Energy Security Trends in the Indo-Pacific Basins

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• Long-term shift from import reliance and expansion of global interests
• Industry consolidation and low prices
• Electricity grids vulnerability
COAL AND THE ROYAL NAVY
BRITISH GLOBAL STRATEGY

| £2,200,000 FOR OIL FOR THE BRITISH NAVY.
| THE PERSIAN CONTRACT
| ITS POLITICAL ASPECTS.
| REPLY OF MINISTERS.

Two leading members of the Government, Mr. Churchill and Sir Edward Grey, expounded and defended at length in the House of Commons yesterday their policy with respect to the Persian oil contract. The Government have taken a step of the utmost importance, and the reasons which moved them were fully explained.

Considerable criticism was offered, and from widely different motives. One set of critics—by these I mean those members of Parliament who speak for the powerful oil interests which will be prejudicially affected—attacked Sir Samuel Samuel as their chief spokesman. They naturally, from their point of view, do not wish the Admiralty to take part in the running of the N.W. Persian Company. But this was not the general attitude. On the contrary, a number of Unionists and Radicals, who strongly criticised the Government’s policy on other grounds, approved the idea of raising the State from the persistentsqueeze of the big oil companies.

Another set of critics were anxious as to the effect that the new departure would have on the future of Persia. Mr. Dillon is the most thorough-going pro-Persians in the House. He scented reaction, as usual, and was sure that the new move was part of a secret plot for the partition of Persia. Mr. Hamney Macdonald declared that the defence of the pipeline, etc., should be effected by the company working through the Persian Government and their gendarmerie, rather than through the tribesmen, as at present. Mr. Pusey regretted that Persia of all places should have been chosen for the new experiment. Persia, he said, was “the danger zone of the whole world.” He thought the Government had made a good business bargain, but was nervous as to its political effect.
String of Chinese pearls

- Seattle (US)
- Los Angeles (US)
- Antwerp/Zeebrugge (Belgium)
- Piraeus (Greece)
- Gwadar (Pakistan)
- Lomé (Togo)
- Tin Can (Nigeria)
- Suez
- Djibouti
- Karachi
- Colombo (Sri Lanka)
- Chittagong*
- Hong Kong/Shenzhen
- Shanghai
- Kyaukpyu*
- Hambantota*
- Singapore

*Other ports where China has a significant influence

- Ports and terminals with a disclosed mainland Chinese stake
- Shipping routes
Industry Consolidation in the Age of Gas: Strategic Implications for Australia

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