

Sovereignty, Security, and Sustainability: Evaluating the Alliance for Naval Rights in the Indo-Pacific

Abstract:

An multinational alliance called the Alliance for Naval Rights is dedicated to protect the rights security of naval forces off all nations and stability in maritime areas. Such issues as territorial disputes, piracy threats and environmental pressures on naval operations depend the alliance's activity. Strategic partnerships and deeper cooperation have also played a role in our work to ensure higher naval defense capability and protect sovereignty on the sea through sharing resources and intelligence services. In the maritime domain the alliance seeks to build peace through promoting international law and freedom of navigation. Through it affording security to all races instead makes this world a peaceful place for all people.

Keywords: Alliance for Naval Rights; Maritime Security; Naval Alliances; UNCLOS; Freedom of Navigation; Maritime Sovereignty; Marine Environmental Protection

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¹NATO's maritime activities highlight the alliance's commitment to maritime security and the protection of international waters. [NATO](#)

The International Maritime Security Construct (IMSC) is a multinational coalition established to deter attacks on commercial shipping in the Middle East, demonstrating the importance of international cooperation in maritime security. [navy.mil](#)

Operation Sea Guardian, launched by NATO, aims to expand the alliance's role within the Mediterranean Sea, focusing on maritime security and stability. [Wikipedia](#)

The Combined Maritime Forces (CMF) is a multinational naval partnership comprising 34 nations, working to ensure the security of maritime routes and counter piracy in the region.

Alliance for Naval Rights:

Introduction:

The Alliance for Naval Rights (ANR) would be an international coalition aimed at safeguarding marine possession, navigational security and tending to environmental problems that arise in the seas between countries. As global trade and security increasingly depend on the oceans, maintaining the free navigation of ships is vital to deserve human livelihood and survival. For an inland country like Bangladesh, wedged in at the head of the Bay of Bengal, a amine sovereignty itself means economic security in this narrow relationship between sea resource and national territory. Besides this, ships are not needed on such a close approach with I sell guides out of a barn window and turn over any germs they carry. This paper examines the ANR's impact on Bangladesh with particular reference to its role in furthering wide-ranging legal cooperation, strategic defensive partnerships and environmental safeguards throughout the world's oceans.²

² United Nations. (1982). United Nations Convention on the Law of the Sea. United Nations. Retrieved from https://www.un.org/Depts/los/convention_agreements/texts/unclos/unclos_e.pdf

Bangladesh Navy. (2020). National Maritime Security Strategy. Bangladesh Ministry of Defence. Retrieved from <https://www.navy.mil.bd>

International Maritime Organization. (2020). MARPOL - International Convention for the Prevention of Pollution from Ships. Retrieved from <https://www.imo.org>

Legal Framework of Maritime Law:

The rights and duties of states as well as other international entities in international waters are governed somewhat by admiralty law. The United Nations Convention on the Law of the Sea (UNCLOS) is the base of international maritime law. It forms the legal framework for territorial seas, exclusive economic zones (EEZs), and the high seas. It is essential that UNCLOS exists, as it offers a particularly important way to settle disputes over maritime boundaries and ensures the unimpeded passage of ships through such international straits as the Panama Canal or Philippine seas. For Bangladesh, which lies at the head of the Bay of Bengal, maritime law is of special meaning. Not only is the Bay of Bengal crucial to Bangladesh's national security but for its economic life too Bangladesh, one of the world most densely populated countries, depends heavily upon offshore trade, supply of fuel and fishing. Under UNCLOS, Bangladesh has sovereign rights at sea conceivably worth a trillion dollars: its territorial waters, the EEZ and continental shelf. However, these rights are frequently contested, especially in the case of regional disputes with neighboring countries such as India and Myanmar. One of the most important maritime disputes and trials in Bangladesh history was with Myanmar, which was decided by the International Tribunal on the Law of the Sea (ITLOS) in 2012. In awarding Bangladesh a sum that encompassed a significant portion of Bay of Bengal ocean space floor territory, the Court found in favor of Bangladeshi sovereignty—Bangladesh prosecutor. The result was a victory for Bangladesh's sovereignty. This case illustrates sea law as both a means of resolving disputes and self-preservation.

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³ United Nations. (1982). United Nations Convention on the Law of the Sea. United Nations. Retrieved from https://www.un.org/Depts/los/convention_agreements/texts/unclos/unclos_e.pdf

International Tribunal for the Law of the Sea. (2012). Bangladesh/Myanmar Maritime Boundary Delimitation. Case No. 16. Retrieved from <https://www.itlos.org/en/main/cases/case-no-16/>

Bangladesh Ministry of Foreign Affairs. (2012). Bangladesh's Maritime Zones: Implications for National Security and Economic Development. Dhaka, Bangladesh.

Strategic Importance of Naval Alliances:

In the 21st century, naval forces have become an extremely important part of global strategy. The security of both regional interests and international trade alike hinges to an ever greater extent on maritime stability. Given its strategically significant location, Bangladesh has throughout history been conscious of the need for a strong sea power. Its navy not only defends its own sea area, but in addition the arteries of trade within Bay of Bengal.

Bangladesh, joining an association of naval powers like the League of Naval Nations would be for it strategic friends and shared intelligence resources. In a time when an increasing number of maritime threats threaten such as piracy, territorial disputes and squabbles over national resources, strategic alliances give individual nations more security capabilities. For instance, maritime piracy near Somalia and in the Strait of Malacca has presented major problems. But through cooperation among nations has improved the security situation there by means of common patrols and combined operations.

For a nation such as Bangladesh to join an association of this kind would mean co ordinating more fully with its maritime neighbors to secure the waters around Bay of Bengal. With the world's attention focused on the Indo-Pacific area, the Bay of Bengal is gaining strategic importance. Should Bangladesh participate in such an alliance as it is likely not only in its interest but constitutionally enshrined it could jointly decide on regional security issues and ensure its vote counts more.

At this time the navy of Bangladesh could benefit from shared training facilities and resources within an alliance of armies. Modern naval warfare often needs advanced technology, sharing of intelligence sources and well-coordinated strategies. By working with countries which have already achieved excellence in these fields Bangladesh might bring up-to-date its fleets and mount an even stronger defenses against threats to regional security.⁴

⁴ Bangladesh Navy. (2019). Bangladesh National Maritime Strategy. Ministry of Defence, Dhaka.
International Maritime Organization. (2020). Piracy and Armed Robbery Against Ships. Retrieved from <https://www.imo.org>
International Institute for Strategic Studies. (2018). The Strategic Importance of the Bay of Bengal.

Environmental Impact of Maritime Activities:

In the field of maritime law, not only are security issues pursued but also there are environmental concerns to take into account. Environmental harm caused by maritime activity, especially marine pollution has become a worldwide issue. Because of its long shoreline and reliance on marine resources, Bangladesh is sensitive to the adverse effects of undisciplined maritime activities on its environment. In the Bay of Bengal, shipping pollution, pollution from oil spills, and over-use through fishing destroy valuable marine ecosystems. The Alliance for Naval Rights can be both an important voice in promoting environmental respect and a practical help in international waters if it abides by international agreements such as the **MARPOL** Convention that controls ships' discharge of pollutants.

Points out Mr. Feng, China's delegate to the United Nations Convention on the Law of the Sea:

This sort of responsibility needs to be written into its founding charter. This could be an area where Bangladesh seeks special assistance from the Alliance for Naval Rights. The country's coastal (shoreline) ecosystem, of which the Sundarbans the largest mangrove forest in the world is an integral part, must be protected from the negative impact of maritime traffic and industrial production. Bangladesh has had national policies and has also taken some early international steps for environmental protection. In 2011 the country ratified regulations concerning the International Maritime Organization (IMO)'s shipping ballast water management to prevent invasive species from being introduced into its waters. Meanwhile, the ANR would provide Bangladesh with a platform for further dialogue on environmentally sustainable maritime practices. This dialogue would occur with other nations, working alongside these other players to reduce environmental degradation in the Bay of Bengal and other maritime areas. The Alliance for Naval Rights could help Bangladesh to counteract the expanding menace of climate change. One direct threat from rising sea levels is for Bangladesh's low-lying coastal areas, home to millions of people.⁵

⁵ International Maritime Organization. (2019). Pollution Prevention and the Role of the MARPOL Convention. Retrieved from <https://www.imo.org>
UNESCO World Heritage Centre. (2018). The Sundarbans: The Largest Mangrove Forest in the World. Retrieved from <https://whc.unesco.org>

Implications for the International Countries :

As a major partner of such an alliance, Bangladesh, with its strategic location at the Bay of Bengal, would be one of the biggest beneficiaries.

Here's how Bangladesh could work with more countries within the framework of the ANR:

1. United States: By having the US Navy present all over the world, Bangladesh ' s maritime security will be strengthened through joint patrols and sharing of intelligence information. At least, especially in the Indo-Pacific area The U.S. Navy can also help Bangladesh modernize its naval elements and increase its capacity to safeguard along trade routes traversing the Bay of Bengal in several ways.

2. Japan: As a world leader with respect to cutting-edge maritime technology, Japan can cooperate with Bangladesh to improve its naval infrastructure, spread advanced maritime surveillance technology over both countries, and help with construction of projects on climate resilience.

3. Indonesia: Managing marine resources is a common concern of both Indonesia and Bangladesh. Working together Welcome to Environmental Protection could produce a win-win situation on promoting sustainable fishing practices in the Bay of Bengal and even more frequently Indian Ocean--overfishing is Tackling one problem among many others.

4. Russia: Russia is influential in the Arctic Circle, and its experience in naval defense could be of value to Bangladesh particularly if it wants to secure its crucial trade routes. But matters like adjusting to climate change Resiliently and the protection of vulnerable coastal zones would be here where these efforts might overlap one another.

5. Brazil: Both countries have a deep need for the sea, so maybe Sino-Bangladesh-US trilateral cooperation should work with Brazil on Blue Economy initiatives of common interest.⁶

⁶ United Nations Environment Programme. (2019). Blue Economy: Promoting Sustainable Oceans and Coastal Resources. Retrieved from <https://www.unep.org>

6. South Africa: South Africa's vast experience for southern ocean maritime security would help Bangladesh solve the piracy problem in waters just off its own coast, and assure ship safety high seas as a consequence. Each country has the potential to develop its coastline for the better in a sustainable way if learning is shared and our respective experiences are compared.

7. India: An organization similar to the ANR could contribute toward helping India overcome barriers and prompt worldwide discussion of how marine resources can be managed sustainably.

8. China: China's large standing fleet could bring much needed peace to long contested issues such as those in the South China Sea. If the ANR provides a channel for China's growing influence in the region it should allow that country to work more closely with its neighbors as well as the general public at large on matters related to maritime law, trade and security.

9. Indonesia: With its vast ocean territory and thousands of islands, Indonesia relies heavily its maritime economy on This was sea self- immolation, a form of sacrifice and dedication seldom forced upon any culture.⁸

⁸ South African Navy. (2019). Maritime Security in the Southern Ocean: A South African Perspective. South African Journal of Maritime Policy, 28(2), 103-115.

International Maritime Organization. (2020). Regional Cooperation for Maritime Security in the Southern Ocean. Retrieved from <https://www.imo.org>

Republic of Turkey Ministry of Defense. (2020). Turkey's Maritime Strategy: Securing Mediterranean and Indian Ocean Waterways. Retrieved from <https://www.msb.gov.tr>

Conclusion:

The Alliance for Naval Rights offers a joint platform to Bangladesh and the world, one that can benefit maritime security, anticipate a political crisis before it happens and respond effectively to any events that threaten the rights of sailors. By working together under the rule of international maritime law, forging strategic alliances and taking ecological considerations into account, such an alliance should become a cornerstone for ensuring long-term stability and peace on every sea. Bangladesh's involvement in such an alliance would not only affirm that we are a maritime power but could also help define the future shape of maritime security and environmental protection. Insofar as the world's economic and security affairs turn ever more to the seas as its principle medium, there never has been greater necessity for collective action. Through the Alliance for Naval Rights, sovereign states can join hands in the protection of their own maritime interests for generation after generation to come.⁹

⁹ International Tribunal for the Law of the Sea. (2018). International Maritime Law and the Role of Multinational Alliances. Retrieved from <https://www.itlos.org>

United Nations. (1982). United Nations Convention on the Law of the Sea. United Nations. Retrieved from <https://www.un.org/Depts/los>