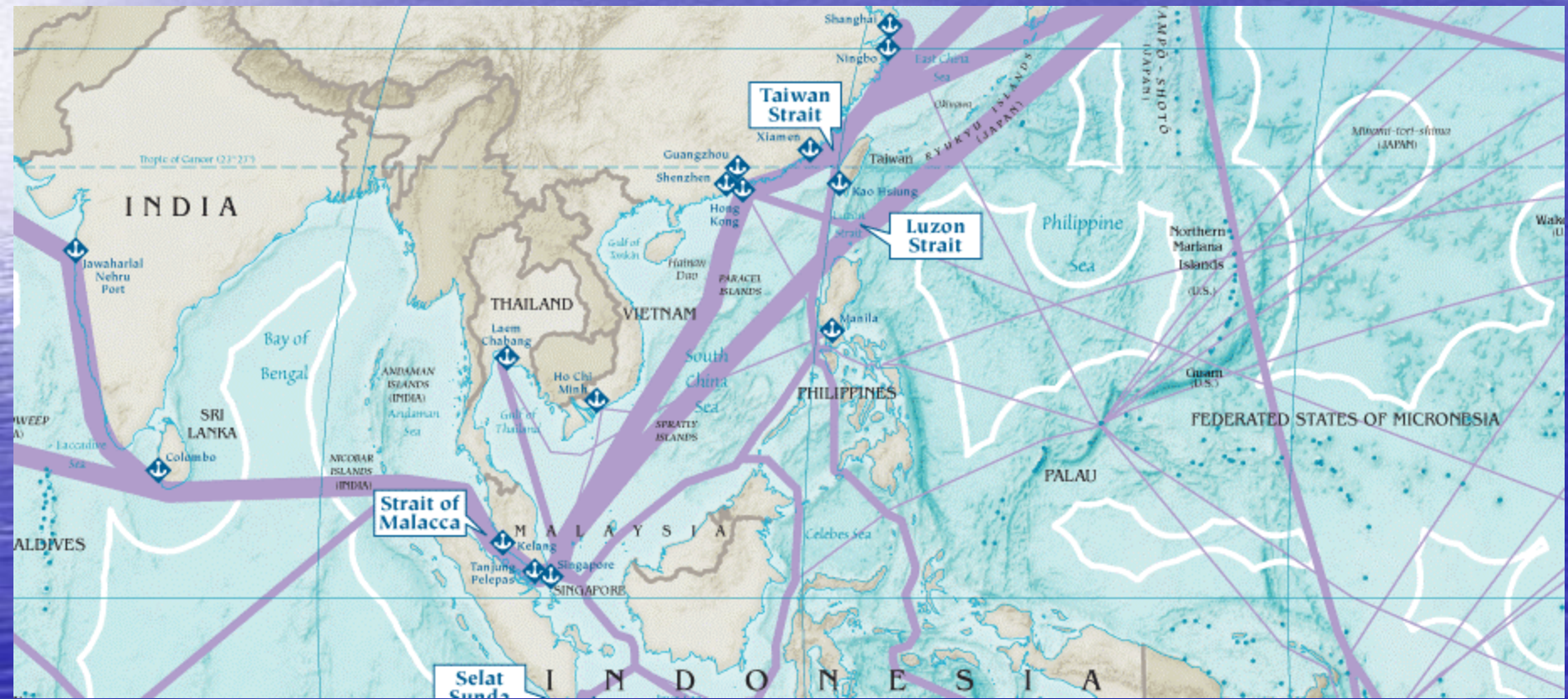
# Continuing Debate

- Military uses in the EEZ remain a controversial issue in the law of the sea
- Since it is a grey area without clear-cut legal provisions in the LOSC, states concerned should exercise the principle of due regard as well as the principles enshrined in the Charter of the United Nations.

# Recent US Military Activities in the South China Sea

- Since Donald Trump, the US naval exercises in the South China Sea have been intensified.
- By May 2018, six FONOPs had conducted including three even entering into China's territorial sea of Xisha Islands (USS Stethem, 02/07/17, USS John S. McCain, 10/08/17 and USS Chafee, 10/10/17).

# SLOCs in the South China Sea



# Threat to Sea Routes

- Two most important shipping routes in the West Pacific pass through the neighboring waters off the Xisha and Nansha Islands as well as the Huangyan Island.
- The US frequent military activities nearby these shipping routes would pose increasing risks and threat to the safety of navigation.



# Conclusion

- China and US need to work out guidelines for their naval encounters.
- The issue of military activities in the EEZ is not an issue only between China and the United States, but a concern from a good number of coastal States in Asia Pacific.

# Conclusion-2

- There should be a caution for foreign vessels navigating in and through disputed waters due to the unclear maritime boundary delimitation between countries concerned.
- If there is a tension/conflict between claiming States in the disputed areas, then the normal navigation would be unnecessarily hampered.

# Conclusion-3

- As shipping is a key element in the execution of the Maritime Silk Road initiative, the safety of navigation along the Road should be guaranteed through joint efforts between China and participating countries by working out a viable and rule-based mechanism towards the reach of common prosperity for the whole international community.