THE WOLF OF THE RED SEA 紅海の人狼

～ Hybrid Maritime Governance in Times of Crisis ～
～ 安全保障危機におけるハイブリッドな海洋秩序～

How do geopolitical insecurities alter the ratio of public and private authority in strategic maritime trade?
戦略的海上貿易における民間と公的の効力割合のバランスは 地政学的安全保障にどのように影響されるだろうか？



INTRODUCTION

Oct 2023 ---------- Israel-Hamas war
Nov 2023 -------- Houthis maritime attacks
Mar 2026 ---------- Hormuz Strait closure

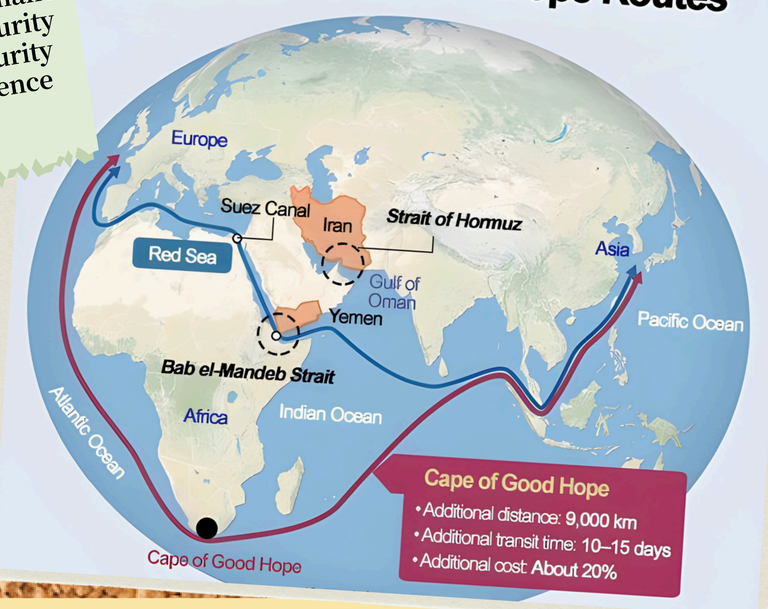
Public sovereign authority can no longer independently secure these global supply chains; a critical gap where private actors fill new roles.

Major Trade Chokepoints:
Bab el-Mandab Strait (Red Sea)
Strait of Hormuz (Gulf of Oman)

KEYWORDS

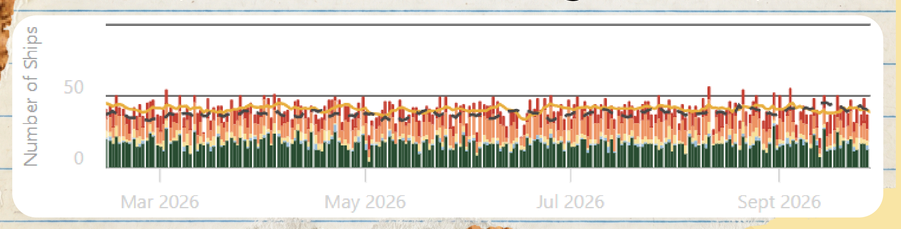
- Hybrid Governance
- Maritime Security
- Regional Security
- Interdependence
- NSAGs

Comparison of Asia–Europe Routes

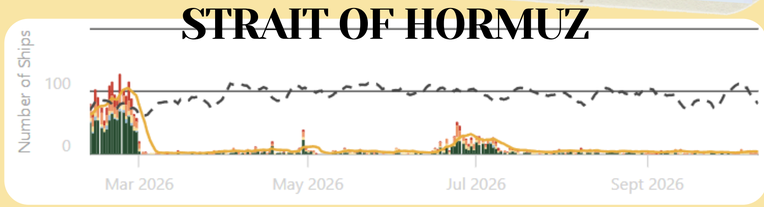


SUEZ CANAL VIA RED SEA

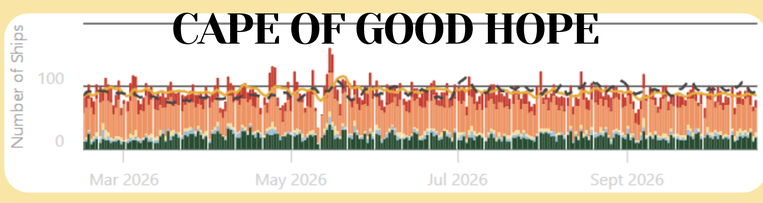
(International Monetary Fund, n.d.)



STRAIT OF HORMUZ



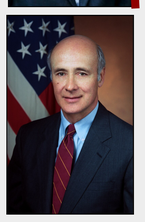
CAPE OF GOOD HOPE



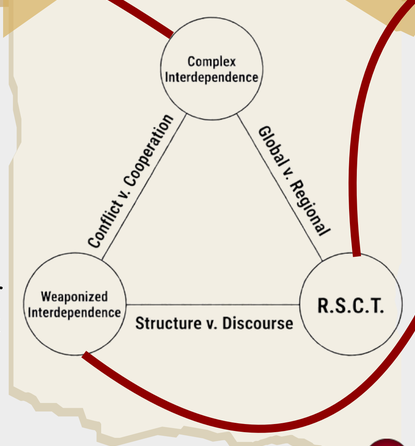
THEORIES



Robert Keohane
- 1977 "Power and Interdependence"
- Force too costly
- Inst. cooperation



Joseph S. Nye, Jr.
- Soft power author
- Global issues lack strict hierarchy
- Political leverage





Henry Farrell
- Hub + spoke
- Globalization = covert state tools
- Chokepoint effect



Abraham Newman
- Domestic regulation as int'l coercion
- Struct. state power
- Panopticon effect

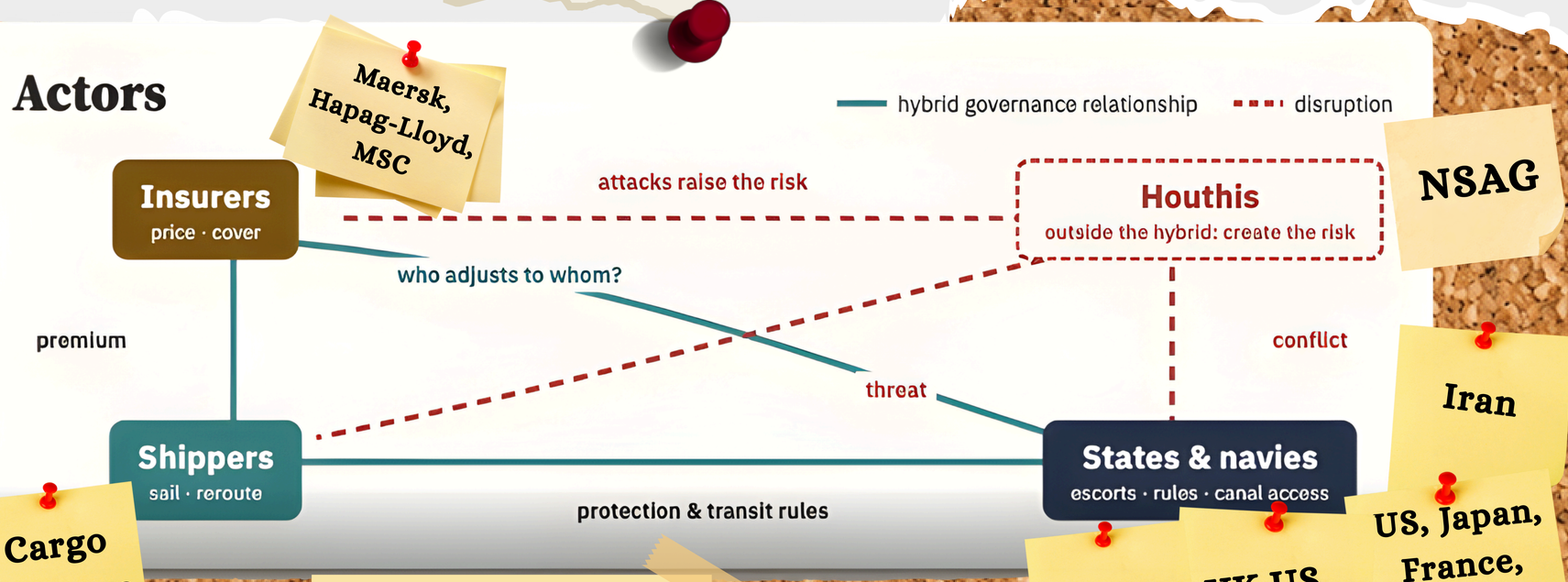


Barry Buzan
- Creator of R.S.C.T.
- Interdependence based on geography
- Resource = existence



Ole Wæver
- Copenhagen School
- Security = Construct
- Threats lock state actors in dilemmas

Actors



CONCLUSION
No alphas?

In times of geopolitical security, governing baselines shift gradually towards hybrid governance as state authorities lose monopolistic status and authority.
Non-state threats ↑ Non-state governance ↑



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