

Challenges to Maritime Security of Pakistan

Faiqa Nawaz^{1*}

¹Department of International Relations, Muslim Youth University, Pakistan

DOI: [10.36348/sjhss.2022.v07i02.004](https://doi.org/10.36348/sjhss.2022.v07i02.004)

| Received: 19.01.2022 | Accepted: 23.02.2022 | Published: 28.02.2022

*Corresponding author: Faiqa Nawaz

Department of International Relations, Muslim Youth University, Pakistan

Abstract

Pakistan's strategic significance in the maritime sphere has been at the center of debate. Particularly with the on-going development "Port of Gwadar" and how it may crop a new profitable armature in the region and encyclopedically. Still, the broader significance lies in the 21st Century Maritime Silk Road (MSR) action by China that includes Port of Gwadar under China Pak Economic Corridor (CPEC), aiming to strengthen indigenous connectivity. In turn this study shows logical and descriptive approach for assessing theoretical substantiation to measure challenges to maritime security and how it may be affected by current challenges in the swell. Further, fabrics under transnational relations; regionalism, constructivism and critical security studies approach support the core argument "Challenges to maritime security of Pakistan". The major finding of this study is apparent through collaborative security and how effective it has been in eradicating crimes in the swell. The major recrimination of this paper is to view challenges to maritime security as a coherent approach towards security and cooperation.

Keywords: maritime security Indian ocean region CPEC indo-Pak rivalry China-Pak Economic Corridor.

Copyright © 2022 The Author(s): This is an open-access article distributed under the terms of the Creative Commons Attribution 4.0 International License (CC BY-NC 4.0) which permits unrestricted use, distribution, and reproduction in any medium for non-commercial use provided the original author and source are credited.

INTRODUCTION

This examination centers around Pakistan's position and point of view with respect to the Indian Ocean as a little littoral force looking for maritime security and collaboration to improve its part in regional security of the Indian Ocean as well as extending its product exchange. The easy will illuminate the criticalness of the Indian Ocean in world legislative issues. The issue of maritime security will likewise be investigated next to strategic maneuver among huge countries in the Indian Ocean particularly among India and China. The easy will take a gander at the Pakistan-India competition in the Indian Ocean. The easy will take up the importance of the Indian Ocean in the geo-financial matters and international affairs of Pakistan, its security proportions of multilateral participation among countries, the warm-water approach for the Russian admittance to the Arabian Sea, and giving business channel to China to connect up its western district of Xinjing with the Gwadar remote ocean port under the China-Pakistan Economic Passageway (CPEC). Various suggestions have additionally been put forward in the paper to incorporate the Indian Ocean for regional network, stock exchange extension, and for socio-social union.

And so many challenges which is Pakistan facing in Indian oceans in the form of indo-Pak rivalry, then major powers interest in Indian ocean and terrorism in seas.

Significance of the Indian Ocean

In the world most essential thing is water, as Around 71% percent of the Earth's surface is water-covered, and the seas hold about 96.5 percent of all Earth's water. Water covers more than 66% of the Earth's surface. Ocean plants, as Posidonia, produce 70% of the oxygen we inhale, and the profound waters are home to natural life and the absolute greatest animals on earth. It gives us with food, life, and sailing! Without it, there is no sign of life. In the holy Quran, Allah says "He who subjected the sea for you to eat from it tender meat and to extract from it ornaments which you wear. And you see the ships plowing through it, and [He subjected it] that you may seek of His bounty; and perhaps you will be grateful." (Surah An-Nahl). The ocean is likewise worked as transportation track that permits us to move between different places. The transportation we use is different sorts of boat. "It is your Lord who drives the ship for you through the sea that you may seek of His bounty.

Indeed, He is ever, to you, Merciful." (Surah Al Isra). another verse from the holy Quran He (God) released the two seas, meeting [side by side]; Between them is a barrier [so] neither of them transgresses. "Surah AR-Rahman" There are five oceans and Indian ocean is the third largest after the Pacific and Atlantic Ocean. especially geostrategic element of being encased by three sides. Indian ocean region comprises all littoral and islands states in the ocean, and bordering the ocean, stretching out from the middle east and Africa to south Asia, Australia and south east Asia. There are forty-eight countries in the Indian ocean region, eighteen in the Africa, seven in the south Asia, eleven in the middle east, six in south east Asia, Australia and 5 other islands. The Indian Ocean Region (IOR) has become the center of extraordinary worldwide movement throughout the a very long time for different reasons. The main shipping lanes of the world pass through this region. The Indian Ocean gives the overwhelming source to oil from the Persian Gulf to different various destinations everywhere on the world. The Malacca Strait is a crucial point through which the oil destined for the West shoreline of USA, China, Japan, Australia and different nations of South-East Asia should pass Oil being of crucial interest to most countries, major powers, particularly the USA, keep an obvious and valid presence in the because reliance on oil will keep on expanding later on and sends out from the Central Asian Republics via ocean would likewise must be directed through the ports of this region, the Indian Ocean is probably going to observe conflicts of monetary interests and a violent security climate. This region has been named by certain examiners, as one of the most perilous. The IOR has 30 Straits and channels in and connecting the Indian Ocean. The significant ones are as per the following. Malacca strait between three states Malaysia, Indonesia and Singapore, Singapore Strait between Singapore and Riau island of Indonesia, Strait of Hormuz between Oman and Iran, Bass Strait between Australian continent and Tasmania, Bab-el-Mandeb between South Yemen and Djibouti lastly, Mozambique channel between Mozambique and Malagasy Republic. As well as shipping routes, the Indian Ocean offers important shipping routes that link the Middle East with Europe, East Asia, Africa and the United States. The accompanying routes are the main ones in the Indian Ocean and their conclusion would bring about stifling the worldwide energy supplies. First, the Suez route which connects the Mediterranean Sea to the Red Sea via the Suez Canal. An important choke point in this route is Bab-al-Mandeb which connects Red Sea to Arabian Sea. Secondly, Cape Route. This route replaces the Suez route and interfaces with the Indian Ocean and the Atlantic Ocean. Heavy tankers and bulk carriers because of profundity limitations in the Suez Canal likewise generally utilize this course. And lastly, strait of Malacca. This is the most important passage of the Pacific Ocean and gives the shorter and advantageous connection between the

Pacific and the Indian Ocean. A 40% expectation of the offshore oil of the world comes from itself by the Indian Ocean. The reserves of the Gulf and Central Asia represent 72.5 percent of the world's all out oil and 45 percent of gas. Aside from the previously mentioned natural importance of the Indian Ocean, the United States, China, Japan, South Korea, Europe India, and Pakistan, and numerous different countries import a generous measure of their necessities of energy and product imports and fares through the Indian Ocean. Around 70% of the world's oil trade passes through the Indian Ocean. 5 Ports play a significant part in the Indian Ocean. There are around 157 ports and harbors in the Indian Oceans with India having 40 ports, Australia 20 ports, and Saudi Arabia 11 ports. There are 36 littoral states in the Indian ocean, among all these littoral thirty-six states India naturally emerges as the most powerful country, by the assistance of Australia, Japan and some little littoral states and the US. Indian ocean has a unique strategic worth.

Maritime security

Maritime security is an umbrella term educated to group issues in the maritime area that are frequently identified with public security, marine climate, financial turn of events, and human security. This incorporates the universes seas yet additionally regional oceans, regional waters, waterways and ports. ocean administration and worldwide security have in the previous decade begun to remember maritime security for their order or rethought their work in such terms. In 2014 the United Kingdom, the European Union just as the African Union (AU) have dispatched yearning sea security systems. The North Atlantic Treaty Organization (NATO) remembered maritime security as one of its destinations for its 2011 Alliance Maritime Strategy. The achievement for maritime security accompanied the ascent of piracy off the bank of Somalia between 2008 and 2011. The threats of piracy for worldwide exchange carried the maritime component of security to the worldwide cognizance and lifted it high on policy agendas. In addition, the interstate strains in regions, for example, the Arctic, the South China Sea, or the East China Sea and the significant interests in blue water naval forces of arising powers, for example, India and China, have expanded consideration for the seas as a security space. There are so many threats that prevail in the maritime domain such as maritime terrorism, piracy, trafficking of narcotics, people and illicit goods, arms, illegal fishing, proliferation, environmental crimes, or maritime accidents and disasters. One can securely accept that maritime security implies military, political, and monetary abilities of States to utilize oceans and seas for certain basic destinations of numerous countries engaged with a given time of time. Hence, a cooperation of similarly invested partners is needed for improving maritime security of countries for key, political, and financial reasons.

The Power Play

The Great Britain, Russia and Japan used to be the extraterritorial forces in the Indian Ocean up to the furthest limit of World War II. Japan ruled the Indian Ocean by overcoming Great Britain and keeping up its authority by catching Singapore and Burma and offering difficulties to other European forces, which disintegrated the European authority of the Indian Ocean. There had been a long encounter in the Indian Ocean after World War II until the end of the Cold War and the previous Soviet Union by 1989. With this end, another measurement happened in the Indian Ocean as to who might rule this Ocean. With the ascent of China, another factor has been arising to share power authority and to give a protected water section to stock exchange similarly shared by all partners in the Indian Ocean.

Generally, the antiquated Silk Road on the hinterland was all around associated with the Indian Sea, offering admittance to landlocked and distant Asian terrains and people groups to the Indian Ocean. This statement, in any case, made a fracture in the area and upset harmony endeavors the same number of conventional forces don't plan to acknowledge the section of another extra- regional force – China.

The indo Pak rivalry

Indian Ocean is the busiest and very important trade route for many powerful and smaller nations. Indian Ocean region is also playing very important role in the world politics because new world order is taking in the indo-pacific region. It's the center of great power competition in the world politics. The main competitor in this region is China and India. China is integrating their own allies in the Indian Ocean while India is backed by the United States and its allies. Being a powerful country India want to dominate the whole Indian ocean. But challenges in the way of India is posed by Pakistan and China. Both countries Pakistan and China is not ready to give higher position to India in their maritime policies. Because China also want to secure the Indian Ocean for their maritime silk road route and Pakistan also want to maintain balance in the Indian Ocean. This conflict result in the militarization of the Indian ocean. Indian maritime policy is to make sure Indian hegemony in the Indian Ocean. They spend their navy to influence the whole region. Their aim is to serve the Indian interest as well as the American interest in the region. United States and its allies Japan, Australia is supporting Indian in the region because India is capable to counter China and its partner Pakistan in the region. The rivalry in Indian Ocean is driven by the economic rise of China and its strategic presence in the Pakistan, Sri Lanka, Myanmar and Djibouti and this Rivalry is shaped by the United States because the rise of China is direct threat to the United States national security. The US aim is to use Indian for its strategic purpose and they are flexing Indian

muscles. India "Act easy" policy is to promote economic, strategic and cultural relations with all the Asian-pacific region states at different level. The purpose of this policy is to counter the China maritime Silk Road project and to isolate the Pakistan in the indo- pacific region. In response to Indian aggressive policy in the region Pakistan policy is to create balance in the Indian Ocean region. Pakistan is continuously working on policy to make balance in the Indian Ocean region and this policy is encouraged by many same minded countries. The bright example is the Pakistan navy hosted exercises AMAN (together for peace) in February 2017 35 countries responded to this antiterrorism exercises. The purpose of these exercises to fight against maritime threats in the sea and to promote peace and cooperation in the sea. These exercises have been carried out after every two years since 2007. Pakistan navy also conduct joint exercises with Chinese and Russian navy bilaterally. Because Pakistan want to counter Indian influence and to secure the CPEC passage from any external threat. It is expected that near in future both China and Russia will increase their political foot print in the western Indian Ocean and with the support of China Pakistan will enhance their merchandise interests in the sea.

Pakistan policy is to strengthen their maritime position in the Indian Ocean and India feel threatened with the partnership of China and Pakistan. Pakistan navy is strong enough to counter any aggression in the India Ocean and they are capable to secure Gwadar port for mercantile trade and connectivity under one Belt one road initiative. India is also increasing their naval presence to counter China and Pakistan threat. On 4 November 2016 the Indian send their nuclear submarine to sabotage CPEC and Gwadar. But Pakistan navy active performance compel Indian submarine to go back. However, the tussle is continuing between the two countries in the Indian Ocean.

- Here is some recommendation which can reduce the conflict between all the littoral states in the Indian Ocean. There should be an organization which integrates all the littoral states in the Indian Ocean region.
- The India Ocean Rim association (IORA) is good initiative but it is limited to only 10 countries.
- To avoid militarization and conflict there should be a multilateral security forum which ensures the security and defense of Indian Ocean littoral states.
- An economic forum is also necessary to expand the trade and economic cooperation among the member state.
- The Chinese project of maritime Silk Road is a novel idea. This will help all the littoral states to promote trade and integration.
- A cultural forum is also necessary to promote ancient and diverse cultures namely, Indian, Islamic, Arab, South East Asia Africa and Australian cultures.
- There should be a commission which will resolved the territorial disputes among the Indian Ocean states in the line with international arbitration rules and regulation.
- The Indian Ocean should be a nuclear free zone because the military and nuclear missiles affect the prospect for peace.

Pakistan's Perspective

A. Strategic Significance of Pakistan

Pakistan's most extensive coast line stretches 1050 km, 650 km down Sindh province and 800 km in Baluchistan. The coastal line of the Sindh extends 150 km and 15-40 km to Baluchistan. The Makran Coast range forms a mountain range alongside 75 percent of the total coastal length. Pakistan's Exclusive Economic Zone covers an area of about 240,000 sq. Km. In addition; Pakistan has small and large ports that play a significant role in supporting its trade and economic activities. The port of Karachi, the port of Bin Qasim and the ports of Gwadar are the most prominent of these or even the largest trading centers in Pakistan. In addition, it also has small ports such as Keti Bandar, Jiwani, Gadani, Ormara and Pasni that can be developed into larger ports in the future. A state like Pakistan, which has a lot of human and nuclear resources and most importantly its access to the Indian Ocean needs to protect itself from potential maritime threats. The importance of the Indian Ocean is also important in Pakistan because it is the fourth largest empire in terms of having ports after Saudi Arabia and Australia, and India respectively.

As being a littoral state, Pakistan is deeply concerned about the security situation from the Indian Ocean. Pakistan's main maritime security concerns are

tackling the growing problem of counter-terrorism, armed robbery, drug trafficking, and crime. The peaceful use of the EEZ, Continental Shelf, to increase maritime connectivity, continued development of ports and the Gwadar Economic Zone are key elements of Pakistan's maritime policy.

B. Warm -Water Theory

The idea of warm water was made during the time of the Russian monarchs when they wished to enter the port of the Indian Ocean in Pakistan. Russia has a large area but despite having the largest borders of the country it has no access to warm water. Most strategists believe that their stay in Central Asia also justifies the idea of warm water because they want to find a way to the Indian Ocean but their dream has not come true. Pakistan border attached with Central Asian states constantly raised its concerns for having potential threat about Russian invasion over the Indian Ocean. He believes that in future Russia will act in such a way which would ultimately threaten its sovereignty. Somehow the invasion of Afghanistan by Soviet in 1979 confirmed its concern. The long-running war between the Soviet Union and the US in Afghanistan has played a key role in making the region a hotbed of terrorist activity which has now become a threat not only to Pakistan but to the rest of the country. In the course of globalization each empire wants to forge closer ties with different countries but the emerging terrorist activities could create barriers to such economic activities especially in the case of the Indian Ocean which has been linked to Russia, China, Central Asia and the Persian Gulf, but growing concerns could hurt this dream. Pakistan must therefore have to dealt with this possible threat as to achieve a peaceful economic agenda through the port of Gwadar.

Gwadar Port and the CPEC

Gwadar Port is the world's deepest port on Arabian Sea shore in the city of Gwadar in Pakistan's Baluchistan province and is under the control of Pakistan's Maritime Secretary and China Overseas Port Holding Company. The Port is prominent in the China-Pakistan Economic Corridor (CPEC) program and is considered a link between the Belt and Road Initiative and Maritime Silk Road projects. About 120 kilometers southwest of Turbat, and 170 kilometers east of Chabahar Port in Syan and Baluchistan Province. It was announced in 2015 that the city and the port would be further developed under the CPEC at a cost of \$ 1.62 billion with the aim of connecting northern Pakistan with western China and the deep water port. Construction began in June 2016 in the Gwadar Special Economic Zone, which was built on an area of 2,292 hectares near the Gwadar port.

The development of the Gwadar port should not be seen as a form of strategic cooperation between Pakistan and China against any other state or nation but

needs to be seen as a process to improve the Indian Ocean maritime resources and China's natural access and restriction Central Asia claims access to the Arabian Sea. Pakistan initially offered to help the United States develop the port but due to some political circumstances the United States refused to take advantage of this opportunity. China later began to show interest in developing Gwadar and granted a loan of US \$ 245 million in 2001 for commercial purposes.

Global power policy in the Indian Ocean by India, the United States, Japan and other allies could separate Pakistan and China's development strategy, which seeks to find alternative ways to improve their economies. The presence of United States troops in Diego Garcia and its cooperation with India and Japan made China and Pakistan concerned about the inequality of strategies in the Indian Ocean. China's situation in the Indian Ocean has completely changed as seen by the United States and its allies. China wants to use only the Gwadar port for commercial purposes but the United States has seen the operation for military purposes. Pakistan and China want to deny this idea and rely heavily on developing a positive aspect of the Gwadar port. There is no denying that Gwadar is not a military base or will not be the norm for Chinese military in the future. China wants to build Gwadar with a pattern of Hong Kong, Singapore and Dubai. China is deeply concerned about the misconception about the 'Strings of Pearl' and took this view as propaganda against it. Pakistan certainly does not want to be a part of power politics because Pakistan wants to use this opportunity only to improve its economic means.

Moreover, Pakistan is one of the conflict ridden countries and badly at the crossroads of terrorism in the region. It is not going to become a Frontline state to serve the interest of China in Indian ocean. Pakistan more likely to develop economic ties with the other regions in the world and also wants to develop Indian Ocean a kind of economic globalization just as to engage other nations in developing peaceful ties among them. For this purpose, Pakistan has to ensure effective maritime security because of growing competition and rivalries in Indian Ocean. It is a fact that Pakistan has not such kind of effective maritime capabilities to protect such a huge investment in Gwadar so it is natural that it will move to build multilateral security activities like it has signed SEATO in 1954, ASEAN-Regional Forum (ARF) and Operation Enduring Freedom-Maritime Interdiction Operation (OEF-MIO) has discontinued in 2011 because Japan is more likely to develop strong ties with India which automatically seeks Pakistan to turn itself towards China for naval collaboration in terms to secure its commercial activities in Indian ocean. Pakistan also collaborated with number of Persian Gulf states to

enhance its maritime security for peaceful economic means.

Transnational crimes in seas with focus on Gwadar

In this article, the author has examined transnational crimes from the Perspective of the Maritime Safety Sphere on the ground and outside the port of Gwadar. Since 9/11 period Pakistan is facing both internal and external security threats. Rising ethno-nationalism and radicalization- terrorism are the backbone of social evils; causing prevention of international cooperation and prosperity characterizing a repulsive image of Pakistan globally. Security of Gwadar port is very essential for the success of China-Pakistan economic corridor. China has invested and granted loans to Pakistan without any conditions although China is aware of internal issues of Pakistan. strong maritime security governance would furthermore act as a driver towards strengthening these relations. Organized crime in the Arabian Sea whirls around speed boats of criminals smuggling drugs and weapons and trafficking of humans. Piracy in Arabian Sea and the Indian Ocean region can be a threat to operations of Port of Gwadar and international shipping activities. maritime terrorism and piracy are two different activities, first one is based on political objectives and the latter for private reasons. Unlike piracy, maritime terrorism does not engage in robberies, however if it happens, it has to produce money for strengthening their objectives. As compared to land based terrorism, Maritime Terrorism face real challenges to carry operations in the seas. Transnational crimes have different expressions across the world's maritime regions and affects political stability, economic interests, and human life in different ways, ranging from their impact on coastal communities to international shipping and even national security. With the expansion of Somali piracy's, it became frighten to navigation coming from the Suez Canal and going across the Gulf of Aden to the narrow zone between the Horn of Africa and the Arabian Peninsula. there was an attack in September 2014 on Karachi Naval Dockyard and the responsibility was claimed by Terek-i-Taliban Pakistan (TTP). Gwadar port is third commercial port of Pakistan after Karachi and Qasim. Gwadar Port, is the world's largest deep sea-port and is situated at a distance of nearly 250 km as of the Persian Gulf, it can serve as a gateway and will emerge as a strategic location for the forthcoming Chinese interests in the region. Since the flow of maritime traffic passing through Gwadar port is expected to increase significantly, finally, maritime safety is a variable dependent on the success of the CPEC project. China, with its growing oil consumption due to its economic development, is likely to be a major oil importer from the Middle Eastern oil enriched states, therefore, a key stakeholder of the Gwadar Port. The port of Gwadar will connect the province of Xinjiang (western China) to the Indian Ocean via oil and gas pipelines, as well as

highways and a network of high-speed railways. The Strait of Hormuz is the channel for around a third of the world's oil trade, which produces the role of Gwadar Port in this strong region to ensure China's energy security. Pakistan's Navy, with the support and cooperation of China, is working on three key extents: the Gwadar Port security, vessel security and the security of sea lanes. Besides the challenges raised by India's mounting concerns in the Indian Ocean, Human trafficking and piracy issues are the main challenges. International crimes including piracy, maritime terrorism, human trafficking and other cyber-related crimes around the Indian Ocean, which may spoil international commercial transactions leading to economic failure, can be coped with up to sufficient extent by strengthening maritime security. Pakistan Navy is in continuous cooperation with the Chinese Navy and navies of different states since a time followed numerous activities to promote their understanding and interoperability on maritime crimes, for example by joining the multinational task force led by the United States in 2004¹⁵⁰. Various eminent measures have been taken by a military Pakistan to guarantee on the ground and Gwadar Port Security A separate force called "Force Protection Battalion" has been established by the Pakistan Navy exclusively to the protection and security of the port of Gwadar and the Chinese working on the CPEC project. The major tasks assigned to Pakistan Maritime Security Agency under PMSA Act 1994 include to: assist as well as coordinate in Search and Rescue of the vessels, secure lives and property in distress at sea, execute national as well as international Read including agreements and conventions in maritime areas, provide a support requested and cooperate with other departments and organizations at sea to carry out their duties and functions, to protect the fishing vessels and the crew from any possible threat in the maritime Transnational crimes in seas is a growing international concern. Writer has discussed the crimes in Gwadar port and also significance of Gwadar port in the development and success of China-Pakistan economic corridor. A strong maritime security governance of Pakistan will act as a driver towards strengthening these relations. Pakistan Navy, with China's support and cooperation, is working on three key extents: the Gwadar Port security, vessel security and the security of sea lanes.

CONCLUSIONS

These are a portion of the incredible difficulties looked by a few littoral States in the Indian Ocean. As far strategic maneuver is worried among super and significant forces in the region, Pakistan is looking for multilateralism in the Indian Sea with the goal that a specific force couldn't rule the Indian Ocean

legislative issues and security contraption and posture security and different difficulties to more modest littoral States. Pakistan is cautiously stepping on the US turn and rebalances to Asia, China's OBOR, and India's 'Act East' and conceiving its own inclinations in a joint effort with different nations. Pakistan should be favorable to dynamic on its Vision East Asia and build up a "Go East" strategy to be more dynamic in its approach toward the Indian Ocean. Pakistan doesn't appear to be disconnected on the Indian Ocean issues. Or maybe it is completely incorporated with countless littoral States and outside forces to make the Indian Sea a zone of harmony. Regionally, various political, securities, furthermore, economic measures, given above, would make solid harmony and congruity in the Indian Ocean.

REFERENCES

- <https://www.alquranenglish.com/quran-surah-an-nahl-14-qs-16-14-in-arabic-and-english-translation>
- <https://legacy.quran.com/17/66>
- <https://www.emerald.com/insight/content/doi/10.1108/MABR-01-2019-0004/full/html>
- <https://www.globalsecurity.org/military/world/europe/de-navy-msk.htm>
- <https://issat.dcaf.ch/Learn/Resource-Library/Policy-and-Research-Papers/Maritime-Security-in-the-Indian-Ocean-Challenges-for-Pakistan>
- <https://thefortress.com.pk/maritime-security-challenges-and-role-of-pakistan-navy/>
- <http://southasiajournal.net/importance-of-maritime-security-for-pakistan-in-the-wake-of-us-india-engagement-in-indian-ocean/>
- <https://www.pakistangulfeconomist.com/2019/09/30/maritime-security-threats-and-challenges/>
- <https://issi.org.pk/national-conference-report-on-maritime-economy-and-the-geopolitics-of-indian-ocean-rim-challenges-for-pakistan/>
- <https://www.thenews.com.pk/print/448863-pakistan-navy-in-era-of-globalisation-new-challenges>
- <https://pmsa.gov.pk/>
- <https://www.dw.com/en/gwadar-why-is-pakistan-fencing-chinas-belt-and-road-port/a-56026436>
- <https://www.thethirdpole.net/en/regional-cooperation/pakistan-gwadar-port-long-way-from-trade-hub-vision/>
- <https://www.globaltimes.cn/page/202103/1219745.shtml>
- <https://www.bunkerspot.com/features-all/item/power-play>
- https://www.worldscientific.com/doi/10.1142/9789814596732_0010