



Pakistan's Maritime Security: Pakistan Navy Role and Responsibilities

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ABSTRACT

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Pakistan is blessed with enormous ocean-based resources. Geographically it is placed on one of prime location across the globe. Maritime sector is one of the most neglected areas of Pakistan. It can earn billions of dollars by utilizing its maritime routes and resources belonging to its Ocean. When it comes to the security domain of Pakistan maritime routes, Pakistan Navy is not only actively pursuing its domestic objectives rather it has also joined Combined Task Force 150 and expected driving job in its central goal of keeping up harmony and strength in maritime region pertaining to its areas of concern. Through its committed duties it has guaranteed sheltered and auspicious section for the universal exchange and business exercises. Economic prosperity and Industrialization of any state is only possible when it has enough secure energy resources. Pakistan is unfortunately poor in both the sectors of energy as well as infrastructure development. Generally Arabian Sea has constantly played an overwhelming and critical job in International Shipping and routes. The blend of ocean courses with land courses made these increasingly reasonable and helpful. Pakistan's EEZ and expanded mainland rack establishes over 35% of its property and it has an ocean front of 1000 kilometers. About 90% of Pakistan's trade by volume and 70% in particular through ocean, yet the maritime portion has not been agreeably manhandled for aggregation of perfect preferences and focal points. Keeping in view of all these relevant features of maritime domain one can easily understand the significant role of Pakistan Navy in guarding the Sea Lines of Communications.

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1.0 Introduction

Arabian Sea has constantly played an overwhelming and critical job in International Shipping and routes. Its foundation goes back to Roman Times and expanded with a decent pace as the time passed. The blend of ocean courses with land courses made these increasingly reasonable and helpful. Some trench systems like Suez Canal in 1869 were developed to give access to ocean. It keeps on being real player in the transportation business today and is one of the busiest regions as far as volume of exchange. Requirement with the expectation of complimentary stream of exchange and transportation here has in this way turned out to be prime worry for all recipients. Around 17-million-barrel Oil goes through Strait of Hormuz consistently and around 3.5 million through Bab al Mandeb. Also, around 15-Million-barrel oil goes towards Far East courses and Malacca straits. The security laps and problems in the territory are numerous and are on increment. Dangers of trans-national nature are overwhelming the rundown. (Klein, N. (2011).

Maritime terrorism and Piracy issues pursue intently. Opiate, arms and human pirating are different hazards which should be controlled adequately and accordingly. The quantum of dangers is to such an extent that no single nation can handle it even inside in claim region. Regional and additional regional nations likewise will in general display their forces in this way making obstructions in serene activities. The community oriented maritime arrangement under a brought together direction has along these lines progressed toward are becoming need of time. Ahmad, M. (2020).

OBOR project of China is one of the biggest connectivity models of China. Other than perceiving it as a threat international player especially US along with its partner India should take advantages of this project and should be the part of this connectivity model. Instead of blaming each other's China and India should come close to each other in terms of military and economic cooperation. It's not only beneficial for people of these both countries and their economies but it will also boost up the soft image of south Asian region especially in Indian Ocean. (Vaughn, B. (2018).

In other way, this tug of war of undermining each other's will lead this region to arms race and ultimately will create a security dilemma in the region. Pakistan can never be ignored in contemporary world politics because of having strategic location, particularly after the inception of CPEC and development of world's deepest sea port Gwadar. International community must realize the significance of this region as it provides the passage from east to west and vice versa. (Shahzad, S. M. (2019).

Phenomenon of Balance of power will always remain in focus and practice if any big power of international community will undermine one state and support the other one in terms of developing its economy and providing technology. American support to India and undermining Pakistan in the region will create imbalance and destabilization. This is the main reason of Pakistan and China's cooperation with each other. If any international power will do so then certainly the state which is being undermined will bandwagon and sort out some other options. That's what Pakistan did. (Hyder Sayed, M. (2019).

2.0 Literature Review

Christian Bueger, in his article composed for marine policy, gives a few experiences into the definition of maritime security and its related viewpoints. He recommends that maritime security ought to be seen through a network of four center concepts: maritime condition, economic improvement, national security and human security. Maritime security could be about: mishaps adrift, environmental change, contamination, maritime terrorism, arms proliferation through ocean, between state debate, theft, sneaking, human dealing. Likewise, Michele Ameri and Michael Shewchuk, at United Nations, argues that the term 'maritime security' is wide with numerous policy areas and it doesn't have a lawful definition. Nonetheless, they illustrated that it incorporates: security from violations adrift, asset security, natural security, security of seafarers and anglers. A glance at the Indian Ocean's contemporary milieu, through the Bueger's and Ameri-Shewchuk statements, recommends nearness of nearly the whole scope of maritime security issues. (Hill, J. R. (2000))

Ken Booth illustrates that present world history is unpredictable as people have made gigantic mischief on one another and the world itself that gives them nourishment and safe house. He sets that the measure of brutality that has been utilized for changing others' perspectives of the world and thoughts has been outstanding in the present period of conflicts. Indian Ocean Region, in a lot of battles and brutality, maybe observed a great deal. Fall of Soviet Union and Post-9/11 have brought Indian Ocean into a spotlight of its history. Toshi Yoshihara proclaims that level of enthusiasm of countries around the world would increment to such an extent as to change the waters washing the shores of Asian nations to be another geostrategic locus of global legislative issues and such settings are offering ascend to an intricate blend of conventional and non-conventional difficulties and dangers. (Jacques, M. (2012)).

David Michel and Russel Sticklor, of the Stimson Center, contend that "different security, maritime policy, and administrative challenges are driving regional and extra regional players to concentrate on Indian Ocean issues inside a complex geopolitical structure where remote forces and local performing artists' interests and targets inseparably mix." Yoshihara, T., & Holmes, J. R. (Eds.). (2007). With more than 127 conflicts in 2014, Indian Ocean represents the most emergencies on the planet, making Bernard D. Cole to call the Indian Ocean as "hazardous". The majority of these conflicts have their underlying foundations over land, however the dangerous effect adrift is a contemplated end product.

The conflicts in Indian Ocean Region could devastatingly affect financial circumstance in and around the region. One thing in this Ocean is without a doubt: synchronous improvement of both security and economic exercises, which constrained Robert D. Kaplan to guarantee that it is "an apprehensive world swarmed with warships and oil tankers", and trusts that "an increasingly on edge, entangled world anticipates us." Roach, J. A. (2004). Thean Potgieter, of the South African Institute of Security Studies, opines the scourge of robbery and non-customary maritime dangers have prompted improved maritime nearness and maritime connections in the Indian Ocean. Theft, in the Western Indian Ocean, alone represented \$ 2.3 Billion, including 142 theft and outfitted burglary occurrences in 2014. Maritime terrorism, however not as articulated as once

thought to be, yet can possibly remain an instrument for terrorists' association planning to increase key preferences. (Bahoo, S., Saeed, S., Iqbal, M. J., & Nawaz, S. (2018).

Ascent of 'Al Qaeda in the Indian Sub-Continent' and Islamic State and their tendency for utilizing ocean to use preferred standpoint of ungoverned spaces for terrorism, are troubles that would stay in the danger contemplations of the Indian Ocean countries. Potgieter features that natural security in the Indian Ocean is of profoundly least noteworthy. Considering the way that about 4 billion individuals live inside 100 Km of the drift, the effect of environmental change on their lives would be unimaginable. Indian Ocean Tsunami of 2004 unleashed ruin on the seaside towns and urban areas and numerous spots were cleared off. Berlin, D. (2010). Pradyumna. Karan implies this reality by investigating different reasons of the Tsunami's decimations; and underscores that "An individual or society with a low view of hazard is probably going to modify inadequately to the risk". Booth, K. (2007).

Drugs dealing and human pirating are grave worries that have been rattling the Indian Ocean states. A United Nations report recommends that there has been "a disturbing spike in unlawful medication dealing all through the Indian Ocean" in 2014. This is another region of maritime security that can't be left unaddressed. As most recent as October 1, 2015, a Combined Maritime Forces deliver caught 427 Kilogram of heroin in the Indian Ocean, which the CMF called "tranquilize pull". Chaturvedi, S. (1998) On human sneaking, The recent report from United Nations High Commissioner for Refugees on 'Blended Maritime Movements' portrays a prickly image of this maritime danger. Since 2014, around 94,000 individuals left via ocean from Bangladesh or Myanmar, where 5000 were deserted by bootleggers and out of which about 1100 kicked the bucket in the ocean. Weapon running, IUU and poaching need a consideration and the gravity of these issues reinforce the thought that an aggregate reaction may very well be the main route for handling these issues.

Nonetheless, Clingendael Institute report focuses towards nonappearance of a far-reaching multilateral concession to maritime security in the Indian Ocean which genuinely results into, what the creators of the Institute expression as "traditional security problem."

There are some different strings of security circumstance in the Indian Ocean. "Shale upheaval may cause real changes on the planet economy and worldwide relations", asserts East Asian Strategic Review, 2014 that reduction of the US reliance on Middle Eastern oil could gravely influence the 'oil legislative issues of this region. CPEC will have articulated constructive impacts on maritime security, harmony and strength. There are shifting perspectives on Iran nuclear arrangement. Specialists in Council on Foreign Relations trust that "the arrangement improves Iran's security and merges its regional clout". While Karim Sadjadpour of Carnegie Endowment sets that result of Iran nuclear arrangement is questionable. The arrangement could have positive and negative outcomes to the extent regional harmony and security is concerned. Iran-Saudi antagonistic vibe may escalate and could bring the region into unsteadiness and emergencies. Nuclearization of the Indian Ocean could upgrade the likelihood of weapons contest in the region. Iskandar Rahman, in his work 'Dim Waters' explains that Indian enlistment of SSBN will "recognizably imprint" the vital balance of Indian Ocean region. These improvements will have

sweeping impacts on security condition, in the Indian Ocean, and profoundly impact a few maritime associations and activities both for exchange and security, that the Indian Ocean is going to find later on. (Doorewaard, C. (2015).

3.0 Methodology

Using a multidisciplinary approach, this study will incorporate elements from economics, geopolitics, international relations theory, and case studies. This methodology has been selected to guarantee a comprehensive examination of the strategic ramifications of Pakistan Navy in Indian Ocean Region. The majority of the research will be qualitative in its very nature, enabling in-depth analysis and comprehension of intricate geopolitical phenomena.

To guarantee a thorough grasp of the subject, data for the study is gathered from a variety of sources. Among these are Primary Sources: International treaties, policy papers, speeches by Chinese, Pakistani, and international authors and officials, and official documents from the governments of Pakistan and China as per their availability to comprehend the a strategic Secondary Sources: To present a comprehensive viewpoint on the subject, academic publications, newspapers, books, online articles, and observations from think tanks and global organizations are used.

4.0 Findings and Results

4.1 Harnessing Pakistan's Maritime Opportunities

Pakistan's EEZ and expanded mainland rack establishes over 35% of its property and it has an ocean front of 1000 kilometers. About 90% of Pakistan's trade by volume and 70% in particular through ocean, yet the maritime portion has not been agreeably manhandled for aggregation of perfect preferences and focal points. One basic reason from among various for this failure is that maritime issues are not high on the national fundamental thinking. The oceans are rich in living and non-living resources and can deliver wind, tidal, warm and biomass sort of resources. It is also an imperative wellspring of sustenance and a street for employment in such ventures as fisheries, the movement business, ports etc. Pakistan's examination in these zones for its financial enhancement has not been satisfactorily. (Hill, J. R. (2000).

Pakistan's maritime part is a basic section of national monetary and military power and there is a certain linkage among economy and security. Maritime issues across the globe are transnational ordinarily and Pakistan is no exception. In any case, clearly, matters of the ocean are least coordinated by consensual rules and instruments among littoral states. This has allowed the effect of militarily strong and fiscally better provided to sneak in. Our calculating system routinely disagrees about encroachment of the country's calculating resources by vessels from distant yet doesn't get much thought. Our nonappearance of eagerness for maritime space has painted us as a nation of weak assurance and upheld an unessential merciless ponder – this must be checked and pivoted. Generally, Pakistan is endeavoring to be a rising Asian financial power in the decades ahead, it must ensure watchful thought to working on its maritime part especially in such perspectives as ship improvement, augmentation of national conveyance naval force, and upgrading of port structure for docking current vessels with significantly greater capacity as it is going on in some neighboring countries. Pakistan's craving might be fulfilled if maritime

mindfulness is progressed with an increasingly noticeable dimension of genuineness to a progressively broad scope of fundamental system, and political class. (Helmick, J. S. (2014).

This isn't to propose any nonappearance of affectability towards financial hardship of Baluchistan anyway maritime portion is both fiscally and technologically and requires vital capital for building, working and making it monetarily profitable. At the point when that adventure has been made and system is set up, it moreover requires exceptionally skilled work, which contritely Baluchistan just doesn't have now of time. The patriotism and loyalties of these great political pioneers are not being addressed yet rather it is simple to comprehend that Gwadar won't be just an ordinary port, it will be the lynchpin of CPEC multi-billion key hypothesis because of its area on the intersection point 'One Road, One Belt' idea and if Gwadar doesn't perform as a result of our inner administrative issues, everything else will fold like a position of cards. India has developed a remarkable cell in RAW with gigantic cash related plan to test political and security deficiency and harm the endeavor. The total national position should therefore be for accomplishment of this errand as opposed to advancing joint effort to Indian structures.

In spite of the way that Pakistan has benefitted from broadened direction of UNCLOS and has acquired sovereign domain on ocean bed past its EEZ, it is up 'til now falling behind basically in unraveling policy frameworks of a Blue Economy by such foundations as United Nations Department of Economic and Social Affairs (UNDESA), Global Ocean Commission, Global Partnership for Oceans. In the area around us moreover, different multilateral associations like SAARC, APEC, East Asia Summit, and IORA (Indian Ocean Rim Association) are busy with making techniques and movement structures towards supportable enhancement of marine resources. (Yoshihara, T., & Holmes, J. R. (Eds.). (2007).

4.2 Pakistan Navy's Role: Initiatives at regional and international dimensions

Previously and in the contemporary time as well, The Indian Ocean Region has picked up a fundamental significance as far as exchange developments, Pakistan Navy has played a viable and key job to protect it. Understanding the way that it is one of the more unmistakable Navies in the littoral states, PN took upon itself a main job in the security of the region. Pakistan dependably trusted in serene arrangement of regional issues and tried purposeful endeavors to advance thought of quiet concurrence. Naval force has been instrumental in actualizing such approaches. It took an interest entire heartedly towards Collaborative Maritime Security and guaranteed agreeable methodology for shared preferences. (V/Adm (Rtd) Irfan Ahmed, 2022)

Pakistan Navy joined Combined Task Force 150 and expected driving job in its central goal of keeping up harmony and strength in maritime region. It normally contributed battle ships since it framed in April 2004 and effectively discouraged number of unfortunate exercises and mishaps. Pakistan Navy can be well glad for telling this Task Force for record multiple times. Through its committed duties it has guaranteed sheltered and auspicious section for the universal exchange and business exercises. In the process PN increased entirely important involvement in the field of joint tasks with regional and worldwide maritime powers. It gave colossal lift in expert

insight of our Officers and mariners. Also, PN has effectively made a positive picture as an able and expert maritime power in the region.

After the reception of UNSC goals to dispatch Counter Piracy Ops in the region in January 2009, PN additionally joined alliance of global naval forces as a component of Combined Task Force 151. Since its commencement PN told this CTF multiple times and earned significant adoration in battling the danger of Piracy. Alongside 25 different boats of USA, Japan, Singapore and NATO nations, it watched a region of more than 5 million Square Nautical Miles. Secured huge number of suspected vessels and thwarted endless assaults on dealer ships. Because of untiring endeavors of PN in our EEZ and encompassing zones, the EEZ of Pakistan has been avoided frame High Risk Area of Piracy, in this way, making travel of boats protected and agreeable. Besides, it should decrease the expense of Insurance and so on. ().

The sheltered and incite departure of extensive number of natives of different nations from war affected territories of Yemen a year ago bear declaration to PN helpful alleviation exercises in western segment of the region. PN likewise saved team of strangulated ship off the shoreline of Oman couple of years back. Prior in 2005, PN ships took part in alleviation task at port of Mali in Maldives after appalling Tsunami hit the region. It has partaken in Disaster Management Exercises since 2007 and adapted to meet any projections in the zone of intrigue. Facilitating of Indian Ocean Naval Symposium working gathering and Preparatory Workshop in September a year ago is another critical commitment of Pakistan Navy. Getting 28 designations from 16 nations on one stage so as to figure a uniform policy is likewise a striking advance forward for maintainable harmony in the region.

In the more conspicuous field of Maritime strategy PN routinely directs AMAN practices since 2007. Somewhere in the range of 20 to 28 regional and additional regional nations participate in these commonly gainful Operations. Aside from this, reciprocal activities with Navies of the Arabian Peninsula and with boats visiting Karachi port are basic practices. Obviously that Pakistan Navy Prepared Officers and Sailors of Gulf nations naval forces in their developmental years. Various PN prepared officers rose to head their particular administrations. PN preparing foundations keep on outstanding their Alma Mater. It can thusly be seen that Pakistan Navy has made astounding commitments in safe guarding the delivery traffic in the Arabian Sea when all is said in done and North Arabian Sea specifically. It has likewise improved shared participation adrift with cordial Maritime Forces. No other nation in the region has done as such much as Pakistan. This crucial commitment has been recognized and increased in value by the world powers on the loose. (Vaughn, B. (2018).

4.3 Development and Connectivity inside Pakistan

4.3.1 Development of Gwadar Port

Gwadar port was formally introduced on 20 March 2007 by Pakistan's President, General Pervez Musharraf, and the Chinese Communications Minister, Li Shasheng. For the basic time of Gwadar port, the get together of China had given US\$198 million and the association of Pakistan

contributed US\$50 million. In the guideline organize, three multi-reason billets 602 meters in length; a 4.5-kilometer-long theory network, tunneled to 11.5-12.5 meters; a turning bowl 450 meters in extensiveness; and one 100-meter advantage compartment have been finished. (Shahzad, S. M. (2019). Following the fruition of Phase I of Gwadar, the Economic Co-game plan Committee of the office met under the then Prime Minister of Islamic Republic of Pakistan on 1 February 2007 and permitted the Gwadar Port Authority to consent to a 40-year strategy with the Port of Singapore Authority and its partner, Concessional Holding Company, for the movement and undertaking of the obligation vindicated port and responsibility empowered exchange zone. In a remarkably intense condition, so as to "empower Gwadar to fight with its local accomplices, the port costs will be kept low by permitting a wide degree of examination concessions to the PSA fortifications to cut operational and business costs. (Mazaris, A. D. (2017).

On 18th February, 2013, Gwadar was officially given to China. This port is basically located in Pakistan's province of Balochistan. It is in contemporary world politics considered as one of important oil trade hub of the whole region. Due to its cost and projected future outcomes, this port development specifically and China Pakistan Economic Corridor generally is thought to be one the major project of Pakistan. This port has the potential to provide a safe and economic route to the traders and also it will promote global shipping in the respective region as well. This port will not only facilitate China but also to the many landlocked central Asian states as well. As a result of the development of the Gwadar port, China is also helping out to develop many other projects of connectivity in its periphery for example 675 km Makran Coastal Highway Gwadar-Turbat road whose length is 188 kms which is connecting Gwadar with the major cities and also Karachi with several ports along the coast which include Pasni, Ormara, Gawadar. (Kahandawaarachchi, T. (2015).

In future it is expected to extend it till Iranian border in near future. Development of Gwadar International port and also Overhauling of Karakoram Highway in northern area of Pakistan is also one of the main projects which will develop a connectivity inside as well as outside of Pakistan. Development of Gwadar smart port city is also being done under the mega development plans of Gwadar.

4.3.2 Energy Cooperation and Pipelines

A Framework Agreement on Energy Co-development was signed in Beijing on 20 February 2006, between the Ministry of Petroleum and Natural Resources of Pakistan and the National Development Reform Commission of China. In closeness of this assent, the Mega Energy Forum was held in Islamabad from 25-27 April 2006. At the Energy Forum, an outline of the proposed 3300-kilometer-long Karakoram oil pipeline was in addition appeared by the Pakistani side; this incorporates a 30-inch separate transversely over pipeline from Gwadar to Khunjerab, encountering Awaran, Pir Muhammad, Khuzdar, Shikarpur, D. I. Khan, Kundian, Mianwali, Talagang, Ghaib, Fatehjang, Haripur, Mansehra, Patan, Dasu, Chilas, Bunjil, Gilgit, Sust, and the Khunjerab pass. (Hyder Sayed, M. (2019).

Economic prosperity and Industrialization of any state is only possible when it has enough energy resources or at least availability. Pakistan is unfortunately poor in both the sectors of energy

as well as infrastructure development. Under the umbrella of China Pakistan Economic Corridor Pakistan and China has decided to develop and install mega energy projects. Bahoo, S., Saeed, S., Iqbal, M. J., & Nawaz, S. (2018). Saudi Arabia has in like way appeared in utilizing Pakistan as a noteworthy entry for transporting its refined oil to China. (Ghauri, I. (2006). There are mega projects in CPEC which are purely to fulfill the needs of energy requirements of Pakistan for example Suki Kinari Hydropower project which is of 870 MW. Sahiwal Coal Project 1320 MW, Rahimyar Khan Coal project 1320 MW, Quaid I Azam Solar project 1000 MW. These are few examples to be discussed here. There are so many other mega projects are also under process of their completion. So we can say that Chinese and Pakistan's cooperation and connectivity model is not only beneficial for these two countries but also they provide model of connectivity to rest of the ambitious nations as well.

4.3.2 The Connectivity of Gwadar with Hinterlands

Things traded to Western China by strategies for the Karakorum roadway arrive course will have a huge advantage with the decreased transportation costs. Stock sent through ocean need to go in excess of 10,000 miles to achieve Chinese ports on the nation's eastern seaboard and after that must be transported 3,000 miles overland crosswise over China to achieve grandstands in Western China. To help the transportation of stock by techniques for the land course China has consented to assist Pakistan with upgrading and develop the Karakorum Road. In August 2003 the head of assignments from Pakistan Tajikistan, Uzbekistan and Afghanistan indicated a convention at the Asian progress bank's home office in Manila to profit by the north south hall associating their distinctive Countries with Pakistan 's ports including Karachi, Port Qasim and the new remote ocean port at Gwadar. (Klein, N. (2011).

4.3.4 Overhauling of the Karakoram Highway

Repairing of Karakoram Highway which is considered as 7th wonder of the world, was advised by former President Musharraf in his tenure in February 2006 when he visited China at that time. Pakistan's National Highway Authority and China's Road and Bridge corporation signed an MOU at that time to repair Karakoram Highway for a smooth flow of trade and people to people contact. This is a 335 Km long segment between Rajkot bridge and Khunjab pass. It was also decided to increase its width from 10 meters to 30 meters in order to ensure smooth flow of traffic without any blockage. This long road has played its role in a true manner to enhance connectivity between China and Pakistan. (Jacques, M. (2012).

Pakistan is likewise building a course of action of roads and railroads inside the nation to stimulate a north– south TEC. Karachi has been related with Gwadar through a waterfront turnpike, and plans are in headway to interface it to Iran moreover, another major 950 kilometer-long interstate, accomplice Gwadar to Turbat, Khuzdar, and Ratodero, will be finished. Another street will a little while later affiliation Quetta to Zhob, D. I. Khan, Loralai, and D. G. Khan, accomplice Baluchistan to the Punjab and KPK. The undertaking for up dimension of the KKH ought not be seen simply concerning Pakistan's endeavors for the TEC, at any rate as a sensible reaction by Pakistan and China to the unmistakable activities for working up east– west and north– south exchange passageways in the locality. (Vespe, M., Greidanus, H., & Alvarez, M. A. (2015).

China has linked its western locales laying out Central Asia and Pakistan with focal China and can utilize the KKH and particular relationship for creating exchange with West Asia and South Asia. Russia, Iran, and India are attempting encouraged endeavors to build up a parallel exchange way, with a thought on the Iranian port of Bandar Abbas, to battle with the Pak– China entryway. India is additionally helping Iran for sure and monetarily in building a course of action of paths and another port at Chahbahar, closer to Pakistan's port of Gwadar. Iran's chivalrous indications of helping Afghanistan day by day practice, near to India's making influence in Afghanistan, are endeavors to captivate Afghanistan into the Indo– Iranian plan of things. Regardless, congeniality and security in Afghanistan are fundamental for this course to flabbergast.

4.4 Instability in Afghanistan-A Major Hurdle

Instability in Afghanistan is directly damaging interests of Pakistan in this region. Unfortunately, Afghanistan remained unstable for so many years by the interventions of international players in this region. USSR intervention and the after post 9/11 American and NATO presence has damaged Afghanistan badly. Secondly Indian involvement in Afghanistan has also created so many hurdles and troubles for not only Pakistan but Afghanistan itself as well. After the intervention of USSR in 1979 Pakistan has to bear 2.5 million people afghan refugees in its territory which caused too much unrest in Pakistan. Despite maintaining good relations with Afghanistan by Pakistan, it has never acknowledged support and help of Pakistan unfortunately. Afghanistan is a landlocked country and Pakistan has shortest route to provide to Afghanistan for smooth flow of trade and building its economy. This is only possible when internal situation of Afghanistan would be stable and peaceful. Govt. of Pakistan has always stated that A stable and prosper Afghanistan is in the interest of Pakistan. Unfortunately, due to unnecessary involvement of big powers in Afghanistan, internal situation of Afghanistan couldn't become stable. Otherwise, the recent project of CPEC by China and Pakistan has too much to offer for Afghanistan.

4.5 Volatility of Baluchistan-External factors

Gwadar might not reshape bore well in the monetary, military, and political interests of different nations. Nations like Iran and India have their financial inclinations related with the Gwadar port; particularly India, as it is mishandling the protester sections and patriot pioneers of Baluchistan to frustrate the undertaking through showings of mental fighting. Iran severely dislikes compelling arrangement of activity of Gwadar as the basic course to ocean from Central Asia by techniques for Afghanistan, since Iranian port Chahbahar is also correspondingly sober minded the errand is in all likelihood going to stand up to conflict from Iran.

5.0 Discussion and Conclusion

In contemporary world politics peace, stability, and achieving economic development is only possible when states are inter connected with each other. Connectivity of these states can be in so many ways for instance by trade, alliances, defense cooperation as well as through economic interdependence etc. When it comes to trade, sea lines of communications are the best ways to keep different states inter connected with each other. In recent past Indian Ocean region has gained attention of the big powers especially US to contain China. Mostly it's because of having vast marine resources. Geographical placement of Indian Ocean has also increased its importance as it

provides shortest trade route to different countries for meeting up their energy requirements. Significance of Pakistan in this region can never be ignored. Strategic location of Pakistan and having a deepest sea port Gwadar are the two main aspects due to which Pakistan can never be ignored in international community. Cooperation of China and Pakistan in this region particularly in Indian Ocean region is flourishing day by day as it provides mutual benefits to both of the countries. American Naval presence and also their deep collaboration with India is also one of the main reasons for Sino Pak deep cooperation in IOR.

Generally, Maritime Cooperation of Pakistan and China with each other is not only beneficial for both countries but in fact its beneficial for the whole south Asian region as well. It will create somehow balance in this region; otherwise, weaker states will always perceive threat perception which can ultimately lead to imbalance the security structure of this region. It might be one of the main reasons of increasing cooperation between China and Pakistan in this region. Chinese and Pakistan Navies are collaborating in Indian Ocean region at a large scale for instance doing a good will visits to each other's naval bases, increasing defense cooperation in terms of providing technical facilities, Naval Exercises with each other and so on. Such types of cooperation are not to deter the enemy but infect they are based on win win situation for both the countries. Chinese Naval Cooperation with Pakistan Navy has two main advantages.

5.1 Recommendations

First is to provide safe and secure routes to their trade cargoes and secondly as we all know about the Indian and US naval presence in Indian Ocean region is increasing day by day which can damage Chinese as well as Pakistan's interests. So tackling such issues in any misadventure by any of the adversary in IOR is also one of the main reason for Sino-Pak cooperation in the region. Chinese energy demands are increasing by every passing day. They need shortest possible route to reach out the gulf states as well as to connect itself with Central Asian states. China is developing mega projects and connectivity with different regions. Strategic location of Pakistan is helpful not only for Pakistan but for China as well. In my view whosoever has the control or strong influence on Indian Ocean, has the capability to rule this region economically and strategically. That's why Sino-Pak and Indo-US nexus is trying to build up their cooperation level gradually. At the same time other than militarily competition, every state also needs to protect its aquaculture and marine resources which fall in their domain so keeping all those illegal acts like piracy, smuggling etc. Naval forces of the respective countries must build up their strength in order to ensure safe, secure and smooth flow of trade.

Mustansar Abbas: Problem Identification and Theoretical Framework

Saqib Hussain: Data Analysis, Supervision and Drafting

Sultan Salah Ud Din: Methodology and Revision

Conflict of Interests/Disclosures

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