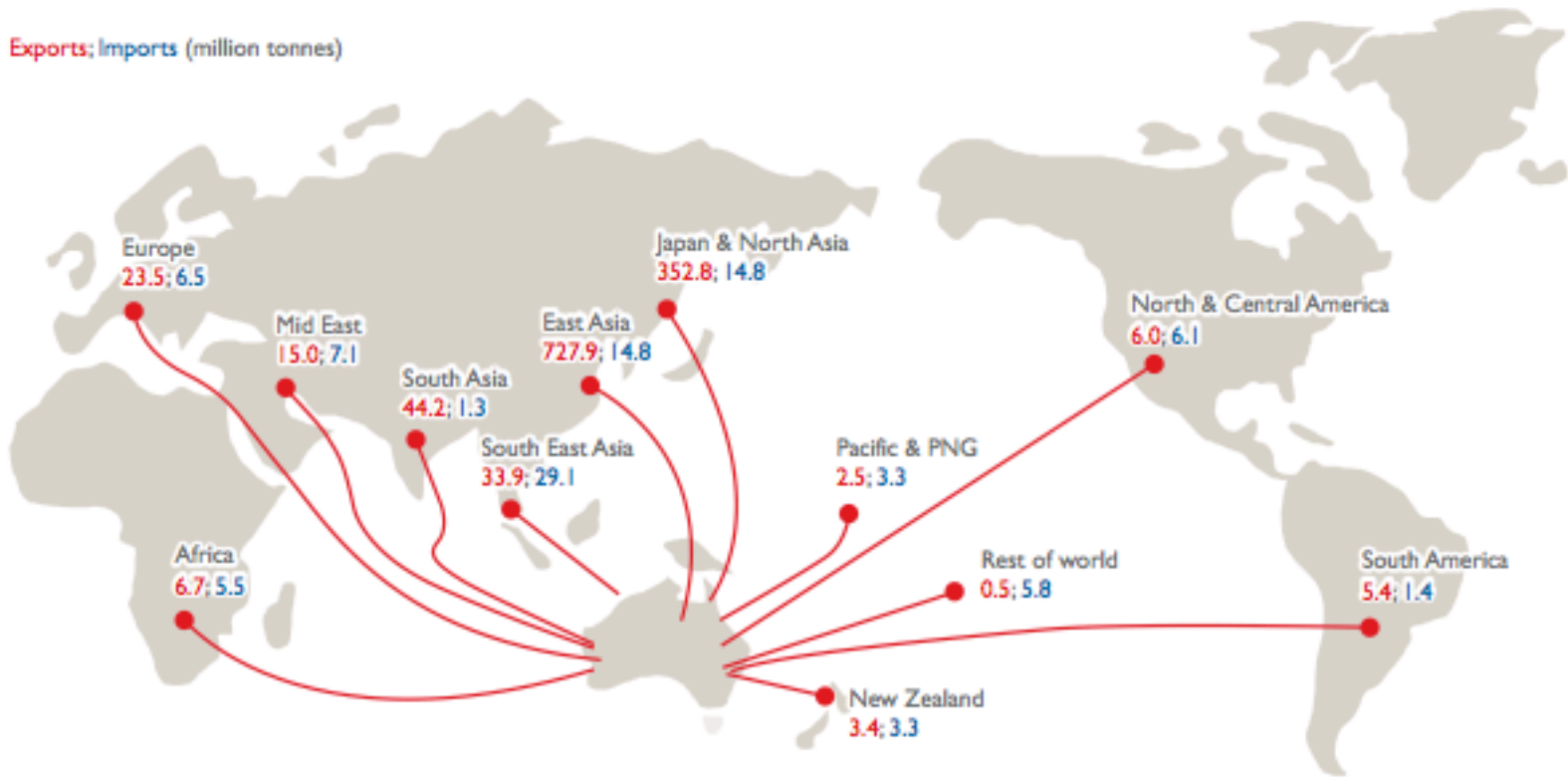


ACCESS TO SEA LINES OF COMMUNICATION

SLOCs

- **Definition:**
 - primary maritime routes between ports
 - Trade
 - logistics
 - naval forces.
 - SLOCs = strategic importance and geopolitical
 - Alfred Thayer Mahan “whosoever controls the sea, controls the land”
- **2016 White Paper**
 - **A secure, resilient Australia, with secure northern approaches and proximate sea lines of communication is Australia’s first Strategic Defence Interest .**

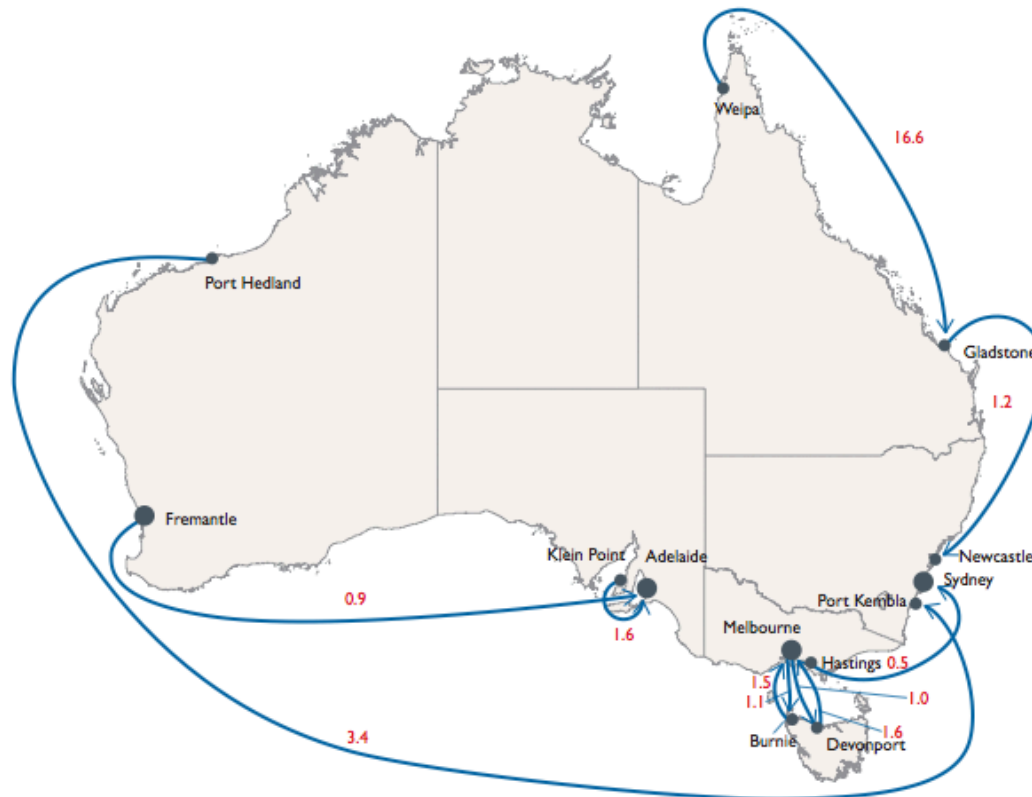
Weight of Australia's international sea freight by trading region of final destination 2013-2014



Note: "Appendix B: Trading regions and country codes" shows the country composition of trading regions.
"PNG" stands for "Papua New Guinea".

Source: ABS (2015).

Coastal freight carried on the top ten routes, 2013-2014



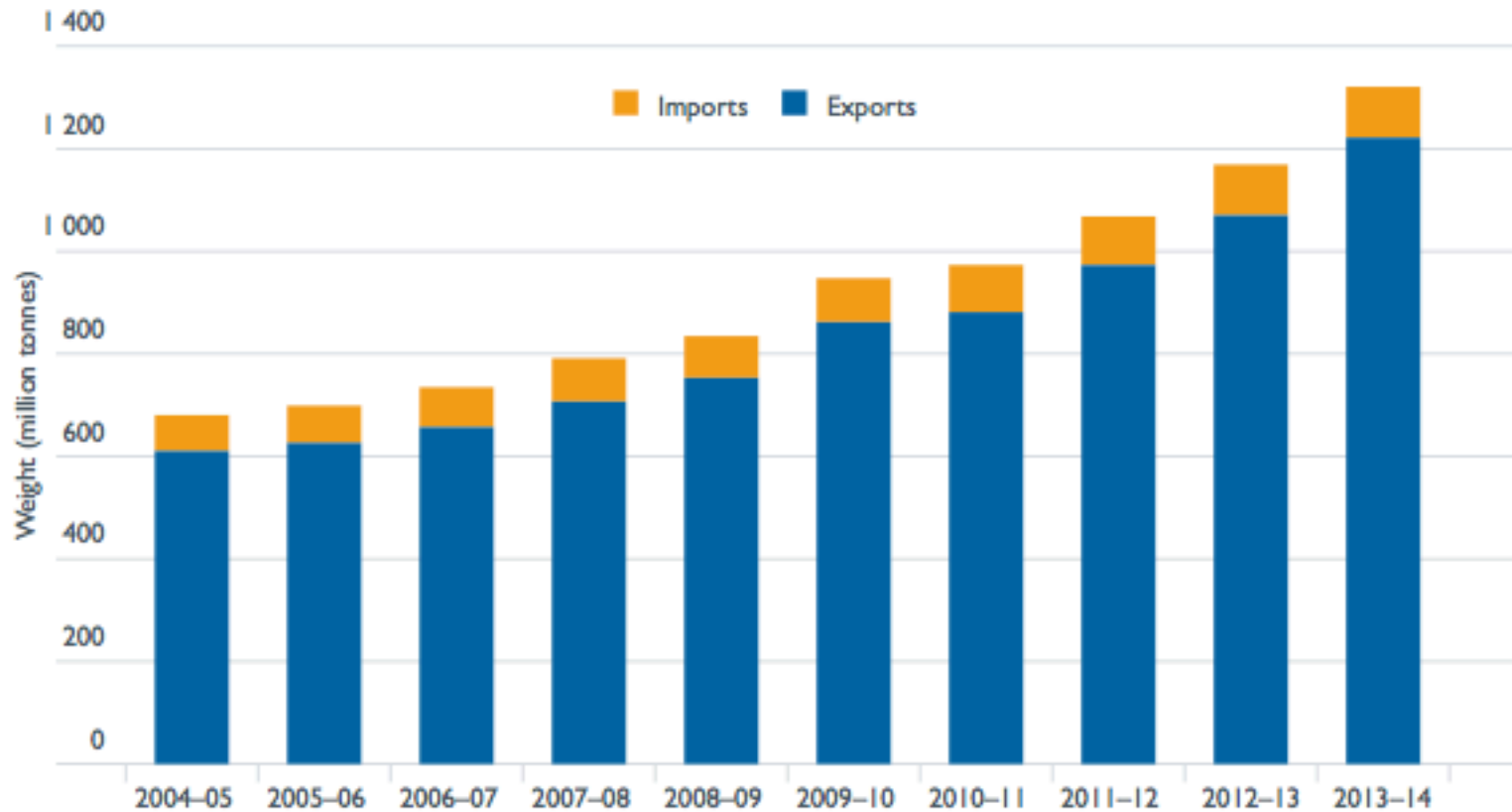
Note: The top ten routes for coastal freight flow are selected based on the summed coastal freight over the 10 years to 2013–14, though the volume illustrated in the chart is for the most recent financial year.

The statistics of some ports include data for other associated ports, terminals or facilities. The full list of ports and grouped ports/terminals/facilities is in "Appendix A: Australian ports".

Source: BITRE (2015).

<https://bitre.gov.au/>

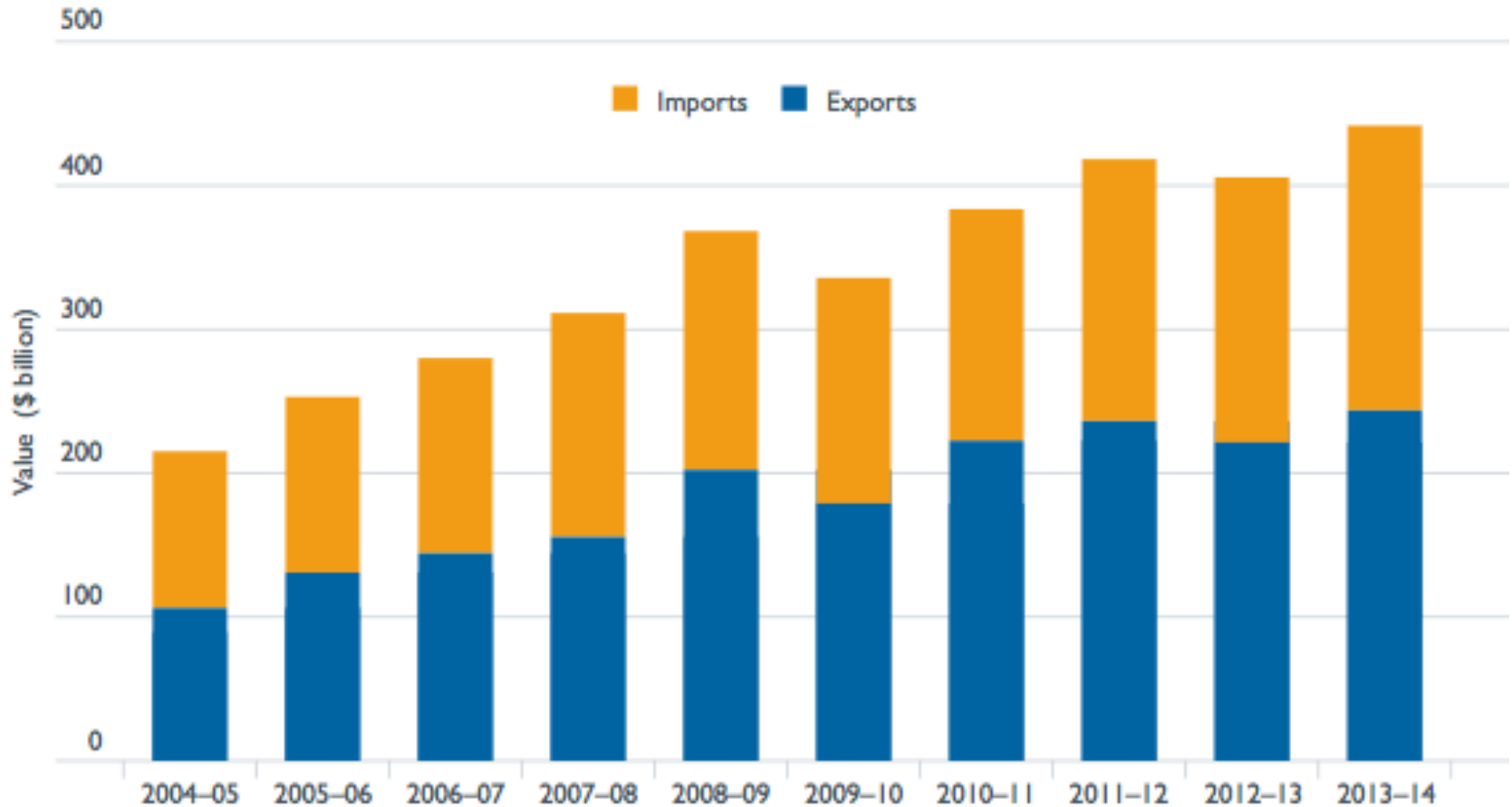
Weight of Australia's international sea freight



Source: ABS (2015).

<https://bitre.gov.au/>

Value of Australia's international sea freight



Source: ABS (2015).

<https://bitre.gov.au/>

Freedom of the seas

- Grotius "Navigation was free to all and no one country could lay claim to the seas on the basis that their navigators were the first to sail on it."
- 1982 UNCLOS (UN Convention on the Law of the Sea) came into force in 1994.
- "Counterbalancing the adoption of distended national jurisdiction toward the seas, the UNCLOS established three important regimes in securing the freedom of navigation, namely, 'innocent passage' through territorial waters, 'transit passage' through international straits, and 'archipelagic sea-lanes passage' through archipelagoes,"

2016 Defence White Paper

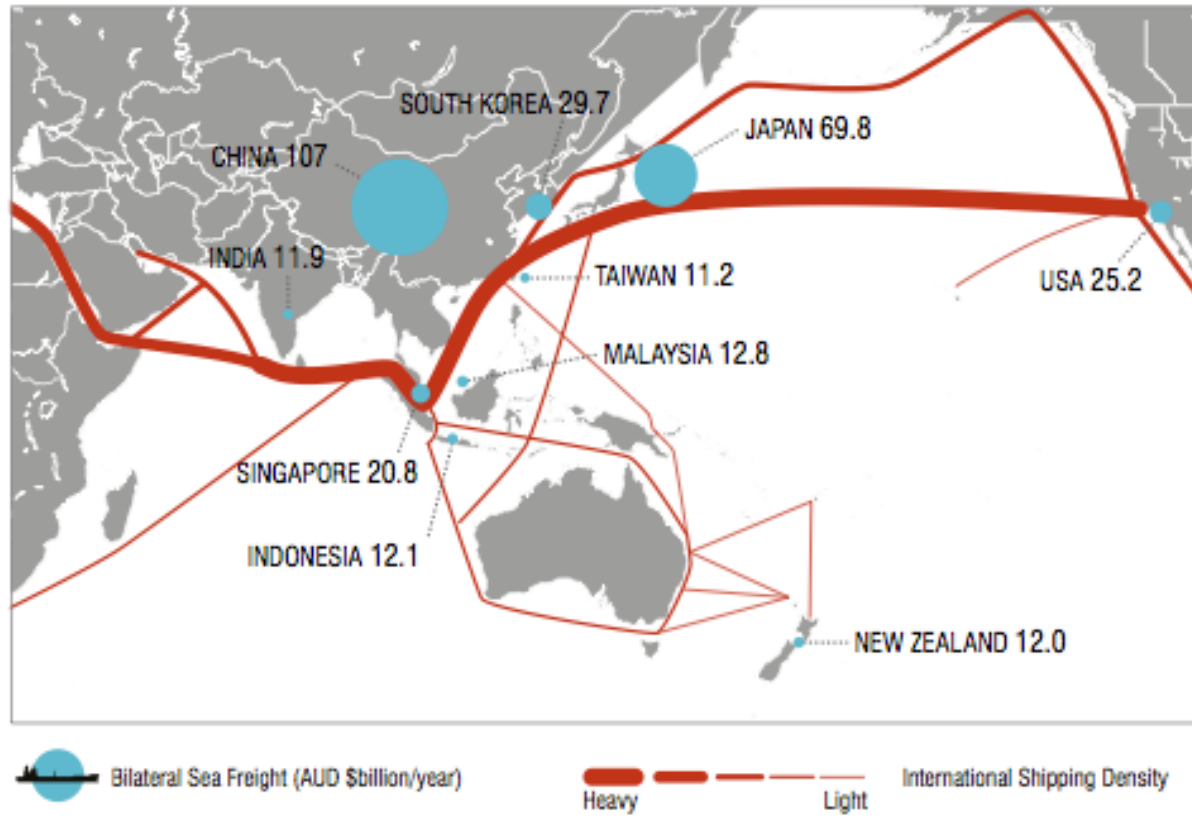


Figure 2: Sea Freight: Australia's top ten trading partners

2012 Defence White Paper

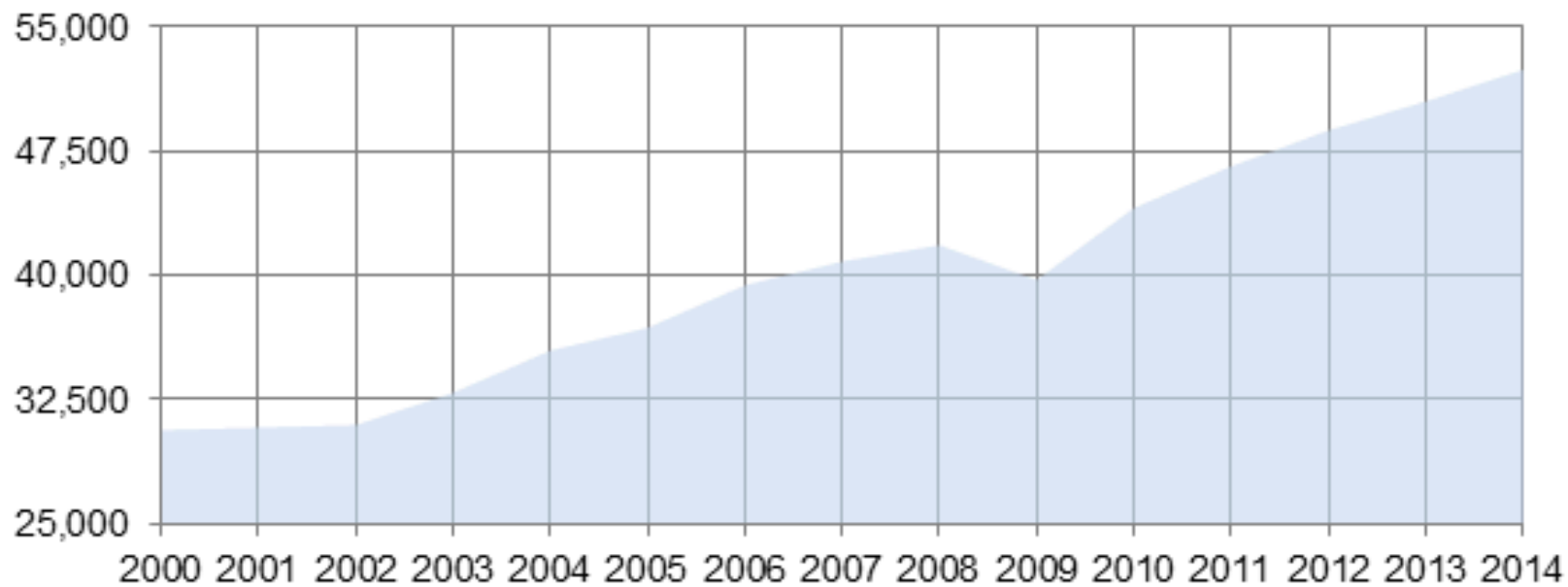
The **Indian Ocean** > the Atlantic and Pacific oceans as **busiest trade corridor**.



Malacca Strait

- potential '**choke point**'
- 50% global merchant traffic
- 80% of China's energy shipments
- 14 million barrels of oil daily
- 80% oil seaborne trade = Indian Ocean choke points

World Seaborne Trade (billion tonne-miles)

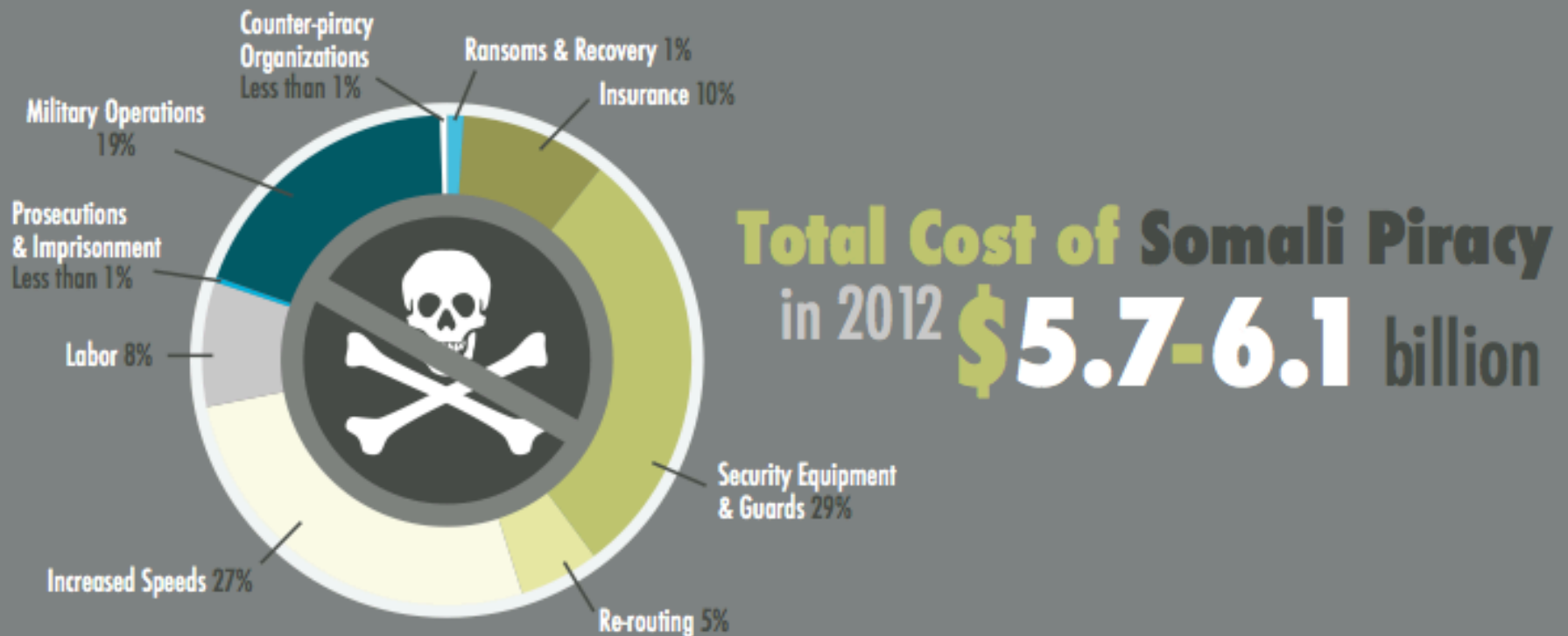


Source: UNCTAD Review of Maritime Transport, 2014

Piracy – WP mentions

- As China grows, it will continue to seek greater influence within the region . As a major power, it will be important for regional stability that China provides reassurance to its neighbours by being more transparent about its defence policies . In that regard the Government notes the publication in May 2015 of China’s Defence White Paper .
- 2 .13 China’s military modernisation means it has greater capacity to share the responsibility of supporting regional and global security . The Government welcomes China’s growing participation in United Nations peacekeeping, humanitarian assistance, disaster relief and anti-piracy operations . Australia will expand its defence relationship with China over coming years, as outlined in Chapter Five

Total Cost of Piracy 2012 (Somali example)



Territorial disputes

- unresolved disputes
 - the Korean Peninsula
 - the South China Sea
 - East China Sea
 - Sea of Japan
 - Taiwan Strait

Understanding China's strategy in SCS

- self-defence and national rejuvenation
- 'century of national humiliation'
- Westerners invaded from sea ← China X naval power.
- Peter Dutton "ring of maritime control".
- China X intelligence gathering by the US → Washington = defence of freedom of navigation.