

Pakistan's Maritime Secure Channels' impacts on the global geopolitics under the blue defense of oceanic trade

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Abstract

In 21st century among the great global issues, piracy is also a great global size issue. Due to global trade shifting to sea or oceanic channels several related to blue defense issues have stood against the global size trade development. To tackle these bulging issues, among other powers, Pakistan is also reframing its blue policies according to the new requisites of time. As a littoral state has political, economic and more trade as well as defense or security advantages than a land locked state. Among the littoral state, a state which has a hub of chokepoints has attraction so much for global trade, cooperation and relation. As an ocean has no rocky or sandy hindrance in the way of sea-born trading. It has also easy as well as shortcut access to its traveler's destination. It creates a maritime cycle as Economic prosperity depends upon the maritime trade, Maritime resources develop under the umbrella of Economic prosperity; and economic prosperity supports the Naval-power; similarly Maritime Supremacy is under the Maritime trade. A sea channel also easily connects the patches of land by maritime traffic. It also affects the coastal-politics as well as geopolitics globally. Global trade powers, under the coastal-politics, have changed their international relations and policies. All the trade rules are being framed under this influence. All monopoly and preferences directions have changed. The aim of this research article is to disclose the significance of the coastal belt of Pakistan to tackle related to blue trade globally in 21st century.

Keywords: Blue economy, Global geopolitics, Oceanic governance, Oceanic trade.

Introduction

In 21st century keeping in view the oceanic governance marine belt consists of previous princely States Las Bela and Makran, gave a new turn to the Pakistan's future Coastal-Politics according to the requisites of time. With the passage of time the global commercial and geo-maritime policies has also changed and new technologies are emerging. So, Pakistan will have to continue to rely on the maritime sector for its trading success, many of other essential needs and related to it's a lot of jobs. It is the maritime sector which is the key enabler for Pakistan manufacturers and suppliers to reach out into international markets. So, to remain a competitive maritime nation it is essential to capitalize the new opportunities and being both innovatively and forwardly think in concluding the challenges in future. Pakistan, under its best maritime geography, has become one of the global leading maritime powers. Its geography and a large and vibrant economy hub have built its status remarkable. So, Pakistan is looking far ahead, to prop up and develop the maritime sector with strength and determination. These are the maritime strategies those are leading Pakistan to the 21st century's best opportunities with brilliant success.

A nation possessed of maritime economic and military elements, because of its geopolitical location has an identifiable continental and maritime inclination in its strategic orientation and culture.(Colin.S.Gray.1992). Similarly Pakistan, since its creation has significant economic and military strategic maritime interests. Coastal areas, Las Bela and Makran, before the creation of Pakistan (August14th, 1947), were princely states. After the partition of Subcontinent, both Las Bela and Makran annexed with Pakistan (1948) and merged into Pakistan. After the annexation of both states, Pakistan inherited a lot of advantages from these states. So, due to annexation of both states Mekran and Las Bela state annexation with Pakistan all Indian dreams remained fruitless as well as anti-Pakistan planning ended in smoke. Littoral State Makran was also an important patch of land which bestowed the survival to Pakistan playing different roles in the economic history of Pakistan. so, Pakistan got a best chance to purchase the Goader marine belt from Uman in 1958. Goader marine belt was purchased on September 8th 1958, measuring 2400 Km² (two thousand and four hundred square miles).Today it has become a most important choke point for naval traffic and has become the center to urge and support New Great Game among trade powers. Due to Oceanic Productions such as Fishery as well as Navel Defence, Woods, Minerals and Precious rocks are natural wealth here immensely which attracts the global interesting abundantly. Oceans and water channels have always been major sources for trade. In fact, the economic prosperity universally is inherently linked to sea. Over 66.66% of the world's population lives within 100 NM of the coast. It is evident from the fact of the sea-power importance. About all the trade powers had been great maritime powers. Waning post-cold war has caused the unipolarity multiple centers of powers and their global policies are evolving to the

coastal politics under which geopolitics and geo-economics are managing the global landscape map-politics. Rivalry proxies among the states make unrest the international peace and relations. They define the challenges to diversify our strategic alignment. Since Pakistan is situated in the north of Arabian Sea which has the nearest choke point of East, West and North sides' trade powers focused areas and states. Else it Pakistan is neighbor of three atomic powers China, Russia and India. Old famous international trade rout "Silk Rout" passes through its northern areas. New international trade routes "One Belt One Road" accepted Pakistani Command. Pakistan is gateway of New Great Game. In the international trade game super powers keeping in view the Pakistani demand for them framed the policies. International maritime game is evolving and revolving around the Arabian Sea coast which is under obligation of Pakistan. Because Pakistan is arena of peace; so, groups of every kind of generation in the world, in the history invaded and they preferred these areas for living for ever, they are found here. That is why Pakistani nation is the combination of international invaders progeny. Due to gentle vanes blood Pakistani nations has soft corner for everyone and in the war situation always adopted defensive policies not offensive While India always had been a serious threat for the survival and eternity of Pakistan. In this way for security at every place in the world Pakistani forces are invited and preferred. Pakistan is great defender of the maritime traffic through Arabian Sea as well as Indian Ocean. Due this strict invigilation all Arabian Sea littoral states are safe and oil, gas and natural minerals trade is also developing. Geographically, ecologically, livelihood and socio-culturally, both coastal districts Las Bela and Gawader have large value and administrative similarities. With abundant minerals, natural global choke point and resources, the coastal belt of Pakistan significantly contribute to overall economic activities and national development.(IUCN 2012.p.6). In this way, here all harbors and Ports are playing an important role in strengthening the national economy and contributing significantly towards the prosperity of Pakistan as well as regional and international trade powers are also enjoying the benefits from these ports. Although Pakistan has a short shore but is important because of diversity, sea born trade, and marine production of minerals and related to fishery, free of piracy. It is situated nearer to Gulf States, Middle East and African continent those have a short trade course with South Asian states as well as China, central Asian states and next to Russia trough Mongolia.

Research Methodology

This is an analytical research based on primary sources and secondary sources to analyze the Pakistan's Maritime Secure Channels' impacts on the global geopolitics under the blue defense of oceanic trade regionally as well as globally in the view of new trends of 21st century's marine trade's requisistes. The available sources regarding to this topic are related to the documentary material in the shape of

prominent researchers' authentic books, theses, research articles, and reports with the help of qualitative approach.

Review of Literature

In the regard of this research the most relevant literature is compiled i.e BBC News, which, all over the world are considered an authentic source for research; Bilal, Babar, Waqar Ahmed, (2018) Conference, Report, in the regard of Marine Economic and Geopolitical importance with challenges of Indian Oceanic belt those are addressing the regional security. Colin S. Gray (1992) in the Leverage of Sea Power with detail has described the Strategic Advantages of Naval Wars. Csaba Moldicz (2018) in the Dilemmas and Challenges of the Chinese Economy in the 21st century has given detail about the Economic Policies and their regional as well as global effects in the light of new china Belt and Road Initiative global size vision. Milan N.Vego,(1999) in Naval Strategy and Operations in Narrow Seas, has given detail with heavy evidences those are the pillars of authentic research about naval strategies and their importance for future saving economically as well as regional and global relations and cooperation closely and friendly.

Geopolitics of Indian Ocean Rim

In the regard of to support the national interests sea power is the ability of people's behavior of a country. Oceans are using for the national advantages and prosperity. Nations are seeking sea power as "a great highway". Seas and oceans provide a means of cheap transport. In the regard of commercial and military purposes no nation or country could aspire to be a great power unless it effectively used the seas or oceans for both. A country's maritime dependency attracts the strategic interests of traders and invaders and determined its rank among the global leading powers. These strategic interests vary from state to state and depend upon the variety of geo-political and geo-economic actors and factors. Pakistan determined its geo-strategic and geo-political interests according to the global geo-strategic and geo-political changing interest's directions. Pakistan's location at the Indian Ocean bestowed the Pakistan an important littoral state's rank. Via its international sea ports Karachi, Gwader and Bin Qasim through sea it carries out more than 95% of its trade. Pakistan has 290,000 sq km of Exclusive Economic Zone and Continental Shelf and utilizes it for mining, fishing, exploration and marine research. Daily, millions barrels of crude oil from the Gulf States is shipped right across the Pakistani coast. Pakistan provides the shortest sea rout access to its neighbor states as well as Central Asian States. In this way Pakistan has become the hub of global interests (National Conference, 2018).

Blue Economy and Pakistan

Emerging concept of Blue Economy encourages better stewardship of the oceanic advantages and other blue production. According to the UN Conference on Sustainable Development, member states pledged to give protection and restoration the environment and productive activities of the oceans as well as to maintain the

diversity, enabling the conservation and proper usage of it for the brightness of present and future marine ecosystem's enhancement to settle the future problems regionally as well as internationally" (UNCSO, 2012).

With the extension of shipping trade globally, piracy rate has also increased. Of which obstruction globally maritime policies are being framed and agreements are also being concluded. So that free of fear maritime traffic could be made regular. But piracy and other maritime issues could be enlarging till 2030. Because new actors are creating new maritime activities because maritime traffic is also increasing with the passage of time as well as offshore activities are also increasing rapidly. Sea-trade as well as Sea-born production has increased immensely. For easy access to the destination and to achieve a grand task in short time is being preferred than a war entanglement. Monopoly policies' direction has also changed. Now under the maritime monopoly it is being tried to win the economic war. Now oil and gas pipe lines have crossed the sea-depth. Under the internet through seas-course whole world has become a global village. A nation or a state which has a sea shore is standing in the line of global powers and could play a vital role in the international politics. Pakistan is standing among the first row's powers.

Makran Coastal Belt

The Makran coastal belt is intercepted with Creeks, bays, and lagoons. Jiwani, Gwader, Pasni and Ormara are the principal harbors of this belt which contribute a lion share of the Pakistan's economy (IUCN Pakistan, 2007). Globally authentic Gwadar port is going to play a critical role in Pakistan's economy. It has influenced all regional economic powers. It is becoming a common trade corridor and a access able regional hub which holds out for the regional immense economic returns. Gwader, through Balochistan is shortest route Central Asian Republics as well as Europe for global trading of oil, gas and Goods.

Lasbela Coastal Belt

Lasbela Coastal Belt is about 200 kilo meter lengthy. It comprises about 22% of the coastline of the Balochistan's coastal belt. The coastal area is characterized by creeks, bays occurring rocky and sandy beaches along slopes of coarse limestone. The coastal high siltation in area along the Hangol river delta shows good growth of patchy mangrove forest and its associated ecosystem.

Gadani Ship breaking Industry

Informally, Pakistan, on the Gadani harbor, started ship breaking in 1947. The sandy beach and deep water level provided the easy beaching of vessels. Till 1980 Pakistan got full command in industry. Gadani ship breaking yards is now employing thousands of workers directly and is considering the largest ship breaking yard in the world (Kumar, 2009). Ship-wreck industry and Industrial Estate are two main sources which are contributing a lot of to solve the poverty problems as well as is a great

source of foreign exchange. It is the third largest ship breaking yard all over the world which consists of 132 ship-breaking plots. It is spread 10 kilo meter long at Gadani beach front. The Industrial Estate located at Hub, is the biggest industrial establishment in the Blochistan. It comprises roughly 185 small, medium and large industrial units (IUCN, 2012).

Bin Qasim and Karachi Sea Ports

Bin Qasim sea port is located 50 kilo meter away from Karachi. It encompasses 12000 acre area which is handling 35% of national cargo (Khan, 1991). Both ports Karachi and Bin Qasim are a great source to support the national economy which is a source to solve the social problems created by the poverty and unemployment as well as a source to increase the foreign exchange. Globalization is bringing sea change effects on the maritime sectors globally. Due to the globalization phenomenon, these worlds is becoming global village and by this for trading of their products to far and distant located all nations are free. It is true to say that globalization is depending on maritime sector to flourish and sustain in the 21st century. Pakistan's maritime sector has been blessed with about 1048 km long coastal line, consists of 290,000 km² Exclusive Economic Zone including extended Continental Shelf. It signifies with warm waters all weather running sea ports and closer proximity to strategic Gulf region as well as is monitor of the sea lines of communications. The following mentioned reasons show the dire need to understand the importance of maritime sector:

- a. Fast depletion of land resources of the world in general and Pakistan in particular.
- b. The case of land boundaries and airspace is great hindrance in the way of using the international water.
- c. Due to the better economic opportunities littoral states are preferred than land-locked states.
- d. Sea is a cheap mode of transportation than land and space.
- e. Pakistan's strategic location provides greater opportunity for maritime trade and commerce globally.

Pakistani coastal belt is one of the most productive shores of the world oceans. Oceanic phenomena characterize it, as rich fishery, minerals, and hydrocarbon resources. Modern technology and ever-increasing interests of the petroleum industry in the exploration and exploitation of the deep oceanic areas are making the coastal belts like Indus Delta of great economic importance. Else it highways connecting the Pakistani coastal belt to Afghanistan, reduced the distances between Pakistan and Central Asian traffic by about 500 to 1000 kilo meter. Located on the North Arabian Sea coast, the Gwadar sea port benefits Pakistan connects with the four resource-rich areas of the domain: South Asian region, China, Central Asia, and Middle East. Even Russian and Mongolian regions, through CPEC are being connected with this geographical convenience (Daily the News, 2009).

Comparison of Land-Transport Routs to sea-ports in Iran and the Islamic Republic of Pakistan

The difference in distance between two routes, is the following:

From Karachi to:via Iran-----via Karakoram Highway-----Difference in distance km

Tashqand (Uzbukistan)	3999	3610	389
Almatey (Qaziqistan)	4988	3708	1280
Beshkik (Kerghyzsitan)	4708	3434	1274
Doshambey (Tajkistan)	5075	3770	1305

The Karakoram Highway route is shorter, however due to the rocky area and snow fall, particularly in the winter, the traffic has to check. But this duration is short. This road increased the Pak-China relations and made the Pakistan an important country strategically from Arabian Sea as well as Indian Ocean to land Locked Central Asian States and then to Russia and Europe.

The US Objectives in the Indian Ocean along with its alliances

To play central role in the global economy America has substantial interest in the Indian Ocean circle (Quadrennial, 2010). The strategic purposes of west through Indian Ocean belt is a broader foreign policy outlook.

Five global size trends are being faced by the regional nations as it is being sought to sustain their role as the leaders to tackle international system' requisites are:

- i. worldwide terrorism;*
- ii. Rising Asian economic attraction for global trade powers;*
- iii. Emerging global powers' planning encircling the Muslims World's geography*
- iv. International Resources' game;*
- v. Try to solve the global issue together and support the failing economically, politically and defensibly.(Stephen.2010).*

As well as in future this belt will command the attention of western policy makers and strategists to control over global energy supplies, the incipient Sino-US and Sino-Indian rivalries and key trade routes. The American "Co operational Strategies for 21st Century Sea power's monopoly unequivocally articulate that "Credible combat power could be continuously postured in the Western Pacific sea, Indian Ocean, Arabian sea and Persian Gulf to give protection the interests of west as well as America. It assures the western allies to continue the regional security commitment and dissuade the strict adversary's competitors" (A Cooperative, 2007).

Under the dream of Indian Ocean monopoly Indian policies always had been developing. As, according to Arun Prakash, the ex-Indian Chief of Naval Staff, Indian aim is to exercise the selective sea control of the Indian Ocean through task force, to build around it the projected three aircraft carriers. These aircraft carriers will form the core of separate fleets in the Bay of Bengal, the Indian Ocean and the Arabian Sea.

Advanced expanding the Indian Coast Guard will be able to play important complementary role to the Indian Naval success. Particularly, role in the complicated circumstances where there are reasons to emphasize policing the functions over those of the military and related to it all other activities (Brewster, 2010a).

According to the U.S.A. report Jiwani sea port, about 60 kilo meters westward from Goadar sea port, could be the target in the next war planning because a number of geographical perspectives Jiwani has an ideal location. It has proximity to the Strait of Hormuz. It has relative distance to the Indian airfields. It has a Pakistani airfield. That is why it could be changed and developed into a sea strategic Chinese airbase. China, getting a best location for air base here, connecting Djibouti, eastern shore of Africa, Sri Lanka port and accessing to Sindh shore's ports those would be the multipurpose bases junction for the presence in the Arabian Sea as well as Indian Ocean. Securing Chinese interests in maritime course would be molded into defense purposes. (Csaba Moldicz.2018). USA wants globally trade sea course monopoly in the regard of maritime traffic policy and planning for which Subcontinent was partitioned. With the passage of time Pakistan learnt a lot of lessons from the global powers policy and planning politics. So, Pakistan like other countries always framed its international relations and foreign policies according to the requisites of time and need.

Above mentioned proofs are alarming the Muslim world that Pretending sea-lines security, in the shape of NATO anti-Muslims naval powers have entered into Muslim world's seas. Keeping in view this dangerous planning, Pakistan, with the co-operation of the Muslim world must be prepare and establish Naval Fleet according to the defensive requisites. So that Pakistan saving itself from the anti-powers-clutch could prove itself as the Castle of Islam (Muslim World). This policy and preparation will be only defensive according to the modern requisites of defense but not offensive as well as should be prepare and establish a Combined Muslim Maritime Fleet. This combined Muslim Maritime Fleet should be stationed around the total African continent. Combined Maritime training center should be established. All littoral states persuade to frame a combined maritime security policy. To meet the expensive of this defense policy should be established an Islamic Bank. Muslim world should be established their own international economic markets. Islamic trade policy should be changed. Muslim world especially Pakistan should enhanced its ships number. All this should be done only for economic, social, maritime security and defensive purposes but not offensive purposes.

Recommendations

Sea power has more extension than a land power. Sea power supports land and air powers for military campaigns. In some circumstances it plays the role of decisive power. Chocely sea power is also a strategic tool. In the instruments of Diplomacy, Information, Military and Economics Sea power contributes a lot of because these four

instruments are the national power. So, keeping in view these realities to achieve advantages from the Pakistan's maritime assets, the need is that the policies must be meeting multiple objectives i.e. social, economic and environmental. Those require are the well coordination and integration approach at the regional and global level or balance.

To develop the maritime assets of Pakistan there are some suggestions presented in the following:

1. Related to the ocean and coastal areas national planning capacity should be strengthen.
2. Ocean related training and research should be carried out to identify the existing gaps.
3. To explore the marine resources, modern technology should be used.
4. Banks and other financial institutions should support the maritime industry.
5. Under the Government command, keeping the future requirements maritime management should be planning for the development of national as well as military progress.
6. Ports and infrastructure's facilities should be developed according to the modern technology.
7. To keep the anti powers under pressure, control, threat or away from borders Islands should be entrench.

Being a littoral state and having geographically great strategic position, Pakistan has tremendous potential to gain economic, political and defense advantages. For it is necessary to keep check and balance strictly. Never allow to flourish the corruption. Merit should be preferred in every field. Education should be planning according to the modern requisites. Management should be keep away from the political pressure. All maritime policies should be planed independently from the global pressure. For defense to keep under threat Naval power should be enhance and revolutionized. All Islands should be settled or colonized. Exploring the rare treasures sea should be used to enhance the national economy. A subject of Oceanography and related to naval education should be including in national educational course at all level of education. So that the entire Pakistani nation could get awareness about the importance of his coastal belt globally and contribute to the development of Pakistan.

Conclusion

Pakistan has got geographical and geo-political importance among the maritime super powers. Most of its trade depends upon the sea which almost deals 95 %. Negligence from shipping industry influences the economic development and coastal security. It not only provides the opportunities to decrease the unemployment but increases the foreign exchange; there is increase in freight rate the domestic trade stimulates. National ships availability decreases the dependency on foreign ships. In case of war

or tension no power pressurizes economically or defensibly. Pakistani Coastal Belt has marvelous economic potential. Total coastal belt provides a naval base to Pakistan from Indian till Iranian border. Pakistani ports not only enormously contribute to socio-economic development of the national economy but to the entire region as well. All Pakistani ports particularly Gwader in the regard of oil, gas, in field of technology and handling of large ships, regionally is matchless which is playing a very important role in the stability of national economy of Pakistan and has become the hub of international trade terminals and easy access shortcut routs. Giving sea access to landlocked Central Asian republics it has achieved international political attention. With the naval security, economic advantages and geopolitical importance of Pakistan, it will boost up in international political scenario. Regional and extra regional player's dependence on Gwadar sea port would strengthen the Pakistan's geopolitical status. Regional and international powers will try to prevent the Gwadar sea port to integrate the region as there are some issues those are creating hurdles in the way of Gwadar's success regionally and globally. Most important among these is terrorism at the western border of Pakistan and to prolong the Kashmir issue. Pakistan is trying to sort out these issues on permanent grounds. Competition with the regional ports is another problem. Strategically increasing challenges in future, Indian and Pakistan's naval policies are changing. With the passage of time Indian economic growth will enhance disparity between both naval powers, Indian and Pakistani. Pakistan should change its economic policies regionally and international level so that could fill disparity's gap between India and Pakistan's powers balance. Because of their easy and saved channels entire Muslim world seas special Indian ocean have become the arena of geopolitical, commercial and naval monopoly rivalries. Protecting interests, politics between foreign and coastal powers, created a serious threat for global peace. Gwadar sea port as a platform for economic welfare geopolitically is attracting global naval trade powers to its and compelling them for union special America and China. (John, 2001), but for all this Pakistan has to stand firmly for the security of its interests regionally and globally because Pakistan has learnt a lot of during its last experiences from global powers foreign policies (Milan, 1999). America with NATO, China and India are stationing in Indian Ocean for their interests but separated interests in region result would be dangerous. In the geopolitical scenario Pakistan could play frontline state services for the interests of both, regional and global players.



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