



RESEARCH HORIZON
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THE TRIPLE CHOKEPOINT SHOCK

HORMUZ, SUEZ, AND THE BAB AL
MANDEB IN AN ERA OF
GEOPOLITICAL DISRUPTION

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RESEARCH HORIZON

The Triple Chokepoint Shock: Hormuz, Suez, and the Red Sea in an Era of Geopolitical Disruption

CSGEF Research Unit

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EXECUTIVE SUMMARY:

Three of the most important maritime routes in the world the Strait of Hormuz, the Red Sea corridor, and the Suez Canal have experienced a rare and significant "triple chokepoint shock" as a result of the confrontation between Israel and Iran that broke out in late February 2026.

Collectively, these routes support a significant portion of the world's containerized trade and energy movements. Their simultaneous disruption signifies a systemic shock to global supply chains, trade efficiency, and pricing stability in addition to a regional security crisis.

A crucial route for about one-fifth of the world's oil supply, the Strait of Hormuz has seen increased security risks, which have limited tanker traffic and increased insurance costs. Major shipping lines have been compelled to divert ships around the Cape of Good Hope due to growing attacks and instability in the Red Sea.

This has resulted in significantly longer transit times as well as higher fuel and operating expenses. One of the most significant economic routes between Asia and Europe has been undermined as a result of this diversion, which has decreased traffic volumes through the Suez Canal.



Due to the combined impact of these disruptions, freight costs have sharply increased, supply schedules have been widely delayed, and the world's commodity markets especially those for oil, gas, and necessities has become more volatile. In addition to stressing supply chain dependability for businesses that depend on just-in-time operations, these constraints are raising the danger of inflation, particularly in nations that rely heavily on imports.

Geopolitically, the triple chokepoint shock underscores the growing interdependence between regional conflicts and global economic stability. The convergence of military tensions, non-state actor threats, and strategic rivalries has amplified maritime insecurity, exposing vulnerabilities in existing trade infrastructure and governance mechanisms. If prolonged, these disruptions could accelerate structural shifts in global trade routes, energy sourcing strategies, and geopolitical alignments.

Policymakers and industry stakeholders must respond with a multi-pronged approach. Stabilising insurance systems, improving naval coordination, and guaranteeing maritime security are crucial in the near future. Strengthening strategic reserves, investing in robust logistics infrastructure, and diversifying trade routes will be crucial over the medium future. In the long run, maintaining the integrity of international commerce routes will need coordinated international governance frameworks and conflict de-escalation initiatives.

In the end, the triple chokepoint shock is a clear reminder that localised conflicts can quickly turn into worldwide economic disruptions in a time of geopolitical fragmentation. Maintaining stability in an increasingly interconnected global economy will require strengthening resilience against such systemic shocks.



Introduction

Nowadays, a small number of strategically important chokepoints transport a disproportionate amount of the world's energy supplies and containerized commodities, supporting a highly integrated network of maritime routes that underlie global trade. These include the Red Sea corridor, the Strait of Hormuz, and the Suez Canal, which together serve as a vital conduit connecting the energy-rich Gulf area with important consumption markets in Europe, Asia, and beyond (UNCTAD, 2023). This "chokepoint nexus" is essential to the global economy's operation as well as trade efficiency. By definition, maritime chokepoints are confined spaces where shipping flows are concentrated because of geographical limitations. Shorter and more economical trade routes are made possible by them, but they also introduce structural vulnerabilities. Any disruption, whether from piracy, geopolitical warfare, or state-based threats, can have a domino impact on global supply chains (Rodrigue, 2024); (Stopford, 2009)). Localized shocks have historically resulted from disturbances at specific chokepoints, such as the Suez Canal obstruction during the Ever Given incident. However, a much more serious and systemic risk is represented by the simultaneous disruption of several chokepoints (UNCTAD, 2022).

This study examines the cascading impacts of simultaneous disruptions across these three critical maritime chokepoints, analyzing the systemic vulnerabilities exposed by such an unprecedented geopolitical event. Specifically, it investigates how concurrent interruptions stemming from a hypothetical conflict between the USA, Israel, and Iran on February 28, 2026, would fundamentally alter global shipping patterns and associated cost structures (Verschuur & Hall, Systemic impacts of disruptions at maritime chokepoints, 2025). It further assesses the macroeconomic and sectoral implications of a sustained 20% reduction in seaborne oil supply, alongside identifying optimal policy interventions for supply chain resilience. Finally, the analysis elucidates how Gulf Cooperation Council states can leverage their strategic geopolitical positioning to stabilize global trade amidst profound chokepoint volatility and the resultant fragmentation of regional alliance (Laszlo, 2026).



Anatomy of Triple Shock

This study also investigates the emergence of a "dual-route equilibrium," wherein resilience takes precedence over efficiency in maritime logistics, in tandem with the fragmentation of the global maritime system into regionally controlled corridors. This theoretical approach aims to measure the economic and environmental effects of such rerouting, especially with regard to higher operating costs and greenhouse gas emissions (Sun, Abouarghoub, Demir, & Potter, 2026). This analysis explores the macroeconomic ramifications of prolonged or severe multi-chokepoint interruptions, such as inflationary pressures and possible changes in the dynamics of global trade power (Dawar & Bai, 2024).

In a period of increased geopolitical uncertainty, the study also seeks to determine the best methods for reducing these risks, assessing technology developments and policy actions that could improve the security and resilience of marine supply chains. To this end, the subsequent sections will delineate the specific mechanisms through which geopolitical conflicts, such as those involving the Middle East or the Russia–Ukraine war, translate into disruptions at these critical maritime junctures and consequently affect global economic stability and financial markets (Chi, Zheng, Chen, & Xiao, 2025). This paradigm takes into account how external geopolitical shocks, such as increased geopolitical volatility worldwide and particular tensions in the Taiwan Strait, Russia-Ukraine, and Israel-Hamas wars, have a significant impact on the maritime transportation sector and require value chain restructuring. (Yang, 2026). This involves examining how major interruptions to vital chokepoints like the Bab el-Mandeb Strait and the Suez Canal are caused by wars like the Houthi attacks on Red Sea trade routes, which were brought to light by recent events in 2023–2024. This results in rerouting via the Cape of Good Hope (Bolat, 2025). Global trade flows and shipping costs are impacted by such diversions, which, although reducing immediate hazards, greatly lengthen transit times and raise operating costs for ships sailing between Asia and Europe (Dunn & Leibovici, 2024). In an increasingly hostile global context, these real-world examples highlight the clear causal relationship between geopolitical instability and the operational viability of vital marine routes, necessitating a reevaluation of supply chain resilience tactics (Marc-Antoine Faure & Ducruet, 2025).

In order to reduce supply chain interruptions, these geopolitical tensions which are marked by conflicts and changes in economic policy introduce complex risks that call for adaptable logistics solutions (Incekara & Incekara, 2024). A thorough analysis of their cascading consequences is crucial for stakeholders since the growing frequency of these disruptions has shown the inherent weaknesses of a globally integrated maritime transport system (Shah, 2025). Over 90% of the world's vital bulk commodity commerce is carried by sea, making maritime supply chain resilience and vulnerability governance strategic priorities for the great majority of nations in the face of escalating delocalization and geopolitical crises. These vulnerabilities are made worse by the complex interactions between financial swings, geopolitical conflicts, and industrial chain links, highlighting the urgent need for an integrated framework to recognize and manage such risks (Guo, Yu, Sui, & Yang, 2026).



The Red Sea crisis, for example, shows how geopolitical tensions can cause major shipping lanes to be disrupted, necessitating rerouting to longer, alternative routes like the Cape of Good Hope. This affects the resilience and vulnerability of the transport network (Yap & Yang, 2024). In addition to lengthening travel times and using more fuel, this rerouting raises insurance premiums and operating expenses, which eventually results in higher consumer prices and fewer transactions. The direct influence of geopolitical instability on maritime security and trade patterns is further demonstrated by the notable increase in the usage of armed guards on board vessels and the overall adjustment of shipping routes towards the end of 2023 (Theo Notteboom, Haralambides, & Cullinane, 2024). These trends demonstrate the complex link between marine supply chain disruptions and geopolitical risk, which affects security paradigms, logistical effectiveness, and economic stability. The economic ramifications of such geopolitical disruptions are substantial, manifesting as increased shipping rates, longer transit times, and ultimately contributing to global inflationary pressures. Policymakers, companies, and other stakeholders engaged in international trade must comprehend how these risks affect the maritime supply chain on a regional scale. Such geopolitical upheavals have significant economic repercussions, including higher transportation costs, longer transit times, and eventually greater inflationary pressures worldwide.

Triple Chokepoint Shock

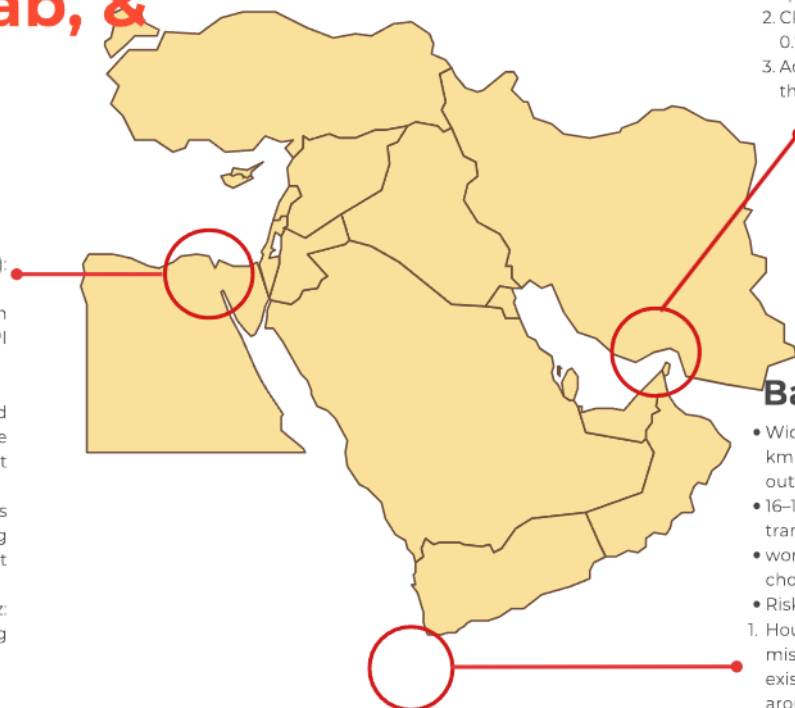
Hormouz, Bab Al Mndab, & Suze

Strait of Hormuz

- Width: 33 km at narrowest
- 20% of global oil transit daily
- Iran can threaten closure via IRGC
- Risk:
 1. Iran war/mining scenario
Impact: +\$30-50/bbl oil spike
 2. CPI pass-through: +0.4-0.7pp
 3. Activates energy shock thesis

Suze Canal

- Width: 313 m
- 20% Global oil transit dail
- Oil spike [closure scenario]: +\$30-50/bbl
- CPI Pass-Through Impact+0.4-0.7 pp CPI pass-through
- Risk scenario:
 1. Layer 1: Houthi missiles and drones force Cape rerouting — a chokepoint shock without closure.
 2. Layer 2: Iran escalates through proxies, making transit uninsurable without direct action.
 3. Layer 3: unique to Suez: traffic collapse threatening governance

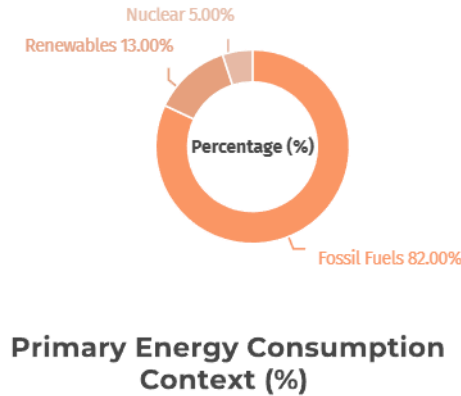
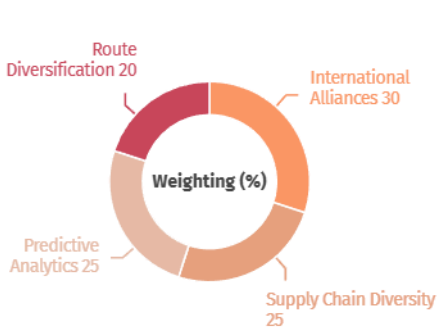


Bab Al Mandab

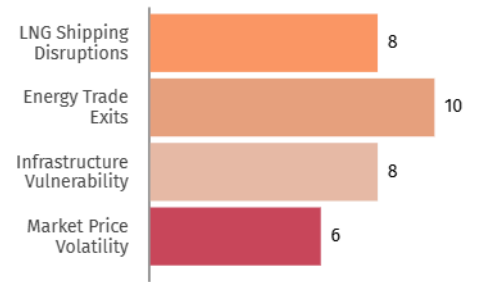
- Width: 29 km at narrowest; two 3.2 km lanes for inbound and outbound tankers.
- 16-18% of global seaborne oil trade transit daily
- world's second most critical oil chokepoint after Hormuz
- Risk:
 1. Houthis threaten closure via missiles & drones. No land bypass exists. Diversion adds 15-20 days around Africa



Integrated Security Governance & Risk Analysis: Resilience Investment Allocation (%)



Critical Geopolitical Risk Factors



Severity (1 = negligible · 5 = moderate · 10 = critical)

Source: CSGEF Research Unit

Strategic Importance of the Three Chokepoints

The Strait of Hormuz, Suez Canal, and broader Red Sea region represent some of the world's most vital maritime chokepoints, profoundly shaping global trade, energy security, and geopolitical equilibrium. These constricted sea passages are essential for conveying vast quantities of crude oil, petroleum products, and liquefied natural gas, thereby connecting primary production hubs in the Persian Gulf to principal consumer markets in Europe and North America (Puthenkalam, 2024). In aggregate, they accommodate roughly 12% of global trade and 30% of annual container traffic, affirming their indispensable function in worldwide commerce and supply networks (Riya Sultana, 2025). Nevertheless, the strategic primacy of these chokepoints is inextricably bound to their fragility. Persistent geopolitical frictions, regional strife, and security perils especially proximate to the Bab el-Mandeb Strait have rendered these maritime conduits enduring geopolitical hotspots. Interruptions along principal thoroughfares, such as the Strait of Hormuz or Suez Canal, may precipitate profound economic and logistical fallout, commonly compelling expensive diversions of international shipping around the Cape of Good Hope (Sørensen, 2023).

The Red Sea occupies a linchpin position in this interlinked framework, bridging the Mediterranean Sea to the Indian Ocean through the Suez Canal while functioning as a critical conduit for commercial and energy shipments. Its strategic weight is intensified by escalating involvement from global and regional powers, emblematic of its centrality to maritime security and geopolitical contestation (Farah, 2024). Considering their economic magnitude and geopolitical delicacy, these chokepoints warrant rigorous scrutiny.



This paper analyzes the strategic significance of the Strait of Hormuz, Suez Canal, and Red Sea, emphasizing their contributions to global energy security, susceptibility to geopolitical hazards, and the extensive consequences of prospective disruptions for international trade and stability.

Methodology

This research employs a mixed-methods framework, integrating quantitative analysis, qualitative evaluation, and scenario-based modeling, to assess the systemic ramifications of disruptions in the Strait of Hormuz, Suez Canal, and Red Sea.

The quantitative component focuses on trade flow modeling and market response estimation. Trade data from UN Comtrade is used to analyze bilateral trade patterns and shifts in global import–export volumes. Maritime data from Clarksons Shipping Intelligence complements this, which provides insights into vessel movements, freight rates, and route adjustments. In addition, energy market data from the International Energy Agency is incorporated to assess fluctuations in oil supply and pricing dynamics.

Using these datasets, freight cost elasticity is estimated to examine the responsiveness of shipping costs to disruptions in key maritime chokepoints. This involves analysing how changes in transit distance, rerouting behaviour, and risk conditions influence freight rates, thereby quantifying the economic impact of supply chain disruptions.

The qualitative dimension augments this quantitative analysis via geopolitical event mapping, expert interviews, and reviews of policy documents. Geopolitical event mapping identifies and situates major disruption events alongside conflict dynamics impacting maritime routes. Expert interviews provide expert insights into maritime security, trade resilience, and strategic risks, whereas policy document reviews assess prevailing regulatory and institutional measures addressing chokepoint vulnerabilities.

Finally, the study employs a scenario-based framework to assess future risks and policy implications. Three plausible scenarios escalation, containment, and de-escalation are developed over a 12–24 month time horizon. These scenarios are used to stress-test the resilience of global trade networks and evaluate the effectiveness of policy responses under varying levels of geopolitical instability.



Scenario Analysis: The Triple Chokepoint Shock

Escalation Scenario: Systemic Disruption and Market Shock

Under an escalation scenario, intensified geopolitical conflict would result in severe disruptions across all three maritime chokepoints, fundamentally altering global trade flows. Large-scale rerouting of maritime traffic, particularly around the Cape of Good Hope, would significantly increase transit times and operational costs (Hamed, *The Impact of the Red Sea Crisis on Global Shipping and Strategic Supply Chain Management*, 2025). This extended routing is projected to raise fuel expenditures substantially, in some cases adding up to US\$1 million per voyage, while simultaneously driving sharp increases in freight rates (Roberto Rivas Hermann N. L., 2022)

The economic impact of such disruptions would be compounded by environmental externalities. Longer shipping distances are associated with a marked rise in greenhouse gas emissions, with estimates suggesting increases of up to 46%, alongside a 51% escalation in total route-related costs (Muhyaddin Rawa, 2024). These combined pressures would contribute to rising commodity prices, higher insurance premiums, and intensified inflationary trends, thereby amplifying global economic instability (Jasper Verschuur, 2025).

Beyond immediate market effects, sustained disruption across critical chokepoints would necessitate structural adjustments in global supply chains. Firms and states may accelerate strategies such as reshoring, nearshoring, and friendshoring to reduce exposure to geopolitical risk and maritime vulnerabilities (Kevin Cullinane, 2024). In particular, energy-dependent trade flows would be subject to significant reassessment, reflecting a broader shift toward supply chain resilience in an increasingly volatile geopolitical environment (Franz, 2024).

Containment Scenario: Managed Instability and Adaptive Response

In the containment scenario, ongoing geopolitical tensions endure but are somewhat alleviated by international naval deployments and joint security protocols, permitting essential maritime chokepoints to stay functional amid sporadic interruptions. The conflict stays confined to local areas, featuring precise strikes and restrained counterstrikes, leading to slight oil price hikes and subdued market effects (Liu, 2025).

Shipping systems adapt through selective rerouting and the use of escorted transit for high-value cargo. As a result, transit times increase moderately typically in the range of 15–25% while freight costs remain elevated due to sustained risk premiums. Oil markets exhibit moderate volatility, reflecting ongoing uncertainty without triggering severe supply shocks.



Global trade volumes undergo a moderate contraction, yet resilient logistics measures encompassing inventory stockpiling, diversification of shipping routes, and adaptable procurement strategies facilitate partial recuperation. This scenario underscores the robustness of international maritime infrastructures, evidencing their aptitude to mitigate disruptions while sustaining operational continuity, albeit with compromised efficiency and augmented costs.

Evidence from past disruptions, such as the 2021 Suez Canal blockage, underscores the sensitivity of global shipping networks to chokepoint instability, with volatility in freight indices and delayed spillover effects emerging over time (Xiaoying Chi, 2025). While differing in origin, such events illustrate how even temporary constraints can amplify systemic stress within interconnected supply chains.

In summary, the containment scenario exemplifies a condition of controlled instability, wherein global trade networks persist in functionality amid sustained strain, thereby underscoring the critical role of contingency planning and adaptive capabilities in alleviating the consequences of geopolitical risks. (Kancs, 2024)

De-escalation Scenario: Gradual Stabilization and Realigned Trade Routes

The de-escalation scenario assumes a reduction in geopolitical tensions and the restoration of maritime security across key chokepoints. Under these conditions, normal transit through the Strait of Hormuz, the Suez Canal, and the Red Sea resumes, enabling the recovery of global trade flows. This restoration facilitates a decline in shipping costs and insurance premiums, subsequently stabilizing commodity prices and mitigating inflationary pressures globally. However, the long-term impacts of previous disruptions, such as the Red Sea crisis, on global liner shipping networks illustrate that full recovery can be gradual, with moderate adaptability observed even after initial shocks (César Ducruet M.-A., 2025)

The period of recovery would likely involve a recalibration of established trade routes and potentially a re-evaluation of dependencies on specific chokepoints, particularly given recent instances where major maritime arteries experienced significant transit reductions (Wei Yim Yap, 2024). For instance, analyses of daily vessel transits through the Strait of Hormuz and Bab el-Mandeb reveal that while some fluctuations occurred post-crisis, the fundamental seasonal trends in maritime traffic persisted, indicating an underlying resilience despite heightened volatility in energy market (ADB, 2023). This suggests that while short-term disruptions can create significant shocks, the underlying structural patterns of maritime trade demonstrate a degree of inertial stability, even as stakeholders reassess risk profiles and diversification strategies.

The following table develops three plausible scenarios based on current geopolitical risk modeling and historical market responses (Hamed, 2025)



| Variable | Escalation | Containment | De-escalation |
|---------------|---|--|--|
| Trade Volume | Severe Decline: 50% reduction in Suez throughput (Hamed, The Impact of the Red Sea Crisis on Global Shipping and Strategic Supply Chain Management, 2025) | Partial Decline: Transits fall to 35–40% of 2023 volumes (Roberto Rivas Hermann N. L., Arctic transshipment hub planning along the Northern Sea Route: A systematic literature review and policy implications of Arctic port infrastructure, 2022) | Recovery: Normal transit volumes restored (César Ducruet M.-A. , 2025) |
| Freight Costs | Extreme Increase: Tripling of rates on major routes (Hamed, 2025) | Moderate Increase: 124% to 282% surge in indices (Kevin Cullinane, 2024) | Normal: Reversion to historical seasonal averages (Capili, 2023) |
| Transit Time | +10–14 days: Systemic rerouting via Cape route (Hamed, 2025) | Moderate Delays: Selective rerouting for risk-sensitive vessels (Dawar & Bai, 2024; Yap & Yang, 2024) | Normal: Standard transit schedules resume |
| Rerouting | Extensive: 77% or higher route deviation rates (Bai, 2024) | Rerouting Extensive: 77% or higher route deviation rates (Bai, 2024) Selective: 74% increase in Cape routing observed (Roberto Rivas Hermann N. L., 2022) Minimal: Conventional shipping lanes used | Minimal: Conventional shipping lanes used |
| Supply Chain | Severe Disruption: Systemic \$1M/trip fuel surcharges (Roberto Rivas Hermann N. L., 2022) | Manageable Stress: Robustness of infrastructure prevents total failure (Chen, 2025) | Stabilization: Recalibration of trade routes and dependencies (César Ducruet M.-A. , 2025) |
| Oil Prices | Sharp Increases: Strategic strikes on key infrastructure (Liu, 2025) | Modest Increases: Localized military engagements (Liu, 2025) | Stabilization: Returns to fundamental demand-supply levels |



Economic and Market Implications

The wider economic and financial market ramifications of a simultaneous disruption across the Panama Canal, Suez Canal, and Turkish Straits will be critically examined in this part, with an emphasis on the effects on global GDP, inflation, and commodity prices (Ramon Key, Parrado, Delpiazzo, King, & Bosello, 2024). In reaction to such unheard-of interruptions, it will also look at the possibility of changes in trade balances as well as the development of alternate trade routes and logistics techniques. To measure the extent of these effects and distinguish between short-term shocks and long-term structural changes in the global trade architecture, a thorough econometric modeling technique will be used. Specifically, the analysis will address how the Red Sea crisis, characterized by Houthi-led disruptions, has already necessitated significant route diversions, reducing traffic in the Red Sea and Bab el-Mandeb to 35–40% of pre-crisis levels (Caparroso, 2026). This forced rerouting around the Cape of Good Hope has significantly increased voyage distances by 7,000–8,000 nautical miles and transit times by 10–14 days, thereby elevating bunker consumption, charter rates, and insurance premiums (Wang, Du, & Peng, 2024). These operational adjustments lead to an exacerbation of systemic risks within global supply chains, ultimately contributing to inflationary pressures and decreased economic output worldwide. The necessity for thorough risk assessment models that take into account geopolitical issues and their potential for simultaneous disruption across several crucial maritime chokepoints is highlighted by these compounding impacts (Verschuur & Hall, Systemic impacts of disruptions at maritime chokepoints, 2025).

The confluence of these disruptions necessitates the development of sophisticated adaptive strategies within the global shipping network to maintain fluidity and mitigate economic fallout. Furthermore, the long-term strategic implications of such widespread chokepoint blockages include a potential re-evaluation of global manufacturing and sourcing strategies, with an increased emphasis on regionalization and near-shoring to enhance supply chain resilience (Hermann, Lin, Lebel, & Kovalenko, 2022). These strategies aim to reduce dependence on vulnerable global maritime routes and to buffer against geopolitical and environmental uncertainties. This shift could fundamentally alter established trade relationships and foster new patterns of economic integration, potentially leading to a more fragmented yet resilient global economy (Zhyvko, 2024). In the first quarter of 2024, there was a 50% decrease in container throughput in the Suez Canal due to the significant rerouting required by recent geopolitical events like the Red Sea crisis. This resulted in a tripling of freight rates on Asia-Europe routes and an average delay of 10–14 days per shipment (Hamed, The Impact of the Red Sea Crisis on Global Shipping and Strategic Supply Chain Management, 2025). This amplifies the exigency for a robust analytical framework capable of quantifying the cascading economic effects of simultaneous disruptions across these critical maritime passages, including their impact on global trade flows and macroeconomic stability (Simon, 2025)



Sectoral Implications

This section will delve into the specific impacts of such disruptions on key economic sectors, including manufacturing, energy, and agriculture, considering their varied dependencies on global supply chains and maritime transport. For instance, the energy sector is particularly vulnerable, as approximately 80% of global trade volume and 50% of its value relies on maritime transport, with a significant portion transiting through vulnerable chokepoints (Verschuur & Hall, Systemic impacts of disruptions at maritime chokepoints, 2025).

The susceptibility of these chokepoints to geopolitical tensions and natural disasters therefore poses substantial risks to the global energy supply chain and, consequently, to international economic stability. For example, the blockage of the Suez Canal in 2021 and the reduction in shipping through the Bosphorus Strait since 2022 demonstrate how chokepoint closures can significantly alter global trade flows and impact economic security (Pratson, 2023). Furthermore, recent global events, such as the Suez Canal blockage, the COVID-19 pandemic, and the Ukraine-Russia war, have highlighted the significant impact of geopolitical and maritime risks on global value chains and the urgent need for comprehensive risk assessments. These assessments are crucial for stakeholders throughout the supply chain and must incorporate the multifaceted challenges posed by intertwined geopolitical, maritime, and climatic factors to accurately model potential disruptions and their resultant economic losses. Such analyses would facilitate the development of proactive mitigation strategies and adaptive operational frameworks to safeguard economic resilience against an increasingly volatile geopolitical and environmental landscape.

A comprehensive understanding of these interconnected risks is essential for formulating robust policies and investment strategies aimed at enhancing the security and resilience of international trade routes. This necessitates an exploration into the systemic vulnerabilities of these chokepoints, given that around 21% of global petroleum consumption transits through the Strait of Hormuz alone, underscoring their critical role in the global energy supply. The disruption of such vital chokepoints could also expose oil tankers to heightened risks of piracy, terrorist activities, and other forms of political instability, alongside the potential for catastrophic shipping accidents (Amanfo & Puthenkalam, 2024). These vulnerabilities underscore the strategic imperative for diversifying energy supply routes, as exemplified by the Middle Corridor's role in enhancing the EU's energy security and reducing reliance on singular, high-risk pathways. The dependence on a limited number of critical maritime passages for energy distribution creates systemic vulnerabilities, exemplified by the significant portion of energy products, approximately 36%, traversing maritime supply chains (Jamasb, 2024). This dependency is further complicated by geopolitical events, such as sanctions on oil-producing nations and incidents involving tanker attacks, which introduce additional volatility and elevate concerns regarding oil supply disruptions.



Geopolitical Implications

The geopolitical landscape, characterized by increasing regional tensions and trade disputes, profoundly influences the security and operational efficiency of global maritime chokepoints. This complexity is exacerbated by the emergence of new maritime routes, such as the Arctic passages, driven by climate change, which introduce novel geopolitical considerations and potential shifts in maritime power dynamics. The strategic importance of these chokepoints is amplified by their role in facilitating the vast majority of global trade, with over three-quarters of global maritime trade volume traversing these critical sea lanes (Soman & Balasubramanian, 2025). Moreover, the interplay between geopolitical rivalries and energy security concerns often leads to an increase in less energy-efficient maritime routes, thereby augmenting annual fuel demands and exacerbating climate mitigation challenges.

This necessitates a nuanced understanding of how geopolitical strategies, such as naval deployments and bilateral agreements, can both secure and destabilize these vital arteries of global commerce. For instance, China's substantial investments in foreign ports, including those managing terminals around the world's most critical straits, underscore a strategy to project its maritime power and secure crucial trade pathways, raising significant security concerns for nations like the United States (Edwards, Szyliowicz, Goodrich, Medigovich, & Lange, 2021). Such strategic maneuvers by major global powers emphasize the critical need for a multilateral framework to ensure the unimpeded flow of maritime trade through these geopolitically sensitive chokepoints. These investments highlight the intricate connection between geopolitical ambitions and the control of maritime infrastructure, thereby influencing global trade patterns and regional stability. The intricate relationship between geopolitical factors and energy infrastructure further impacts global energy supply chains, positioning certain nations as pivotal actors in the international energy market. This is particularly evident in the context of resource nationalism, where countries assert control over energy reserves to protect national interests, thereby influencing global energy security dynamics (Ibekwe, et al., 2024). Such strategic actions often intersect with broader international relations, where trade agreements, particularly in the LNG sector, are leveraged to forge geopolitical alliances and secure energy interests.

The global energy landscape, particularly concerning LNG, is undergoing rapid evolution, influenced by geopolitical events such as the Red Sea crisis, which has altered port criticality and highlighted the vulnerability of shipping networks. This underscores the necessity of analyzing the structural transformations and susceptibilities of the LNG shipping network amidst significant geopolitical disruptions. The pronounced sensitivity of LNG charter rates to geopolitical risk further emphasizes the precarious nature of this trade, necessitating strategic planning to mitigate potential cost escalations and supply chain interruptions. Furthermore, the adaptability of LNG infrastructure, including the capability to reroute shipments and leverage alternative supply sources, becomes crucial in mitigating such disruptions.



Policy Recommendations

The policy recommendations based on *The Triple Chokepoint Shock: Hormuz, Suez, and the Red Sea in an Era of Geopolitical Disruption*. To address the systemic vulnerability exposed by simultaneous disruptions in Hormuz, Suez, and the Red Sea, policy responses must shift from reactive crisis management to structured resilience-building across three priority domains:

1. Immediate Maritime Security Coordination

States with strategic interests in these chokepoints should institutionalize joint naval patrols and convoy mechanisms, particularly in high-risk corridors such as the Red Sea. Existing ad hoc coalitions must be formalized into standing multilateral security arrangements with clear rules of engagement and burden-sharing mechanisms.

2. Strategic Diversification of Trade and Energy Flows

Overreliance on a narrow set of maritime passages must be reduced through:

- Expansion of alternative shipping corridors (e.g., Cape of Good Hope routing capacity)
- Investment in overland and multimodal logistics networks
- Decentralization of energy infrastructure, including regional storage and diversified sourcing

This reduces systemic exposure to synchronized chokepoint failures and limits cascading supply chain disruptions.

3. Integrated Risk Monitoring and Early Warning Systems

Governments and industry actors should co-develop real-time maritime risk intelligence platforms combining:

- Satellite surveillance
- AIS shipping data
- AI-driven disruption forecasting

These systems must be embedded in cross-national information-sharing agreements to ensure rapid dissemination of threat assessments.

4. A formal multilateral maritime contingency protocol should be established to coordinate responses to chokepoint closures, including:

- Pre-negotiated rerouting agreements
- Emergency fuel and cargo prioritization mechanisms
- Standardized insurance and liability frameworks

This would significantly reduce response time and economic uncertainty during disruptions.

5. Legal and Institutional Reinforcement of Freedom of Navigation

States must strengthen commitment to freedom of navigation principles through updated international agreements that address hybrid threats, including non-state actors and asymmetric maritime warfare.



Conclusions

In light of the growing complexity, this study promotes a multifaceted policy framework that addresses common maritime security issues by bolstering international alliances and encouraging multilateral cooperation (Akhter, 2023). In order to reduce susceptibilities to geopolitical shocks, this framework should also include the creation of robust energy infrastructure and supply chain diversity, especially because fossil fuels still make up a sizable amount of the world's primary energy consumption (Amanfo & Puthenkalam, 2024). Furthermore, enacting laws that promote energy conservation and efficiency as well as funding research and development for renewable energy technology can strengthen energy security and reduce geopolitical threats. These measures are critical for navigating the intricate interplay between energy markets and geopolitical risks, ensuring stable trade flows and bolstering economic resilience. The imperative for robust geopolitical risk assessment capabilities is paramount for stakeholders across the energy sector, particularly within the dynamic LNG market, to anticipate and proactively mitigate potential disruptions to supply chains and infrastructure. Such assessments must consider the complex interplay of factors, including the potential for geopolitical events to impact the cost and stability of the LNG market, as well as the inherent vulnerabilities within the LNG shipping network itself. Understanding how geopolitical tensions directly affect international shipping and energy markets is part of this analytical imperative, which calls on governments and corporations to improve their ability to identify geopolitical risk (Ren, 2024). This involves developing sophisticated models to forecast potential disruptions and their cascading effects across interconnected global supply chains.

In order to improve resilience against geopolitical volatility and guarantee the stability of international trade, such proactive actions are essential when combined with strategic diversification of trade routes and significant investment in alternative transportation infrastructure. To handle the complex issues, a thorough security governance system for marine energy corridors that includes risk detection, prediction, management, reaction, and communication is crucial. According to studies showing that geopolitical risk is a major cause of energy trade exits, this strategy is essential for protecting the global energy system from disruptions. Furthermore, to guarantee resilience against unanticipated geopolitical obstacles, policymakers must incorporate risk management and backup plans into energy strategy. Furthermore, the efficacy of these governance processes can be greatly increased by integrating technological advancements like sophisticated monitoring systems and predictive analytics.



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