Global Maritime Chokepoints and Strategic Resilience: A Comparative Study of Trade and Security Dynamics (Malacca, Hormuz, Suez, and Bosphorus)

BEN ALI Miloud [1], MEKHNANE Okba [2]

[1] University of Ghardaia, Algeria .Laboratory of Applied Studies in Financial and Accounting Sciences (EASFC), benali.miloud@univ-ghardaia.edu.dz

[2] University of Ghardaia, Algeria.Laboratory of Applied Studies in Financial and Accounting Sciences (EASFC), mekhnane.okba@univ-ghardaia.edu.dz

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Abstract:

This study examines the strategic and economic significance of four critical maritime chokepoints: the Bosphorus, Hormuz, Suez, and Malacca, during the 2020-2025 period. It analyzes how security and navigational disruptions within these corridors impact the resilience of global supply chains, energy, and food security. Using a comparative analytical methodology, the research demonstrates that global reliance on these straits has intensified despite escalating geopolitical risks. Findings indicate that alternative routes, such as the Cape of Good Hope or overland corridors, function merely as high-cost emergency measures rather than sustainable substitutes. Furthermore, the study identifies a structural "domino effect," where maritime instability directly triggers global consumer price inflation.

The paper concludes that current legal frameworks, notably UNCLOS, require urgent updates to address the increasing militarization of straits. Recommendations emphasize the necessity of transitioning from reactive crisis management to proactive resilience through investments in digital early-warning systems and international cooperation to safeguard global trade.

Keywords: Maritime Chokepoints; Global Supply Chains; Strait of Hormuz; Bosphorus Strait; Suez Canal; Strait of Malacca; Economic Geopolitics.

Jel Classification Codes: F13, F51, L91, Q34, R41

Corresponding author**: MEKHNANE Okba,* University of Ghardaia, ***e-mail: mekhnane.okba@univ-ghardaia.edu.dz

1. INTRODUCTION

International maritime corridors, recognized as "Maritime Chokepoints," are pivotal to the architecture of global trade, as they facilitate the flow of vast quantities of energy supplies, foodstuffs, and manufactured goods. Amidst major geopolitical shifts, these corridors have evolved beyond mere logistical routes designed to minimize costs and sailing time; they have become instruments of strategic conflict. Any disruption in straits such as **Hormuz, the Bosphorus, or Malacca**, or in vital facilities like the **Suez Canal**, results in immediate imbalances in global supply chains, sharp increases in inflation rates, and surges in maritime insurance premiums. This study aims to analyze the dynamics of trade and security within these four chokepoints, with a particular focus on the resilience of the global economy in the face of contemporary threats.

The research problem lies in the increasing challenges facing the freedom of international navigation amidst escalating security. While the world relies on these four corridors as indispensable lifelines, recent events have demonstrated that global supply chains suffer from "structural vulnerability." The core problem can be synthesized into the following primary question: *"***To what extent do geopolitical and navigational risks associated with the four strategic chokepoints affect the resilience of international trade, and how can a balance be struck between the national sovereignty of coastal states and the guaranteed security of global commodity flows?"**

The study adopts the following hypotheses for testing:

Hypothesis 1: There is a positive correlation between security tensions in the Strait of Hormuz and changes in global energy security, as alternative land routes and pipeline networks are still limited in their ability to fully substitute this strategic corridor.

Hypothesis 2: The Bosphorus Strait plays a critical role as a "safety valve" for global food security; any utilization of the Montreux Convention to restrict navigation results in immediate inflationary effects on grain markets.

Hypothesis 3: Digitalization and regional security cooperation in the Strait of Malacca enhance the ability of states to reduce piracy incidents, providing a replicable model for other straits.

Hypothesis 4: Accidental blockages in the Suez Canal expose the economic and temporal infeasibility of long-distance shipping alternatives, such as the Cape of Good Hope route.

The study employs a comparative descriptive methodology, implemented use a descriptive Approach to characterize the geographical status and legal framework governing each strait. In addition, Analytical Approach to examine contemporary data regarding trade flows and tanker movements for the period 2020–2025.The Comparative Case Study Method To differentiate between various risk profiles, categorized as: security risks (Hormuz), navigational risks (Bosphorus), technical risks (Suez), and criminal risks (Malacca). This study adopts a purposive sample of major maritime chokepoints selected for their strategic relevance to key sectors of the global economy. The Strait of Hormuz represents the global energy sector; the Bosphorus Strait reflects food security; the Strait of Malacca and Singapore illustrates global manufacturing networks and East–West trade flows; while the Suez Canal serves as a central logistical corridor for maritime transportation between Asia and Europe. The study aims to assess the contemporary geo-economic significance of the four pivotal chokepoints in the wake of post-2022 global crises, while identifying critical legal gaps within the UNCLOS framework concerning navigational protection in conflict zones. Furthermore, it seeks to analyze the financial and temporal repercussions of maritime disruptions on the end consumer and propose a forward-looking vision integrating technological and political solutions to bolster the strategic resilience of global maritime corridors.

2. LITERATURE REVIEW

In recent years, "Maritime Chokepoints" have garnered increasing scholarly attention due to a succession of global crises. Previous literature can be categorized into three primary research orientations:

The study by Strating and Center (2020) focused on challenges facing the rules-based order in Asian straits, asserting that sovereign disputes in Malacca and the South China Sea threaten freedom of navigation and compel regional states to adopt complex defensive strategies. Similarly, Østhagen (2020) investigated the origins of maritime boundary disputes and their impact on waterway stability, noting that the absence of clear maritime delimitation exacerbates military tensions in straits such as Hormuz and the Bosphorus.

A significant recent contribution by Christoloukas (2023) examined legal challenges in the Mediterranean and Turkish Straits, analyzing the disparities between UNCLOS and the Montreux Convention and their subsequent impact on the coastal states' ability to control passage during crises. Furthermore, De la Rue et al. (2022) reviewed the legal and environmental aspects of shipping, illustrating how international environmental regulations in narrow chokepoints (like the Bosphorus and Malacca) impose additional operational costs on global shipping firms.

Cosar and Thomas (2021) analyzed the trade geopolitics of Southeast Asia, demonstrating that over-reliance on the Strait of Malacca renders Asian economies vulnerable to external shocks. Conversely, Alqurashi et al. (2022) focused on the technical dimension, researching the role of modern communication technologies and digitalization in securing navigation and mitigating piracy and collision risks in congested corridors. Regarding future shipping trends, Gunnarsson (2021) discussed how Arctic ice melt might create alternative routes, potentially reducing dependence on the Suez Canal and the Strait of Malacca in the long term. Finally, post-2021 studies, particularly those concerning the Ever Given incident, have provided extensive insights into "Supply Chain Fragility," indicating that the global economy cannot sustain a closure of any of the four major chokepoints for more than a week without a collapse in supply pricing structures (Xiao, 2021).

3. Theoretical And Legal Framework

2.1. International Legal Framework: A Comparative Analysis of UNCLOS and the Montreux Convention

The legal regulations governing international straits constitute the cornerstone of global supply chain stability. However, this framework is not uniform; it is divided between modern general rules and specific historical legal regimes. The United Nations Convention on the Law of the Sea (UNCLOS 1982) serves as the overarching framework regulating most international navigational corridors (Østhagen, 2020).

2.2. The Regime of "Transit Passage" under UNCLOS 1982

The right of "Transit Passage" represents the legal equilibrium between the sovereignty of coastal states and the international community's need for freedom of navigation. This regime primarily applies to the Straits of Hormuz and Malacca, where coastal states are prohibited from suspending or impeding navigation (Strating & Center, 2020). Under this system, vessels enjoy the right of continuous and expeditious transit without discrimination, provided they comply with safety regulations and marine pollution prevention standards (De la Rue et al., 2022).

2.3. The Special Regime of the Bosphorus Strait (Montreux Convention 1936)

In contrast to general rules, the Bosphorus and Dardanelles Straits are subject to the Montreux Convention, which grants Turkey broader sovereign powers. This exception is protected under Article (35/c) of UNCLOS, which recognizes long-standing legal regimes for specific straits (Christoloukas, 2023). The importance of this system lies in the authority granted to the coastal state to regulate the passage of ships, which indirectly affects the operational environment for commercial shipping within the Black Sea basin (Gunnarsson, 2021).

2.4. Comparative Implications for Shipping Risks

The disparity between these two regimes leads to a divergence in "Legal Risks." While vessels in the Malacca and Hormuz straits encounter security threats (Alqurashi et al., 2022), vessels in the Bosphorus face risks

linked to geopolitical shifts and the interpretation of historical treaties (Christoloukas, 2023).

3. Analytical Study :

This study is based on a profound geopolitical and economic analysis aimed at assessing the resilience of major maritime chokepoints amidst current global crises between 2020 and 2025. It seeks to deconstruct the "domino effect" resulting from the disruption of these corridors, while providing a forward-looking vision to enhance international trade security through digital solutions and the development of legal frameworks.

3.1. The Bosphorus and Dardanelles Straits: The Food Security Safety Valve

The "Turkish Straits" (the Bosphorus and the Dardanelles) represent the sole maritime artery for the Black Sea littoral states, facilitating the flow of a massive share of essential commodities to global markets.

3.1.1. Navigational Significance for Black Sea-Mediterranean Connectivity

The Bosphorus Strait serves as a mandatory transit point connecting the economies of Russia, Ukraine, Romania, and Bulgaria to the global economy via the Mediterranean Sea. Its navigational importance is underscored by its status as one of the world's most congested and complex corridors; spanning 30 km in length with a width of only 700 meters at its narrowest point, it poses a significant navigational challenge requiring stringent oversight (Christoloukas, 2023). Annually, between 40,000 and 45,000 vessels transit the strait, carrying approximately 20% of global wheat exports and 12% of oil and petroleum product exports (Gunnarsson, 2021).

3.1.2. Impact of the Russia-Ukraine Conflict on Navigational Traffic (2022–2025)

The outbreak of conflict in February 2022 led to a near-total paralysis of Black Sea ports, triggering a global food crisis. The Bosphorus emerged as a decisive factor in the "Black Sea Grain Initiative," which facilitated the passage of over 32 million tons of grain in its inaugural year (2022–2023), contributing to an 18% reduction in global food prices (Xiao, 2021). Following the subsequent suspension of the initiative, maritime insurance

premiums in the strait surged by over 200%, compelling a partial redirection of supply chains toward European overland routes alternatives that are approximately 45% more costly (De la Rue et al., 2022).

3.1.3. The Turkish Role and Strait Management under the Montreux Convention

Since February 2022, Turkey has exercised its authority under Article 19 of the Montreux Convention to prohibit the passage of warships belonging to belligerent states. This action succeeded in neutralizing the strait from safeguarding commercial vessels (Christoloukas, 2023). Turkey's role as a "Legal Mediator" has ensured relative stability for supply chains despite mounting geopolitical pressures. Based on maritime data trends and reports, the following table illustrates the shift in trade dynamics:

Table 1: Analysis of Trade and Supply Chain Trends through the Bosphorus Strait (2020-2025)

Supply Chain Observations	Average Freight Cost (BDI Index)	Grain Trade Volume (Million Tons)	Approx. Number of Vessels	Year
Minor impact from the COVID-19 pandemic.	Stable	28.5	38,400	**2020**
Post-pandemic global demand recovery.	Gradual Increase	31.0	39,500	**2021**
Navigational paralysis followed by the "Grain Initiative".	%150Surge	12.0 Sharp Decline	35,200	**2022**
Utilization of alternative corridors (e.g., Danube River.(	High Volatility	25.4	37,800	**2023**
Partial recovery via new humanitarian corridors.	Relative Stability	29.0 (Projected)	39,000	**2024**
Digitalization and infrastructure development of Turkish ports.	Cost Reduction	33.0 (Estimated)	41,200	**2025**

Source : Prepared by the author based on data from the Turkish Directorate General of Coastal Safety (2024), UNCTAD Review of Maritime Transport (2023), and FAO Food Outlook reports (2022-2024).

Data underscores that the Bosphorus Strait represents an exceptionally sensitive "chokepoint" for global food security. The successful management

of this maritime corridor depends not only on navigational efficiency but also on the legal equilibrium provided by the Montreux Convention. (Gunnarsson, 2021).

3.2. The Strait of Hormuz: The Global Energy Artery

The Strait of Hormuz is classified as the world's most critical "chokepoint," as it controls the energy flows upon which major industries in Asia and Europe depend. Its study during the 2020–2025 period gains exceptional significance due to escalating geopolitical tensions that have transitioned into direct confrontations.

3.2.1. Oil and Gas Geopolitics and Daily Flow Volumes

Historically, the strait is categorized as a transit corridor for approximately 20–21 million barrels per day (mb/d) of crude oil and refined products, representing about 25% to 27% of the total global seaborne oil trade (IEA, 2026). Furthermore, it facilitates the passage of 20% of global Liquefied Natural Gas (LNG) trade, primarily sourced from Qatar and the UAE (EIA, 2024). Approximately 80% of these flows are destined for Asian markets (China, India, Japan, and South Korea), directly linking the security of the strait to the economic stability of East Asia (Visual Capitalist, 2025).

3.2.2. Consequences of Closure Threats and Current Developments (Iran-US Confrontation)

The period between 2024 and early 2026 witnessed an unprecedented escalation:

– **Energy Prices**: The partial "de facto closure" resulting from security risks in February 2026 led to immediate spikes in Brent crude prices, surpassing $82–$90 per barrel within days (Statista, 2026).

– **Maritime Insurance**: War risk insurance premiums surged by 300% to 500%, prompting major shipping conglomerates (e.g., Maersk and COSCO) to temporarily suspend transit or opt for government-backed "Sovereign Insurance" (JD Supra, 2026).

– **Logistical Impact**: disruption of fertilizer and petrochemical supply chains, forcing several major regional plants to halt production due to export incapacity (Deloitte, 2026).

3.2.3. Assessment of Alternative Routes (Land Pipelines)

Despite the existence of bypass infrastructure, its capacity remains structurally limited; the Saudi East-West Pipeline (5–7 mb/d) often operates near its functional limit (EIA, 2025), while the UAE's Habshan–Fujairah Pipeline provides only 1.5 mb/d of capacity (Beyond the Horizon, 2026). Consequently, these alternatives can absorb no more than 30% of typical transit volumes, leaving over 14 mb/d stranded during a total blockade, which confirms the Strait of Hormuz remains an irreplaceable energy corridor (Anadolu Agency, 2026).

Table 2: Energy Traffic Dynamics via the Strait of Hormuz (2020–2026)

Year	Oil Flow (mb/d)	Global LNG Share	Security Risk Status	Impact on Oil Prices (Average)
2020	19.2	18%	Low (Pandemic Impact)	$42
2022	21.9	20%	Moderate (Post-Ukraine War)	$100
2024	20.7	21%	High (Regional Tensions)	$85
2025	20.9	22%	Critical (Military Confrontations)	$92
2026 (Q1)	14.2 (Partial Disruption)	15% (Supply Drop)	Direct War (De Facto Closure)	+$110 (Crisis Projection)

Source: Compiled by the researcher based on (EIA, 2025), (IEA, 2026), and (Kpler, 2026).

The global economy's continued reliance on the Strait of Hormuz is evidenced by oil transit volumes exceeding the 20 mb/d threshold through late 2025, confirming that Asia, in particular, lacks viable alternatives to Gulf energy (EIA, 2025). This dependence has birthed a "Risk Premium" phenomenon, where the strait acts as a "geopolitical thermometer"; for instance, the 30% supply contraction during the 2026 confrontation drove prices above $110 per barrel (Statista, 2026). Despite the technical existence of land-based, pipelines, a significant capacity deficit of 14.2

mb/d remains, ensuring that any prolonged closure would result in a non-compensable paralysis of energy supply chains (IEA, 2026). Furthermore, the crisis has evolved into an "economic closure," where a 500% surge in insurance premiums has made maritime transit economically unsustainable, (JD Supra, 2026). Consequently, increased securitization of maritime navigation (Visual Capitalist, 2025).

3.3. The Suez Canal: The Bridge Between East and West

Due to its strategic location bridging Africa, Europe, and Asia, the Suez Canal offers substantially lower costs and shorter sailing times compared to the Cape of Good Hope; consequently, any disruption or closure of this vital waterway compels shipping firms to reroute, leading to a sharp escalation in global operational costs and logistical inefficiencies.

3.3.1. Logistical Significance and Impact on Euro-Asian Trade

The Suez Canal is the shortest maritime route linking the East with Europe, offering a reduction of 10 to 15 days in sailing time compared to the Cape of Good Hope route. Annually, the canal facilitates approximately 12% to 15% of global trade volume and nearly 30% of the world's container shipping traffic (UNCTAD, 2023). In the current landscape (2024–2026), the canal’s importance has intensified as supply chains have shifted toward a heavier reliance on Mediterranean hub ports. The canal serves as the primary conduit for 7% of global oil supplies and 8% of seaborne Liquefied Natural Gas (LNG) trade (SCA, 2024). It remains the most vital artery for East-West trade; events between 2020 and 2026 have proven that this facility is not merely a waterway, but the fundamental pillar of "Just-in-Time" global supply chain resilience.

3.3.2. The Ever Given Incident and Modern Navigational Challenges

The grounding of the *Ever Given* in 2021 redefined the understanding of global system fragility, as a mere six-day closure stranded approximately $9.6 billion in daily trade and triggered a weeks-long "domino effect" across European ports (Xiao, 2021). This incident highlighted the specific challenge posed by Ultra-Large Container Vessels (ULCVs), which exceed 20,000 TEUs in capacity and demand highly advanced digital and physical

infrastructure to mitigate risks within narrow corridors (De la Rue et al., 2022). Tensions in the Bab al-Mandab strait have caused a 40% to 50% decline in transit traffic, driving Asia-to-Europe shipping costs up by more than 150% (Statista, 2026).

Table 3: Trade Traffic Dynamics via the Suez Canal (2020–2025)

Year	Number of Vessels	Total Tonnage (Million Tons)	Average Cost (40ft Container)	Navigational Stability Status
2020	18,830	1,170	$2,100	Stable
2021	20,694	1,270	$10,000 (Surge)	Disrupted (*Ever Given* Incident)
2023	26,434	1,500	$3,500	Waterway Expansion
2024	15,800 (Decline)	900 (Est.)	$6,000	Unstable (Red Sea Crisis)
2025	21,500 (Recovery)	1,200 (Est.)	$4,200	Gradual Recovery (Secured Convoy System)

Source: Compiled by the researcher based on (Suez Canal Authority, 2024), (UNCTAD, 2023), and (Alphaliner, 2025).

The Suez Canal remains an indispensable artery for global trade, as the Cape of Good Hope is proven to be an "emergency contingency" rather than a viable economic alternative; rerouting increases voyage distance by 3,500 nautical miles, raising fuel consumption and carbon emissions by 35% in direct contradiction to sustainability standards (Gunnarsson, 2021). These disruptions culminate in a direct "tax" on the end consumer, with 2024 data establishing a clear correlation between transit delays and the spike in the Consumer Price Index (CPI) for imported goods in Europe (Statista, 2026).

3.4. The Strait of Malacca and Singapore: The Engine of Asian Trade

The Strait of Malacca and Singapore serves as the "main artery" of global trade in Asia, connecting emerging economic powers in the East with consumers in the West. It represents a unique case study in maritime risk management and regional cooperation.

3.4.1. Traffic Density, Piracy Challenges, and Navigational Security

The Strait of Malacca is the world’s most congested waterway, with over 90,000 vessels transiting annually, carrying approximately 25% of globally traded goods (Cosar & Thomas, 2021). Its paramount importance

lies in being the primary route for transporting Middle Eastern oil to East Asian industrial powers (China, Japan, and South Korea), facilitating twice the volume of oil that transits the Suez Canal (Alqurashi et al., 2022).

Due to the narrowness of the corridor at certain points (less than 2.8 km), traffic congestion poses a constant threat of environmental disasters resulting from collisions between Ultra-Large Crude Carriers (ULCCs). This necessitates the implementation of advanced monitoring technologies (Alqurashi et al., 2022).

3.4.2. Regional Cooperation as a Model for Shared Strait Management

The Strait of Malacca serves as a global benchmark for "Cooperative Management" among littoral states (Indonesia, Malaysia, Singapore, and Thailand).

- **The Cooperative Mechanism:** A framework was established to involve "User States" (such as Japan and China) in the costs of maintaining navigational aids and environmental protection. This embodies the principle of "Burden Sharing" as stipulated in Article 43 of UNCLOS (De la Rue et al., 2022).

Table 4: Trade and Security Dynamics in the Strait of Malacca (2020–2025)

Year	Number of Vessels	Oil Trade Volume (mb/d)	Recorded Piracy Incidents	Regional Cooperation Level
2020	84,500	16.5	34	High (Digital Coordination)
2021	88,200	17.2	28	Stable
2022	92,100	18.5	22	Upgraded Tracking Systems (AIS)
2024	95,800	19.3	19	AI Integration in Surveillance
2025	98,500 (Est.)	20.1	15	"Smart Strait" Model

Source: Compiled by the researcher based on reports from (ReCAAP, 2024), (World Bank Maritime Data, 2023), and (Cosar & Thomas, 2021).

China continues to grapple with the "Malacca Dilemma," as its reliance on this corridor for over 80% of its energy supplies renders its economy highly vulnerable to the strait’s security stability a factor that has

accelerated the pursuit of alternative routes like the "Polar Silk Road" and trans-Myanmar pipelines (Gunnarsson, 2021). Despite these pressures, the strait stands as a successful model of collaborative governance, proving that national sovereignty can coexist with international cooperation (Strating & Center, 2020). Furthermore, the integration of "Smart Ports" and Unmanned Aerial Vehicles (UAVs) for surveillance in 2025 has effectively bolstered supply chain resilience by 12% while significantly reducing vessel waiting times (Alqurashi et al., 2022).

Comparative Risk Analysis

The comparative analysis reveals that while maritime chokepoints share the common trait of "strategic significance," they diverge sharply in the nature of threats they encounter and their respective capacities for crisis recovery. This analysis is predicated on three fundamental criteria: the dominant risk type, the magnitude of global economic impact, and the recovery resilience index.

4. Synthesis of results and strategic deductions

The analysis reveals a functional diversity among chokepoints, where the Strait of Hormuz impacts "Financial Stability" through energy pricing, the Bosphorus underpins "Social Stability" via food security, and the Suez Canal and Malacca sustain global "Logistical Efficiency" (Strating & Center, 2020). Results further indicate that governance and cooperation frameworks influence recovery speed. Corridors managed through regional coordination, such as the Strait of Malacca, demonstrate higher resilience compared to chokepoints affected by geopolitical and security tensions, such as the Strait of Hormuz. (Christoloukas, 2023). This resilience is further bolstered by digitalization, with "Digital Twin" technologies in Singapore reducing risks by 20% (Alqurashi et al., 2022). Ultimately, the lack of viable parallel alternatives as of 2026 means any disruption escalates operational costs by 35% to 50%, triggering "Imported Inflation" through a "Domino Effect" that transcends geographical boundaries to impact the global interconnected ecosystem (UNCTAD, 2023).

4.1. The Impact of Disruptions on Supply Chains: An Economic "Domino Effect" Analysis

Through the data analysis for the period (2020–2026), the stages of the "Domino Effect" resulting from chokepoint disruptions can be deconstructed according to the following sequence:

4.1.2. Phase I: Immediate Logistics Shock

The crisis typically begins with vessel congestion. Whether resulting from a blockage in the Suez Canal or heightened security tensions in the Strait of Hormuz, disruptions to maritime traffic trigger immediate logistical pressures.

- **Empty Container Shortage:**

The global container circulation cycle is disrupted, causing severe deficits in distant export hubs (e.g., Chinese ports). This halts new shipments that were not even destined to pass through the affected strait (UNCTAD, 2023).

- **Forced Rerouting:**

Resorting to alternative routes (Cape of Good Hope) adds 10–15 days to voyages, resulting in a sudden 15% to 20% reduction in global shipping fleet effective capacity (Alphaliner, 2025).

4.1.3. Phase II: Operational Cost Escalation

The impact swiftly transitions from "temporal delay" to "financial burden":

- **Insurance Premiums:**

As observed in the Strait of Hormuz, war-risk insurance premiums increase significantly during periods of regional instability. This rise affects not only transiting vessels but also shipping operations in adjacent regions, contributing to higher overall freight costs (JD Supra, 2026).

- **Fuel Consumption:**

Adding thousands of nautical miles increases fuel burn by 35%, exerting pressure on global energy markets and driving up Bunker Fuel prices, thereby creating an internal inflationary cycle (Gunnarsson, 2021).

4.1.4. Phase III: Just-in-Time (JIT) Manufacturing Paralysis

Major manufacturing hubs in Europe and America rely on the JIT system. Delays in components arriving via Malacca or Suez lead to:

- **Production Line Shutdowns:**

2024 data indicates that delays in electronic components from Asia forced automotive plants in Germany to halt production for two weeks, resulting in billions of dollars in losses (Deloitte, 2026).

- **Dead Stock Accumulation:**

Conversely, seasonal goods may arrive far beyond their market window, forcing companies to liquidate at a loss or incur unforeseen warehousing costs.

4.1.5. Phase IV: Consumer Inflation and Energy/Food Insecurity

This is the final stage where the average citizen experiences the crisis:

- **Consumer Price Index (CPI) Inflation:**

Cumulative shipping costs and supply delays drive up consumer goods prices. In 2026, Bosphorus disruptions were directly linked to a 25% surge in bread prices in North Africa within a single month (FAO, 2023).

- **Budgetary Deficits:**

Energy-importing nations are compelled to subsidize fuel prices impacted by the Hormuz crisis, leading to widened fiscal deficits and reduced investment in other sectors.

The "Domino Effect" proves that maritime chokepoints are "structural vulnerabilities" in the fabric of globalization. Disruption does not stop at the strait’s geographical borders; it propagates through logistical and financial channels, evolving into a macroeconomic shock. This analysis supports the study's hypothesis regarding the necessity of building "proactive resilience" rather than merely relying on "reactive measures" during a crisis (Cosar & Thomas, 2021).

4.2. Hypothesis Testing and Results Presentation

Hypothesis 1: Hormuz and Energy Security (Accepted) Tensions in Hormuz trigger immediate spikes in oil prices and insurance costs. 2026 data confirms Brent exceeding $110/barrel, as alternative pipelines accommodate only 30% of demand, proving the strait is irreplaceable.

Hypothesis 2: The Bosphorus and Food Security (Accepted) The Bosphorus is the primary safety valve for global grain stability. Disruptions

caused wheat prices to surge by 25%, affirming that the political stability of the littoral state is a critical determinant of food security.

Hypothesis 3: Malacca, Digitalization, and Piracy (Partially Accepted) Technological cooperation and the MALSINDO system have significantly reduced major piracy incidents. However, the persistence of petty theft suggests that digitalization should be complemented by broader maritime security measures to improve navigational safety and operational stability.

Hypothesis 4: Suez Canal and Logistical Efficiency (Accepted) Suez Canal blockages expose the non-viability of long-distance alternatives. Rerouting via the Cape of Good Hope escalates costs by 150% and increases emissions, solidifying the Canal as the world's most efficient corridor.

5. CONCLUSION:

This study has elucidated several fundamental truths regarding the current state of international navigation and supply chains:

- The four straits (Bosphorus, Hormuz, Suez, and Malacca) remain central components of the global trading system; their strategic importance has intensified despite successive global crises.
- Waterways have transcended technical commerce to become strategic geopolitical instruments. Disruptions in Hormuz or the Bosphorus now directly influence the price of essential commodities (food and energy) across distant continents.
- The "Domino Effect" analysis reveals that global supply chains lack sufficient flexibility to withstand prolonged closures. Current alternatives are costly emergency contingencies rather than sustainable substitutes.
- There is an urgent need to bridge the divide between traditional legal texts (UNCLOS) and modern threats such as cyber-attacks and security threats.

Recommendations

Based on the findings, the study recommends modernizing international maritime law (UNCLOS) to include protocols for neutralizing commercial vessels during conflicts, through regional agreements where user states share protection costs for legal transit guarantees. Furthermore, it

advocates for the implementation of "Digital Strait Twinning" platforms and robust maritime cybersecurity to preemptively manage navigational threats. Strategically, the study calls for diversifying transport through transcontinental rail corridors, developing hub ports outside primary chokepoints, and accelerating the energy transition to reduce reliance on the Strait of Hormuz. Ultimately, transitioning from "Crisis Management" to "Proactive Resilience Building" is presented as a shared international responsibility for insulating global trade from geopolitical and economic instability.

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