



# Yemeni and regional maritime doctrine in light of the decline of the liberal theory of freedom of navigation in EEZ

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## Abstract

The presence of the USCENCOM, AFRICOM and 34 foreign countries in the vital Yemeni, Arab, and national maritime spheres contributed to a flagrant violation of maritime laws and international political relations. Likewise, the presence and activities of the strategic and tactical military naval units of the aircraft carrier, submarines, and American and British nuclear naval destroyers in the Red Sea. The Gulf of Aden is a breach and violation of international law and agreements regulating freedom of navigation and a blatant assault on Yemeni sovereignty in its vital maritime sphere, as it is located in exclusive Yemeni economic waters, in addition to its nuclear effects in destroying the marine environment and human security. It constitutes a source of danger to food and maritime security, stability, and international peace. The study aims to clarify the influence of Western geopolitical thought and the behavior of American foreign policy in international relations and maritime laws, which is witnessing a major decline and failure in its global policy because it used the policy of American military force to achieve its own political goals and imposed the methodology of Western liberal maritime thought to control and limit the rights of the Yemeni, Arab, and Islamic coastal states. Which contradicts customs, laws, and agreements and affects historical rights and the Yemeni, Arab, and regional maritime domain. The study is expected to confirm the modern Yemeni, Arab, and Islamic hypothesis that the high seas and international maritime waters are within a distance of 200 nautical miles from the baseline and to affirm the right of Yemen and the Arab nation to be protected. The vital area of the United Arab Emirates and the Islamic and regional countries extends from the Atlantic Ocean to the Mediterranean, the Arabian Gulf, the eastern and western Indian Ocean to the Antarctic Ocean, and there is a call for holding maritime conferences in order to develop traditional Western maritime legal theories and concepts that seek to limit the rights of coastal states, establish perceptions, and reach an update to the laws regulating freedom of maritime navigation in accordance with the views of the peoples of the world and in response to global changes in multipolarity.

**Keywords:** Mathematics, instructions for authors, manuscript template.

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## 1. Introduction

Introduction. Protecting freedom of navigation in the world's oceans is a fundamental common interest of international, regional and coastal States community, which Yemen Arab, Islamic and regional society in red sea and Indian ocean coast state are key players at maritime security. It means that freedom shouldn't be concern nor be is not limited to US nor West power. Today , Maritime trade is the fuel for global economic growth and the bulk of that trade moves by ship Maritime trade in the seas and oceans of the world, including the Arabian seas and maritime bodies, which extend from the Atlantic Ocean in the west to the Arabian Gulf in the east, and which connect with the Yemeni, Arab and Islamic maritime field in the Indian Ocean region and thus require updating modern Yemeni, Arab and regional maritime theories, given the sheer magnitude and breadth of maritime tasks. Sir, Mahan pointed out the strategic maritime importance, and that Freedom of maritime navigation is not absolute, and the rights of coastal states, as well as the emergence of modern regional maritime powers, must be taken into account, as freedom and security of navigation and oceans are strongly in the national interest (Mahan, 1987).

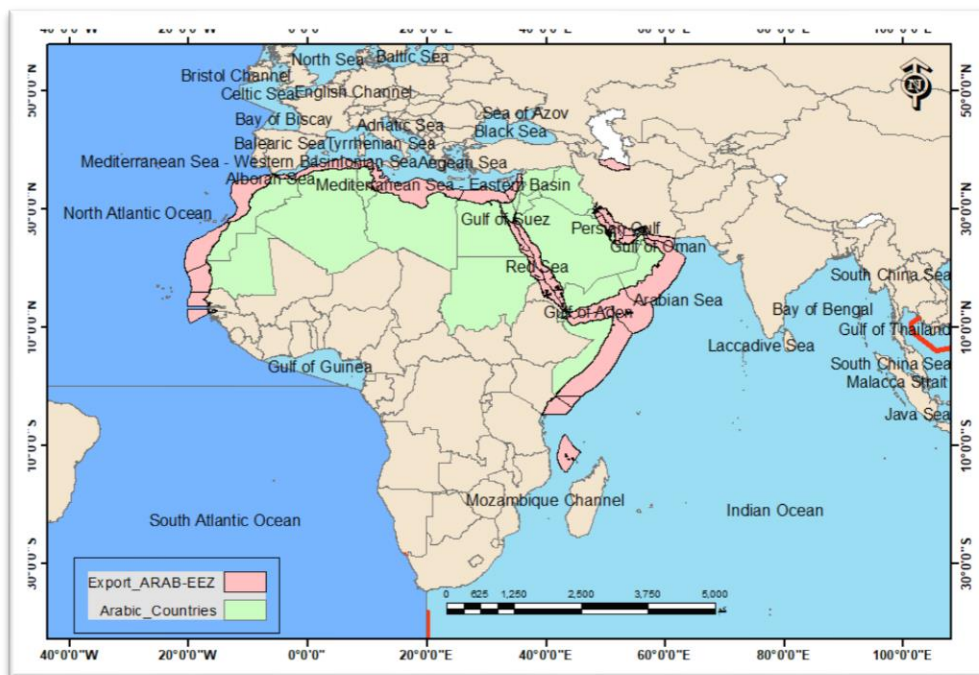
Today competition and shift to conflicts which is clear in EEZ So Powerful coastal states are asserting greater authority in maritime waters, threatening to reshape historical competition for control of the seas. As a contemporary record of the importance of freedom of navigation and the exercise of other freedoms on the high seas in EEZ, and as a record of efforts within the United States and other countries Western seeks to reduce Those freedom The navy of coastal countries, including the Republic of Yemen (KARASKA, 201) Iran, China, Indonesia and many countries in

the region, which began to possess advanced naval military forces in the Arab world. The study divided to three topics, understanding of law of sea and maritime concepts, differences between EEZ, High sea, and international laws, Changes in geopolitical and modern Yemen, Arab, Islamic, regional and Asian maritime geostrategy.

## 2. Material and Method

### 2.1. Yemen Theory at EEZ and Vital Maritime Sphere

According to international and global transferee which become necessary to modernize theories and notion at many fields. Yemen, Arab, African and Asian modern maritime geostrategy development, it believes in that have right to build Arab and regional maritime power to be able to neutralize and protect wide maritime sphere. The joint Arab, Islamic and regional powers control the most important sea lanes in the world in the Strait of Gibraltar, Bab al-Mandab, the Suez Canal, the Strait of Malacca, the Sunda Strait, God of Hope, and it includes the most important global commercial sea lanes, including the crucial maritime areas in the Red Sea and Gul of Aden. Figure (1) Yemen and Arab EEZ and maritime sphere



**Figure 1:** Yemen, Arab EEZ. Source. Mohammed Humran, based on GIS.

The Arabian Sea and the Gulf of Aden Freedom of navigation is also a fundamental national security interest. Yemen and the leadership of the joint Arab, Islamic and regional naval fleet, considering Yemen and the Arab powers as a state. Surrounded in many inland seas and Indian, Atlantic and Pacific oceans. They aimed protecting natural marine resources and preserving sovereign rights in the marine environment in the region, as well as building strategic marine development plans to achieve Yemenis, Arab and Islamic maritime strategy which is a federalism system, known “United Arab and Islamic states”. That could refute the Western maritime liberal theory, which it has failed to achieve equal justice and to achieve security and stability and protect freedom of maritime navigation.

It is possible to enhance cooperation and partnership with regional countries and contribute to achieving freedom of maritime navigation in accordance with Modern marine principles and theories. In order to modernize Yemeni and Arab regional naval fleet in order to reach an energy and vital mineral resources at comprehensive Yemen, Arab and regional maritime sphere, as well as be able to secure and protecting China inutile at Silk Road and maritime traded, it required unify efforts for development of the theory of joint maritime strategic deterrence.

### 2.2. (EEZ) From Western American Perspective

Western maritime thought and the origins of maritime liberal theory connected with the forms and dangers of maritime security and threats to freedom of maritime navigation appeared in the birth of European empires (العودي، 2014), and witnessed great competition in controlling the seas and oceans. The oceans were shared in the fourteenth century between Portugal and the Spanish, based on the decree of Pope Alexander VI in 4 May 1493 AD) (Khalilieh, 2019), a study says that the concepts of sovereignty and the terminology of maritime laws did not appear at the end of the Middle Ages and the modern era, where the idea of sovereignty was introduced to justify the concentration of state

authority in the hands of kings, and that sovereignty was distributed under the feudal lords between the German temporal authority led by the empire. Holy Byzantine, and the spiritual authority of the Pope of the Catholic Church varies between absolute authority and restriction, as it is sometimes linked to absolute sovereignty that is subject to heavenly will. Invalid source specified.

In the fourteenth century, the Western powers, including the Portuguese and Spanish, were able to control the Indian and Pacific Ocean, and it was shared between Spain to the west and Portugal to the east. On August 3, 1492, the traveler Christopher Columbus benefited from the ideas of the Arab navigator Ahmed bin Majid and reached the Red Sea and the western Indian Ocean in Africa on the coast of Kenya on April 15, 1498, as well as control over the eastern Indian Ocean in Islamic Malacca and Calcutta on May 20, 1498 AD. Contrary to the alleged European explorations to the west, and what refutes the claim that the Spaniards were able to discover pre-Columbian cultures. They made their way west through the Arab and Islamic world only, and the Portuguese incursion into the Indian Ocean, followed by similar interventions by other European maritime powers, undermined the Muslim-run maritime trade system and disrupted the flow of spices from Southeast Asia to the Red Sea and the Mediterranean. Producing new forms of strategies and naval powers, the Portuguese naval fleet, under the command of Viceroy Dom Francisco de Almeida, surprised and defeated the Arab and Ottoman fleets at Diu on February 3, 1509 (Humran, 2023).

The Portuguese penetration of the Indian Ocean ended the system of peaceful ocean navigation that had been a prominent feature of that arena. Before this incursion, traders at sea feared only pirates and natural hazards. But now they were also vulnerable to the threat of these new intruders, who imported the eastern Atlantic and Mediterranean models of trade and war and ended freedom of navigation in the eastern hemisphere. The Portuguese invasion led to changing some of the existing network systems for maritime trade, as witnessed by Sheikh Zain al-Din al-Mubari in 993, 1583. (Khalilieh, 2019).

US EEZ formulated based on the 1982 United Nations Convention on the Law of the Sea. The United States claimed a 200 nautical mile EEZ in 1983 (Presidential Proclamation No. 5030 dated March 10, 1983). This area extends beyond the maritime boundary of the 12 nautical mile (14 mi) United States territorial sea. So only about 40 percent of the United States' EEZ has been Figureped, and a much smaller percentage has not been fully characterized, meaning that these resources remain poorly understood and undefined. To understand the untapped potential of America's oceans and coastal areas, the federal government has developed several strategies and recommendations to enhance Figureping and exploration and employment of the EEZ as the only federally designated program to explore the oceans (NOAA, n.d.).

### 2.3. The Yemeni EEZ

Article No. (14) of the Yemeni Maritime Law of 1991 clarified that the Republic of Yemen shall have an exclusive economic zone with a water width of (200 miles) and measured from the Yemeni baselines. The length of the Yemeni coast and the scattered distribution of the Yemeni islands contributed to increasing the expansion of the area of the economic maritime zone, as Article No. (14) stated (19) From the Yemeni maritime law, every Yemeni island has internal seas, a territorial sea, a contiguous zone, an exclusive economic zone, and a continental shelf, and all provisions of the law apply to it. It contains marine resources, and more than a billion people depend on marine organisms and fish around the world. It constitutes 96% of marine fish trade, which comes from economic waters (EEZ, 2022) As Article 16 stipulates, without prejudice to the rights of the Republic of Yemen over the exclusive economic zone, the Republic of Yemen guarantees freedom of navigation, flight, and the laying of submarine wires and pipelines in its economic zone. (حمران ، 2023).

### 2.4. EEZ the Indonesian Perspective

In Management of natural resources in the waters of the Indonesian exclusive economic zone is sovereignty, But it is an exclusive sovereign right, EEZ nature means that no one is responsible for managing natural resources in the waters of the Indonesian EEZ .Sovereign rights, but they are exclusive rights and their exclusive nature means that no person or country can do activities related to natural resources in the Indonesian exclusive economic zone without government approval Indonesia, ownership and sovereign rights over the resources in the area must remain interested in preserving the exclusive natural marine environment, Ownership of sovereign rights over resources in the EEZ must remain a matter of concerning Preserving the natural environment Indonesian Navy (Pramoda, 2021).

### 2.5. Freedom of Maritime Navigation and EEZ

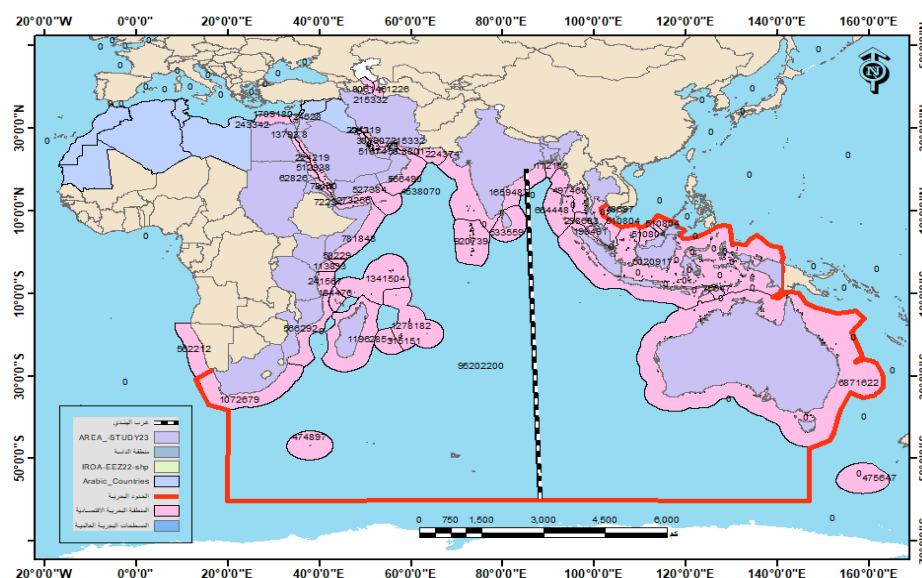
The exclusive maritime economic zone (EEZ) is defined as the area located beyond the territorial sea and adjacent to it, governed by distinct legal regimes. The EEZ, envisaged by Part V and other provisions of the LOSC, thus emerges as a sui generis zone, subject only to selected sovereign rights and powers of the coastal state in coexistence with some remaining freedoms of the high seas. Article 55 of the LOSC defines the EEZ as 'an area beyond and adjacent to the territorial sea, that is subject to the 'specific legal regime' applicable to the coastal state and to other states and provided for by the relevant provisions of the convention. Before the entry into force of the LOSC in 1994, the concept of the EEZ was already considered a part of customary international law, as a result of a great number of

unilateral claims and the recognition of its legal value by international jurisprudence (Andreone, 2015). Article 57 of international law specifies that the width EEZ shall not exceed 200 miles from the baseline (الصدغير، ورياض، 2021). US has set the limit for EEZ of the state at approximately 200 nautical miles from the baseline of the coast of the state or island state. Article 56 of UN law stipulates the right of the coastal state to manage and invest all marine resources located within the economic zone and does not limit the type, size and area of the resource. Article 60 of the UN Law: The state has the right to build facilities within its economic waters in accordance with international agreements, and Articles 16 and 62 affirm the right of the coastal and island state to establish the necessary laws to regulate marine fishing to protect marine creatures from access and to maintain sustainable development, in its exclusive economic waters. The state also has the right Pursuing and arresting any non-military ship during its voyage in the exclusive economic waters of the state (Carvalho, & Matthew, 2023).

The ship is used for fishing, transporting goods and people, or for pleasure. It branches out into many forms of navigation, including coastal navigation, auxiliary navigation such as pilots, tugboats, and maritime pilots, and navigation on the high seas. Thus, navigation is divided into private and general navigation, as private navigation is the navigation that you carry out. Ships owned by individuals or companies are therefore subject to the provisions of the maritime (محمد، 2012). As for public navigation, it is the navigation carried out by ships belonging to the state, whether they are military or designated for public service, such as inspection or quarantine ships. State ships enjoy immunity that differs from private ships, and it has been decided. The Brussels Court of 1926 regarding the immunity of state ships declared that it is not permissible to seize or stop these ships. (محمد، 2012).

Usually discussed when referring to maritime and regional security, the definition of the term creates a problem when applied in the South China Sea. International maritime law is complex and often misused, as the Un Convention on the Law of the Sea of 1982 talks about freedom of navigation and navigation rights, but it does not refer to the term international waters. Thus, Indonesia and the Philippines do not accept this term because it constitutes a violation of their sovereignty at sea, (Batheman, 2020).

Also, the freedom of maritime navigation on the high seas does not mean the right of passage because the high seas do not include exclusive economic waters, or the territorial, internal, or archipelagic waters of the state. Because of the claim of many countries to sovereignty in the sea, international maritime law and the UN Convention on the Law of the Sea 1982 were established. And before that, the Geneva Convention on the High Seas of 1958, to ensure the conditional and non-absolute freedom of maritime navigation on the high seas as a general rule of the international law of the sea, so that no country may claim that any part of the high seas is subject to its sovereignty, and this means that the ship, whatever it is as a general rule, during its presence on the high seas, its type is only subject to the state to which it belongs by nationality. Therefore, the flag state has exclusive control over the exercise of police, judicial and other jurisdictions against ships that fly its flag, whether these ships are private or public, with the exception of warships. And government ships enjoy complete immunity on the high seas, and the ship loses its immunity if it practices acts of piracy. At the same time, any country on the high seas may seize any ship that practices act of piracy (العودي، 2014) Thus, we find the maritime advantages and characteristics in the waters of the Red Sea and the Gulf of Aden, being semi-inland seas and their waters falling within EEZ shown in red, do not apply to the principle of freedom of maritime navigation on the high seas. Figure (2)



**Figure 2:** Of areas not subject to freedom of maritime navigation in the study area. Source: International Maritime Law, Geographic Information Systems.



## 2.6. Principles of freedom of maritime navigation.

From the perspective of the theory and absolute freedom of freedom of maritime navigation on the high seas, the International Maritime Convention gave relative freedom to freedom of navigation in a way that does not affect the interests of other countries. Thus, freedom of navigation is relative and restricted from being used in a way that affects the interests of others. Thus, international law intervenes in regulating maritime activities on the high seas. The seas that could affect the interests of other countries, including prohibiting the transport of slaves and human trafficking, combating piracy, combating trafficking in drugs, weapons, and mind-altering substances, unlicensed radio broadcasting on the high seas, and the right of hot pursuit at sea (العودي، 2014). One of the advantages in achieving the regional maritime security system, which the study aims to do, is that every commercial or military ship raise its flag in addition to the flag of the League of Arab States and the Indian Ocean Organization while passing through the high seas or the exclusive economic zone within the Indian Ocean Organization, and it can be given characteristics and advantages over other ships.

Countries while sailing. Among the restrictions on the right to freedom of maritime navigation are in accordance with Article (88) of the Law of the Sea of 1982, which calls for allocating the high seas for peaceful purposes and not conducting nuclear tests, which some Western countries, including France and the occupying Zionist entity, violated by conducting nuclear tests in the Pacific Ocean, and Australia was subjected to For radiation, a complaint was submitted to the International Court of Justice, which relied on a set of evidence (العودي، 2014), which was prohibited by international law and a violation of the principle of freedom of the high seas.

Which was emphasized by the UN General Assembly not to transform the high seas into military alliances and transform them into economic and competing maritime powers to implement comprehensive development goals in the seas and oceans and to implement regional maritime spatial planning (Hamran M., 2023), which is one of the trends and the hypothesis of the study in that the leadership of the region The US CENTCOM in Qatar and USAFRICOM in Djibouti have been violating international maritime and legal laws in transforming maritime surfaces and the high seas as a military means to achieve their political will to dominate the region. The region's command aims to neutralize China and Russia from emerging as an effective regional maritime power, which has caused Waging war on Yemen.

## 2.7. Liberal theory and practice of America and Western Power.

The presence of Western naval fleet units that is leading by US with their various strategic and tactical naval formations constitutes combat on a carrier American planes Eisenhower and Submarine nuclear power, destroyers in the Red Sea and Gulf Aden, they have been broken and violation of international law and agreements regulating freedom of maritime navigation (حمران، 2023). Today, US, UK presence at Yemeni coasts are a violation, assault and conducted aggressive anti Yemeni sovereignty in the Red Sea, as they are located in Yemen EEZ and vital maritime sphere map (3).



**Figure 3:** Yemen EEZ. Source, Humran based on GIS, regional marine 2022.

The laws of freedom of maritime navigation in EEZ differ from the principles of maritime law in the high seas region that recognized international water. The external behavior of US, Western foreign policy in international

relations is considered a major decline and failure in its global policy because they used military power to achieve its own political goals and the methodology of Western liberal thought. It is one of the forms of US and Western political tools to impose their foreign political will and the continued imposition of Western liberal thought and doctrine to neutralize the coastal states from exercising their sovereign rights in Yemen. Thus, their presence in and of itself constitutes a real aggression against Yemen nation and recognized mean a threat to Yemeni, Arab, Islamic and regional national security.

Yemen fisheries, maritime organization reports, stalemates and reports confirmed and indicate the presence of US aircraft carrier on January 10, 2024, off the coast of Saudi Arabia, they also present in EEZ of the Red Sea among the naval destroyers of the Prosperity Alliance. Many hostile and illegal maritime acts were carried out using military force and launching hostilities by US and British combat jets, USS aircraft carrier and destroyer, and US SSN nuclear submarines that launch missiles from the bottom of the Red Sea anti Yemeni nation.

US, UK has launched more than 75 military raids anti Yemen. Typhoon, three American destroyers, and a destroyer. HMS Diamond three submarines, including the nuclear submarine USS Florida, dropped about 100 bombs on sixty targets at sixteen sites in Yemen. (2024). Where the Yemen Constitution and maritime laws act 37, 1991, confirms that EEZ part of Yemen sovereignty. Yemen, Arab and Islamic, regional states, regional laws, international agreements prohibit foreign military activities in EEZ in Red Sea and Gulf of Aden as well as Yemen and Arab, Islamic, regional maritime sphere in various peaceful and military circumstances that included maritime, sphere at surface, deep and space.

US and Western have been using soft power by pushing some Western American politicians and locals to change maritime terminology, which is considered a shift in the lack of credibility of the Western media by updating on freedom of navigation in international lanes. US claimed that Yemeni naval forces, led by Ansar Allah, intercept commercial ships in international lanes at red sea, but the fact that US claiming is not true for many reasons.

First. Yemen nation, parties, as well as, Sanaa government led by Ansarullah, Yemen military announced that Yemen navy and coastal defense, ballistics units, and drones units conducted military operations at Yemen EEZ, and vital maritime sphere in red sea, bab almandeb, gulf of Aden and Arab sea as well as Yemen maritime sphere against Zionist settlers whom travel from EU during WW 2, They kicked out as groups from differences ideology supported by west power to occupy Philistine land which have been under UK mandatory, Yemeni and Arab and Islamic nation believe in that Philistine main part of Yemen, Arab, and Islamic political geography that embellished Yemen Maean and sabaian civilizations before history, so Philistine lands recognized as major part of Yemen and it is recognize of national security. Yemen believe in war anti Pastine brothers because of western theory which Liberian theory part of that. Yemeni (Huthis Mojahden and recognized library movement which supported by Arabian resistances announced, they only attacked Zionist ships till stop war and aggressive anti philistine people and allow to reach foods. Break sieges, as well as they announced they will not attack other ships and they confirmed that they stand behind freedom of navigation based on equality for all human around the world nor western policy and librarian maritime, they rejected that.

Second, Red Sea and Gulf of Aden maritime area it is not international waters, nor High seas, but they recognize as one of semi seas that have over EEZZ (Andreone, 2015), not Intercept tared lanes, so maximum width around 360 meters from west to east coast. Define if high seas. As for marine waters beyond 200 nautical miles and beyond the continental shelf of the coastal state, it is classified as the high seas, and the state cannot use and apply national maritime laws, as Law 89 of the UN Code affirmed that the coastal state does not have the right to claim sovereignty or jurisdiction on the high seas. However, according to Article 88 of international law, the coastal state has the right and priority to implement and conduct marine research and activities in the high seas, provided that they are conducted safely in order to preserve international freedom of navigation.

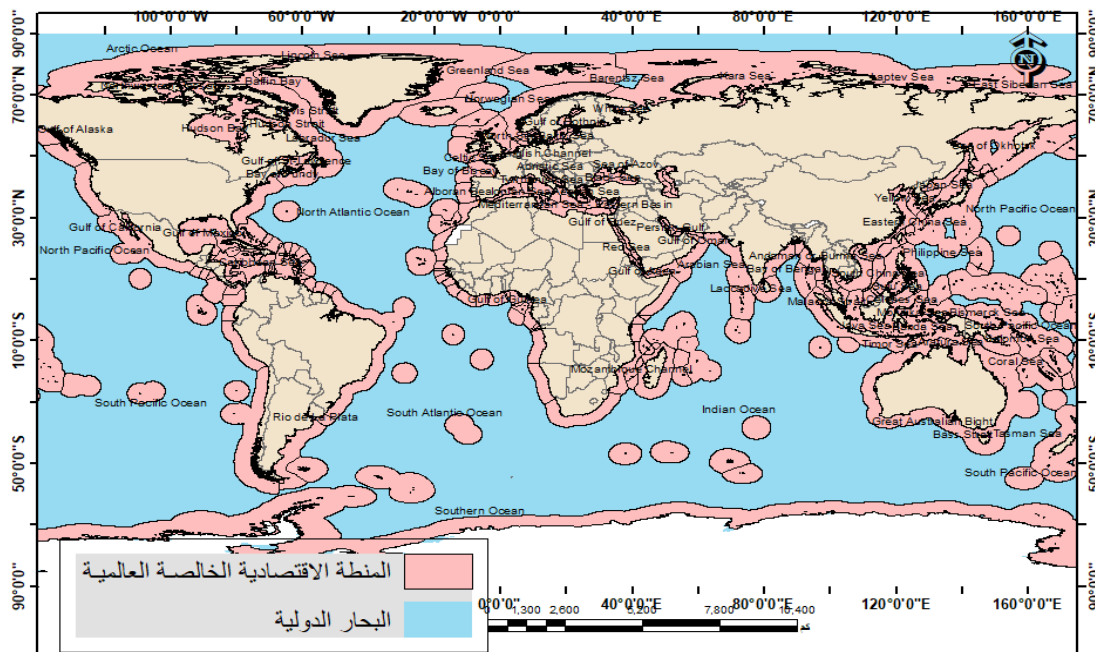
Thus, Yemen has the right to invest and conduct research and activities in the high seas in southern Socotra until reaching the circle. Antarctica is beyond 160 degrees south of the equator. The United Nations specified the procedures for regulating maritime activities on the high seas in Articles 87 to 119, which clarified and regulated the procedures for the passage of ships and naval aircraft carriers, and piracy operations, thus highlighting the geostrategic importance of the exclusive economic waters in the Red Sea, the Gulf of Aden, the Indian Ocean, and the Sea of War in the necessity of taking advantage of them. Among the international shipping lanes is granting passage according to revenues and guarantees belonging to Yemen, and benefiting from membership in the League of Arab States, the Gulf Cooperation Council, and the Organization of the States bordering the Indian Ocean in organizing traffic in exclusive economic waters according to the limits set during times of war and peace. There are several interpretations regarding the issue of air, sea, and bottom sovereignty over the continental shelf, given the breadth of the continental shelf of the country that has a continental shelf of more than 200 miles located below the surface of the economic waters from the baseline.

## 2.8. The high seas and international waters.

US, UK and the Western powers have been trying to fish in troubled waters by taking advantage of local and Arab Yemeni political disputes. Just as the British theory used to be used by happy groups in the nineteenth century, today in the twenty-second century they are trying to use the same scenario and employ Yemeni tools that declare that Bab al-Mandab and the Red Sea are water. International, in exchange for promises. This was stated by Aidaroos Al-

Zubaidi in his meeting with the media (2024), and he believes that the nation will receive compensation in the secession of the southern Yemeni part, to return to before 1990, to benefit Europe and America from the Yemeni and Arab geopolitical fragmentation, Which is imposed by the Yemeni people in the north, south, east and west, in addition to the Arab and Islamic rejection of the internationalization of the Red Sea region and the semi-closed Yemeni, Arab and Islamic maritime bodies, and the rejection of Western and American liberal thought in limiting the rights of the united Arab and Islamic states, in addition to the Chinese regional rejection of the Western liberal idea. In employing the term international waters in purely economic marine bodies.

International waters are areas of the world's oceans that lie outside the jurisdiction of any particular country. These waters are open to all countries and are governed by the principle of "freedom of the high seas, International waters, also referred to as the high seas, are areas of the world's oceans that lie outside the jurisdiction of any particular nation, existing outside the territorial waters and areas adjacent to coastal nations (servistafe, 2023) and the terms international waters and high seas are used interchangeably due to their common reference to areas of the ocean that lie outside the jurisdiction of any state beyond a distance of 200 nautical miles, which is shown in color Red in economic waters and blue is the high seas in Map 2, which shows international waters (GREENWAGTCH, 2024).



**Figure 4:** Exclusive economic waters and the high seas (international waters) around the world. Source, based on GIS, Royal Musim Green watch.

### 3. Dissection and Results

Yemeni people depend on EEZ, which constitute their daily source of livelihood. Due to the presence of US and British aircraft carriers and military destroyers, this has led to them being deprived of practicing fishing activities on the Yemeni coasts, as well as the fear of many families, fishermen, and associations interested in marine fishing. In addition to the institutions and marine organizations that work to protect the marine environment mentioned that Yemen EEZ affected by US nuclear submarines and aircraft carriers, which constitute a source of pollution to marine waters. They appeal to the political leadership in Sana'a and the Yemeni armed forces, including the naval forces and coastal defense, to strengthen their hands and stand together in doing more to protect property. Preserving maritime sovereignty and ensuring that they are able to practice daily marine fishing.

The Union of Arab Academic- TUOAA, academic, researchers and innovators in Yemeni, Arab and Islamic universities rejected the presence of US naval military forces and Western powers in Yeme, Arab and Islamic maritime sphere, as well as, they condemn and rejected war activities in EEZ in the Red Sea and the Gulf of Aden, which constitutes a violation of Yemeni and Arab sovereignty. They also call on researchers to hold a Yemeni and Arab legal and diplomatic maritime conference and to activate the role of Yemeni, Arab and Islamic maritime diplomacy in the need to modernize traditional Western maritime laws. Emphasizing the sovereign rights of coastal states over exclusive maritime economic waters and rejecting Western liberal theory. It is time to make adjustments and changes consistent with pluralism in global political systems and a shift from dependency on unipolarity.

#### 4. Conclusion.

US foreign policy has failed to impose western liberal maritime theory, nor couldn't use military power to achieve security and stability in Red Sea and Indian Ocean. They biased role with the Zionist entity, which constituted a defect in the global system and distorted the role of the UN Security Council in using the veto, in an attempt to continue hegemony and impose liberal theories. Western thought that views freedom of maritime navigation, human rights, and maritime terrorism from the perspective of Western liberalism. US mismanagement has caused regional unrest and conflicts, including the continuation of the conflict and the extermination of the Palestinian people from 1945 until today. US aggressive behavior in hegemony over global politics. It has been controlling straits and high seas around the world, but couldn't protect and secure maritime navigation, which has caused unstable and increased conflicts. Today, US maritime fleet caused the conflict in the Red Sea region and the launching of an aggressive war against the Yemeni people. The EEZ in the Red Sea and the Gulf of Aden are part of national sovereignty and Yemen and the Arab nation Islamic and regional countries in the Indian Ocean, In accordance with the civilized laws and Yemeni traditional, historical and legal rights. Yemeni and Arab, Islamic and regional reject the Western liberal doctrine of freedom of maritime navigation and Western maritime and security laws, it is time to move towards developing theories and ideas and modernizing national, Islamic and regional maritime laws. The Yemeni armed, naval forces and coastal defense are obligated to deter, prevent and neutralize US, west and foreign military forces in the Yemeni EEZ and vital maritime sphere. we appeal to the Secretary-General of the League of Arab States to take appropriate measures to limit the increase in the conflict and stop the hostilities towards the Yemeni people.

Today's turn comes in direction Yemeni foreign policy is to strengthen its maritime diplomatic relationship with Indonesia China, South Africa and all the countries of the Indian Ocean Organization with which Yemen shares maritime strategic challenges and opportunities in the China Sheathe southern and western regions The Indian Ocean from the Cold War to today.

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