



PAKISTAN: A STATE PROMOTING MARITIME SECURITY TRENDS IN THE INDIAN OCEAN

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Abstract

Pakistan is a responsible maritime state, stretching a coastline of about 1047 kilometers in the Northern Indian Ocean¹. The geographical location of our country is based on one of the most strategically important chock point of the Strait of Hormuz². About 36,000 ships pass through this strait in our waters and every day 15 million barrels of oil pass through the shipping routes around our coast (Parvez Jabri | APP, 2017). All commercial traffic to and from the Gulf passes near the Pakistani coast, specifically the port of Gwadar. Trade through waters, always remained in danger due to piracy from ancient ages. However, in modern era, maritime threats are not just limited to piracy. The scope of this research is limited to the identification of multidimensional maritime security threats in the Indian Ocean Region overlying role of Pakistan as a country promoting maritime security trends in the Indian Ocean in 21st Century. The 'Gulf of Oman' is linked to Pakistan's Exclusive Economic Zone (EEZ) is considered a gateway to major natural energy resources of the world. In this regard, carrying the diplomatic flag of Pakistan, Pakistan Navy is effectively participating in multidimensional, multipurpose international task forces. Continuous surveillance by PN ships kept

¹ Indian Ocean is the third largest ocean in the oceanic division of the world. It covers almost 1/3 of the world's total water body. It is a mega connector of maritime traffic, transiting through its waters

² The Hormuz Strait is a strait between the Persian Gulf and the Gulf of Oman. It offers the only sea route from the Persian Gulf to the open ocean and is one of the most strategically important chock point in the world ("How Iran plans to bypass the world's main oil Chokepoint," 2018).



pirates out of Pakistan's EEZ. The research is focused on the efforts put in by the Pakistan Navy to demonstrate mandate of Pakistan as a responsible maritime nation.

Keywords: Pakistan, Maritime Security, Indian Ocean, Pakistan Navy, Combined Maritime Forces, Regional Security.

1. Introduction

The Oceans and Seas are the mega contributors in today's world economy. According to the United Nations Conference on Trade and Development (UNCTAD), goods including dry cargo, crude oil, petroleum products, and gas loaded and shipped worldwide through sea lines of communication (SLOCs) was 10.7 billion tons in 2017, which is 1.5 billion tons more than 2012 (UNCTAD, 2018). The dependency of the world on seaborne trade is on rise every year as the sea is the most economical mode of transportation across the globe. The contribution of seaborne trade in the economic uplift of Asian states is pivotal (Bradford, 2005). Asia remains the largest trading region as 4.4 billion tons were loaded and 6.5 billion tons had been unloaded on its seaport in the year 2017 (UNCTAD, 2018). There are several traditional and non-traditional threats and challenges are there while shipping through sea. These threats may vary from one place to another according to time and situation, which may characterize as maritime security threats.

There is an academic debate on definition and explanation of maritime security and its associated threats. However, regardless of non-availability of universally accepted definition of the term, government organizations, INGOs, NGOs, institutions and scholars have tried their best to outline maritime security and its fundamentals. In this context, it is also considered appropriate to differentiate between maritime security and maritime safety. Mejia (2003) stated that International Maritime Organization (IMO) has pontificated the question of difference between maritime security and maritime safety. Maritime security is coupled with protection and fortification against illicit, unlawful, and deliberate acts, whereas maritime safety is purely related to preclusion or minimization of accidents at sea caused by inferior ships, inadequate knowledge of crew or operator (Mukherjee et.al, 2005). "The term 'maritime security' has different meanings depending on who is using the term or in what context it is being used" (Klein, 2011). United Nation Convention on Law of The Sea 1982 (further referred as UNCLOS 1982) has also a scant overview on the matter of maritime security and discussed it slightly under its article 19 as "passage will remain innocent in conformity with this convention and international law, so long as it is not prejudicial to the peace, good order or security of the coastal state" (Kaye, 2006). In accordance with this concept, it can be envisaged that any military activity that poses direct threat to the security of the littoral state (i.e direct intimidation, military exercises, taking, launching, or landing of any aircraft or military device onboard) including unauthorized fishing, pollution and research or survey activities are to be considered as maritime



security threat (UNCLOS, 1982). Roach (2004) identified, terrorists' movements, fund raising for terrorist through seaborne activities, shipment of illicit weapons and related accessories, human and drug trafficking, piracy and armed robbery as constituting elements of maritime security threats.

This paper investigates evolving threats to the maritime security in general and Pakistan's Exclusive Economic Zone (EEZ) in particular. The research will also provide an overview of Pakistan's involvement in maritime security operations in the Indian Ocean. In the context of CPEC, Pakistan's maritime responsibilities and tasks are being multiplied. Maintaining law and order in the coastal belts and providing a safe maritime environment in the territorial waters, especially in the port of Gwadar, is a difficult task for Pakistan. A strong and effective surveillance, reconnaissance and intelligence network is essential to maintain a favorable and positive maritime environment.

2. Literature Review

There is little scholarly literature that directly addresses the Indian Ocean region and maritime security as a holistic issue, and even less that offers a risk-based perspective assessment of Pakistan's Indian Ocean maritime trade zones. It is pertinent to mention that, scarcity of academic material on the subject has been found by Pakistani scholars. Accredited books, research papers, websites and monographs has been explored for this review.

UNCLOS is a comprehensive document unanimously accepted by international community. The manuscript provides a set of mutually consented rules and regulations regarding states jurisdiction of their maritime zones, freedom of navigation and passage to the various categories of ships and ferries including war ships (Treves 2008). Gazette of Pakistan (1994), describes about the role and functions of Pakistan Maritime Security Agency (PMSA). The law also establishes how maritime security measures will be carried out, protecting Pakistan's maritime interests and other related matters.

Mahan (1879), "The Influence of Sea Power Upon History" retains the status of bible in the history and importance of seas, oceans, security and the concept of sea power. The book, in general, is an examination of American and European history with the special reference of sea power. However, it is particularly concentrated on the expansion and improvement of sea power (i.e Military power) to maintain hegemony in the globe. The book also reveals about the importance of sea routes and littoral waters, especially Indian Ocean Region. McNicholas (2016), specifically focused on the importance of sea trade, commercial sea ports, modes of maritime transport and US maritime security regulations. He further highlighted the vulnerabilities of cargo ships, techniques, tactics and methods used by criminal and terrorist



organizations to circumvent security policies, measures and procedures to gain access to ports and ships.

Bueger (2015), analytically scrutinized the term maritime security, its conceptual framework, maritime threats, securitization and security practices in vogue. The article is an excellent piece of work for maritime security studies primary researchers. Chaturvedi (1998), describes about the concept of common security with special reference to the Indian Ocean, geopolitical struggle within South Asian region and environmental security issues in the region. The article reveals about ecological degradation in the Oceans especially within Indian Ocean as most of the world relies on its sea lines of communication and fishing resources.

Klein (2011), critically examined different rules and regulations of UNCLOS towards today's maritime security inevitabilities. She also highlighted different aspects of maritime security associated with the international security viz-a-viz territorial state's own security issues. Furthermore, author highlighted requirement of a strong intelligence and reconnaissance system to maintain order of the sea within the legal obligations of the Law of the Sea. Kraska & Pedrozo, (2013), analyzed historical prospective of maritime security, American and European maritime security policies and strategy in the millennium. The authors illustrated different maritime security operations conducted in Indian Ocean Region (IOR) for safety and security of men and material at sea. The book especially focused on advanced security protocols required for maintenance of freedom of navigation in littoral waters by any state.

Azad (2016), has compared maritime security forces and their equipment between traditional rivals India and Pakistan. The author further argued that both the countries are planning to upgrade their maritime security capabilities, especially India for hegemony in the Indian Ocean Region (IOR). In Major Powers Interest in Indian Ocean: Challenges and Options for Pakistan, Islamabad Policy Research Institute composed articles of senior Naval officers and international think tanks on various issues related to maritime security aspects of Pakistan. In this catalogue threats, challenges, regional dynamics, International Law obligations, contemporary geopolitics and economic aspects of maritime tread zones of Indian Ocean has been evaluated in-line with 21st century requirements.

Saeed (2016), briefly discussed the futuristic role of Pakistan in China's One Belt, One Road initiative. The author highlighted regional importance of Gwadar port towards handling cargo shipments of Peoples Republic of China to and from Middle East region. He further emphasized on requirement of a comprehensive maritime security strategy to make China Pakistan Economic Corridor (CPEC) a game changer for the entire South Asian Region. Pejsova (2016), has explained about the hegemonic strife between major world powers in Indian Ocean Region (IOR) and their strategy to counter maritime security threats. The book further elaborates about need of a significant security and safety mechanism in the IOR.



Upon examination of the above cited literature with reference to Pakistan maritime security requirements, it is observed that there is a dire need of a new Government policy to counter post 9/11 maritime security challenges. Although the economic condition of Pakistan does not allow to enhance defense budget of maritime forces or to expend extensively on improvement of maritime security infrastructure, however, bare minimum readiness is considered essential. This research will highlight areas and possibilities for enhancement of regional maritime security in the Indian Ocean Region (IOR). Moreover, an effort will be made to comprehensively document the role of Pakistan in preservation of secure maritime environment in IOR while cooperating with international segments involved in same activity.

3. Research Methodology

In principle, this argument-based, strategic policy research uses a qualitative research methodology (Creswell 2009, pp. 3-21). Keeping in view the multidimensional requirements of the study, Primary data has been collected from in-depth personal interviews, contents of speeches and arguments of the maritime practitioners, official websites, newspapers and conference proceedings. Books, monographs, journals, newspapers and online sources have also been explored for collection of Secondary data. A number of “informants”: internal and external IOR maritime security practitioners and experts directly involved in security policy development and security delivery have been engaged (Spradley 1979, pp. 17-39). Coding has been done (where considered necessary) for the purpose of confidentiality of the informants. Informants, who decided to remained unidentified were coded as “MP-1, MP-2, MP-3 and so on” where MP refers to “maritime practitioner” and 1, 2 or 3 refers to interview no 1, 2 or 3. Interviews has been conducted between January 2019 to March 2020.

In the complex world of collective and cooperative international security, understanding the perspectives of key actors is crucial in attempting to determine what might be necessary and what might be possible. The approach is primarily standardized with empirical evidence presented to support decisions. Observations and discourse analysis of maritime security perspectives and priorities provide explanatory and descriptive results (Creswell 2013, pp. 97-102). The research is based on contemporary reality with empirical information and decisions gathered from various sources. The quotation of Nelson Mandela “where you stand depends upon where you sit” has been put under consideration while suggesting research outcomes.

4. Maritime Security in 21st Century:

The tragedy of 9/11 imposed direct threat to the United States overall homeland security mechanism. The event highlighted security threat from all possible directions, either they are from land or sea. These attacks have led to widespread international recognition by the



international community that something must be done to prevent international terrorists from infiltrating the legitimate international transport network in general (Salleh 2006). A dire threat has also been presumed from modes of maritime transportation. US policy makers introduced and implemented numerous initiatives to attain enhanced security. Weaknesses and flaws in links among maritime supply chain management were the focus of these initiatives. It was perceived that maritime sector can be used by terrorists for more devastating activities. Apparently, maritime security agenda was on peak instead of uplifting and facilitation of seaborne trade. However, there is no panacea for the maritime theme.

“The events of September 11, 2001, and a plethora of other incidents around the world since then, have demonstrated the determination of terrorists to disrupt our society while pursuing their political goals. One of the lessons we have learned from all of these events is the vulnerability of transport networks and their potential to be either targets or instruments of terror. Unfortunately, the shipping industry is no exception”. (Mitropoulos 2005).

It is important to emphasize that the need to strengthen security within the global maritime trading system presents a unique opportunity to improve the entire trade process in a way that increases both security and trade facilitation. Supply chain performance and security are separate but linked, and all efforts to secure trade should aim to minimize potential negative impacts on the economy and ensure that no particular country or group is not left out.

Maritime security as a term is difficult to define properly, as it has broader understanding and implications. The United Nations former secretary general Ban Ki-Moon has admitted that there is no universal or established definition of ‘maritime security’ (UNGA 2008). According to Bueger (2015) “Maritime security is one of the latest buzzwords in international relations. However, no international consensus on the definition of maritime security has emerged”. The term draws attention to a variety of challenges and threats prevalent in the maritime domain. However, seven specific threats/challenges to maritime security have been identified, including piracy and armed robbery, terrorism, illicit arms trafficking, illicit shipment of narcotics and drugs, smuggling of persons by sea, illicit, unreported and unregulated (IUU) fishing and unlawful and intentional damage to the marine environment (UNGA, 2008).

The pursuit of relationship between security and maritime security is an unfolded debate. The concept of security is as old as the human civilization. However, concept of maritime security or security from sea vulnerabilities is seamless associated with seaborne activities of the human being. As much as concept of security concern, it is not a single constant definition. All relevant subjects like international relations, strategic studies, war studies, peace studies etc have focused on different aspects of security from individual to state, and from state to global and universal security. In the same context, the broader concept of seafaring, as opposed to sea or naval power, has emerged in the maritime literature in recent decades to describe a state's



multidimensional and more complex relationship with the seas, oceans, and rivers in the twenty-first century (Till 2013). Maritime power, which can be defined as a state's ability to achieve a political goal or desired effect using the maritime realm, represents an important means of protecting and advancing national interests (Sanders 2014).

5. Maritime Security Threats in Indian Ocean Region

Indian Ocean can be called as one of the most vulnerable areas of oceanic divisions of the world. Albeit, it's SLOCs are renowned as arteries of world trade. All coastal states economies including major world economies are dependent upon its oil and energy resources. Its deep waters, rich mines and minerals, offshore oil reserves, abundant fishing resources has increased its significance in 21st century. However, despite of several attractions there are certain threats in the IOR which are generalized as maritime security threats. According to former UN Secretary-General Ban Ki-moon's report on the ocean and the law of the sea, maritime security includes protection against direct threats to a state's territorial integrity, such as an armed attack by a military ship (UNGA 2008). The report acknowledged seven threats as maritime security threats, piracy, seaborne terrorism, illicit arms, human and narcotics trafficking, illegal, irregular and unreported fishing and finally unlawful damage to marine environment (UNGA 2008).

It has thus been established that various transboundary crimes (e.g. piracy, terrorism, human trafficking, drug and arms smuggling, environmental change, natural disasters, illegal migration and food shortages) are non-traditional threats to the marine environment in the Indian Ocean Region (IOR). These challenges are, by their very nature, non-military, international and neither purely national nor purely intergovernmental in nature (Acharya 2006).

Piracy is a less risk involved criminal activity (MP-1, personal communication, January 19, 2019) that pays a good price and is primarily due to an overriding opportunity (Murphy, 2007). Poverty is considered to be the main cause of piracy. Large-scale unemployment, sluggish economic growth and economic disparities in the South Asian Region (SAR) have led to piracy in the late 20th century (Upadhyaya 2011). According to Murphy (2007), Piracy is defined as a low-risk criminal activity that pays a good price and results primarily from an override that represents an opportunity.

Terrorism via sea is not a new phenomenon, however, from some decades its exponentially on rise (MP-3 and MP4, personal communication, March 16 and April 26, 2019). According to Chalk (2008), maritime terrorism are the terrorist activities carried out within maritime domain. These activities can be against vessels, fixed platforms at sea or in port including their personnel or passengers onboard, coastal facilities, tourist resorts, port areas, towns or cities (MP-2, personal communication, February 12, 2019). The key vulnerabilities of inadequate coastal surveillance, lax port security and irresistible trade dependence on coking



points also apply to sea-based terrorism (MP-5 and MP-7, personal communication, May 05, and July 22, 2019).

A major problem identified in the Indian Ocean region is human trafficking (MP-6 and MP-8, personal communication, June 13, and September 20, 2019). Human trafficking is the exploitation of people through improper means, such as coercion, fraud or deception, aimed at exploiting them (UNODC nd). According to a 2005 report by the International Labor Organization (ILO), at least 2.45 million people are victims of human trafficking, including 1.36 million in Asia and the Pacific. Migrant smuggling is another vital threat to the state's security due to lack of proper identification and access to past criminal record (Guilfoyle 2009).

Illegal proliferation of arms and weapons is another transnational crime. This activity not only interrupts security and stability but also pose direct risk to the political, economic, and social structure of the littoral states of Indian Ocean Region (MP-5, personal communication, May 05, 2019). Social wellbeing of the IOR states is on risk due rise of firearms or arms proliferation which poses direct threat to political and economic stability (MP-1, personal communication, January 19, 2019). Criminal networks and clandestine arms dealers are the chief source of arms black markets.

Drug trafficking is one of the most lucrative ways to raise funds to fuel the growing terrorist activity and insurgency in the region (Ghosh 2004). In addition, terrorist groups and drug cartels often collaborate with each other because it is an important adjunct to maritime terrorism. While this symbolic connection provides an established route for drug and arms trafficking, it also provides terrorists with the logistical infrastructure to move people, weapons and materials as they wish (Raman 2002 and MP-6, personal communication, June 13, 2019).

IUU fishing is considered a direct threat to Indian Ocean seafood reservoirs, particularly in the tuna-rich waters of Comoros, Madagascar, Mauritius and Seychelles (Burns. 2012). Use of illegal fishing gear or incorrect fishing methods may cause depletion or complete elimination of particular fishing and marine resources from the IOR may be a setback to the coastal states of entire region (MP-3 and Shahzad, personal communication, March 16 and November 17, 2019). The continuous depletion of marine resources including fish species and aquaculture will severely affect the economic interests and sea food chain supply of the littoral states of the Indian Ocean Region.

Rapid melting of glaciers and mountain snow reflects that the future of hydropower generation and coastal inhabitants is on dire risk (MP-6, personal communication, June 13, 2019). The inter-governmental Panel of Climate Change (IPCC) admits that a constant threat of global warming and rise in sea level in the IOR has put a challenge to the international community to formulate suitable policies (IPCC 2014).



In 2014, petty theft and robbery on ships anchored, floating and anchored in regional waters, ports and anchorages will be the most permanent but minimal threat to global assets and crew. Political unrest viz-a-viz civil instability are not a direct threat but can disrupt maritime environment. Political conflicts can also lead to an increase in displacement. Increased risk of collisions with migrant ships or delays due to stove-ways (Hart 2014). The unrest leads to the development of non-state actors, terrorist groups and jihadi moments within the coastal states. Unresolved and conflicting territorial disputes among the bordering states are another sort of threat to freedom of navigation and maritime environment. This situation leads to an unwanted clash of interests in the maritime domain. For example, the Sir-Creek issue, which was not resolved during boundary demarcation of India and Pakistan in 1947, is still an unresolved dispute.

6. Pakistan as a Responsible Maritime State

Pakistan emerged as a frontline state in the US global war on terror after 9/11. Pakistan Navy (PN) is participating in OEF³ in accordance with government policies to ensure security in the North Arabian Sea, off the coast of Yemen and in the Gulf of Oman region. Pakistan joined Combined Maritime Forces⁴ Task Force-150⁵ and 151⁶ in 2004 and 2009 respectively, which is not only part of the maritime security campaign but also to secure its own territory. PN units frequently participate in Combined Maritime Forces maritime security operations. Constant surveillance by Pakistan Navy units has kept pirates out of Pakistani waters. Additionally, Pakistan Navy has been assigned the command of CTF-150 and 151 several times due to its professionalism. In addition, PN is maintaining a high-level interaction with neighbourly navies in order to preserve safe maritime environment in the region. PN continues its efforts to promote and enhance regional maritime cooperation through the regular conduct of bilateral and multilateral exercises in the Arabian Sea. In last about five years these exercises are being held regularly with regional as well as advanced navies of the world to demonstrate continuous resolve to work with international community for improving maritime security of our region.

In this regard the significant achievement of Pakistan Navy is the holding of biannual AMAN series of multilateral exercise. PN explores its methods and resources for expanding

³ Operation Enduring Freedom, code name for US Counter-Terrorism Operation in Afghanistan

⁴ Combined Maritime Forces (CMF) is a multilateral alliance of NATO, Gulf and some Asian countries to combat terrorism, piracy and other maritime threats in the Indian Ocean.

⁵ Task Force 150 is a segment of CMF, assigned to carry out operations against sea-based terrorism in the Indian Ocean

⁶ Task Force 151 is a segment of CMF, assigned to carry out anti-piracy operations in the Indian Ocean



international maritime conferences and large-scale multinational exercises, and raises the national image tremendously, like the AMAN Series, in times of international perils. Serves as a remarkable tool for strengthening security. Pakistan Navy has provided professional and skilled manpower on deputation to Saudi Arabia, United Arab Emirates, Qatar, Oman and Bahrain to exchange and enhance bilateral military cooperation between the Government of Pakistan and Middle East countries. The diverse deployments of PN units are a true reflection of Pakistan's multifaceted foreign policy.

6.1 Pakistan's Contribution towards International Maritime Security Campaigns

The Pakistan Navy, being representative of Government of Pakistan, has always been well aware that it is practically impossible for any nation to ensure its maritime security unilaterally. It was therefore quick to join the coalition as the first and only regional Navy in line with the Government Policy after 9/11 and offered logistical support to coalition aircraft at its jump off bases. Concurrently, Pakistan Navy redoubled its efforts in enhancing collaborative maritime security.

The biggest point of the Pakistan Navy's involvement has been its continued involvement in maritime security operations since April 2004. Despite the lack of resources, the Pakistan Navy has been a front-line participant in the Coalition Maritime Campaign Plan, commonly called CMCP, which is a maritime component of OEF. The Pakistan Navy has so far managed one destroyer by helicopter to participate in the CMCP and has played a key role in ensuring maritime order in the North Arabian Sea and adjacent waters. Of all participating navies, PN has the longest occupation time, never falling below 80% of our duty. More than 100 PN ships have been deployed at CMCP since April 2004, thousands of ships have been inspected and hundreds of boarding operations have been carried out to effectively monitor and control arms and drug trafficking in the North Arabian Sea. - It has also created fear among miscreants and has played a significant role in reducing the freedom of action of terrorists in the territorial waters. In addition, the PN Maritime Patrol aircraft carries out surveillance operations in the North Arabian Sea and assists in the imaging of HQs NAVCENT⁷. Due to the active approach, no untoward incident occurred in our area of responsibility (AOR).

6.2 Counter Piracy and Task Forces Operations

Piracy flourished in Somalia in the late 1990's and early 2000's. The prime motive for this activity was the continue political unrest and economic disparity in the region. Pirates achieved a milestone when they captured major shipping vessels including attack on some military vessels

⁷ Headquarters 5th Fleet Naval Central Command situated at Bahrain to Command Combined Maritime Forces



in 2005. Keeping in view the critical situation in the Somali waters, United Nations Security Council authorized foreign military vessels to enter Somali territorial waters⁸ and use all necessary precautions to combat piracy, in its resolution 1816 in June 2008. Resultantly, various organizations responded positively, CMF announced creation of its task force (CTF-151) on January 8, 2009, whereas NATO constituted naval patrols under Task Force-508⁹ in August 2009. Meanwhile, EU had already launched its naval force (EU NAVFOR Somalia) on December 8, 2008 Task Force-468¹⁰.

After commencement of these patrols, sufficient reduction in the piracy incidents had been noted so far. This result is interlinked with several factors including presence of CMF, NATO, and EU NAVFOR Somalia in the International Recognized Transit Corridor (IRTC) of Somalia, adoption of Best Management Practices by merchant ships, as well as Somalian coast guards enhanced vigilance in respective AOR e.g NATO notes it “now uses ships intermittently. In times of no surface ships, maritime reconnaissance aircraft fly missions and links with situational awareness systems and counter-piracy partners remain in place”. The continue surveillance of naval units of different multinational organizations in Arabian Sea, Gulf of Aden, Oman, Red Sea, Somalia and Yemen, discontinued pirate’s attacks from 219 in 2010 to zero in 2019. According to International Maritime Bureau (IMB), Piracy Report Centre (PRC) report of 2014, sufficient decrease had been noted in the areas where Somali pirates were operating since 2010. Details of actual and attempted piracy incidents in AOR of CMF, NATO and EU NAVFOR are as follows:

Locations	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Arabian Sea	02	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil	Nil
Gulf of Aden	53	37	13	06	04	Nil	01	03	01	Nil
Oman	Nil	01	Nil	Nil	02	Nil	Nil	01	Nil	Nil
Red Sea	25	39	13	02	04	Nil	Nil	01	Nil	Nil
Somalia	139	160	49	07	03	Nil	01	05	02	Nil
Yemen	Nil	Nil	Nil	Nil	Nil	Nil	01	03	Nil	Nil
Total at the End of Year	219	237	75	15	13	Nil	03	13	03	Nil

⁸ Vice Admiral Bill Gortney, Commander CMF, said that some navies in our coalition are not authorized to conduct anti-piracy missions in Somali territorial waters. The establishment of CTF 151 will allow these nations to operate under the auspices of CTF-150 while allowing other nations to join CTF-151 in support of our goal of deterring, disrupting, and criminals involved in piracy eventually brought to justice. This issue of different mandates remains important at CMF.

⁹ Operation Ocean Shield

¹⁰ Operation Atalante



Source: IMB-PRC Reports 2014 and 2019
Table 1: Somali Piracy Incidents in the Indian Ocean

The above-mentioned table shows that there was peak of piracy incidents in 2010, which had been reduced slowly and gradually every year and the total count which was 219 in 2010, whereas zero incident in 2015 and 2019.

Pakistan Navy was concentrating more on the Arabian Sea and Persian Gulf. However, increasing acts of piracy in the Gulf of Aden and Horn of Africa, the epicenter of international maritime threat has moved closer to the region. It is now imperative for Navies around the world to spare assets to participate in international naval operations against pirates. The same is true for Pakistan Navy. In a prompt response to international demand, once again Pakistan Navy agreed to extend its contribution by joining Task Force 151 formed since January 1, 2009 to counter piracy in Horn of Africa. Thus, with participation of 2 destroyers and one LRMP vis-a-vis available resources, Pakistan is contributing highest percentage of its Naval units in Task Force 150 & 151.

CTF-151 Command History					
Date	Country	No of Times	Date	Country	No of Times
11 Jan 09	USA	1	12 Jun 14	Republic of Korea	3
05 Apr 09	USA	2	28 Aug 14	New Zealand	2
03 May 09	Turkey	1	25 Nov 14	Thailand	2
13 Aug 09	USA	3	26 Feb 15	Pakistan	6
20 Jan 10	Singapore	1	31 May 15	Japan	1
21 Apr 10	Republic of Korea	1	27 Aug 15	Turkey	4
01 Sep 10	Turkey	2	21 Dec 15	Pakistan	7
29 Nov 10	Pakistan	1	31 Mar 16	Singapore	4
31 Mar 11	Singapore	2	30 Jun 16	Republic of Korea	4
01 Jul 11	New Zealand	1	27 Oct 16	Pakistan	8
27 Sep 11	Pakistan	2	09 Mar 17	Japan	2
13 Jan 12	Denmark	1	29 Jun 17	Turkey	5
29 Mar 12	Thailand	1	02 Nov 17	Bahrain	1
18 Jun 12	Republic of Korea	2	01 Mar 18	Japan	3
19 Sep 12	Turkey	3	28 Jun 18	Singapore	5
13 Dec 12	Pakistan	3	27 Sep 18	Kuwait	1
07 Mar 13	Singapore	3	21 Feb 19	Kuwait	2
06 Jun 13	Pakistan	4	20 Jun 19	Republic of Korea	5



05 Sep 13	UK	1	20 Oct 19	Kuwait	3
12 Dec 13	Denmark	2	20 Feb 20	Japan	4
27 Feb 14	Pakistan	5			

Table 2: CTF-151 Command History
Sources: Combined Maritime Forces

6.3 Counter Terrorism and CTF-150

The overall responsibility of this task force is to maintain good order at sea and deny use of marine environment for the purpose of terrorism. It becomes more specific in its intent to directly influence events on land, as terrorist organizations are denied a risk-free method of conducting operations or transporting personnel, weapons, or revenue-generating narcotics. The task force is engaged in several activities related to maritime security (i.e seaborne terrorism, illegal trafficking of weapons, drugs and humans). Over the past decade, the most significant aspect of this struggle has been the seizure of large quantities of heroin and hashish, which is also a source of terrorist financing on the coast. Equally important is the smuggling of illicit weapons, human trafficking and other terrorist financing trades (such as the export of charcoal from Somalia, which the United Nations has identified as a major source of funding for al-Shabab).

The Pakistan Navy is also providing valuable personnel to HQs NAVCENT and other Commander Task Forces. PN has commanded multinational Task Force 150 more than 10 times, the first non-NATO navy to receive the award. command by a regional Navy has been well received by coalition partners. It was PN's untiring participation in CMCP that encouraged other regional navies to also join the coalition. Pakistan Navy maintains that the regional navies have a vital role to play in sustenance and success of coalition operations. The regional nations have the inherent staying power for the long haul and provide the help needed ashore without which meaningful results cannot be achieved in promoting maritime security. The focus of PN's command of CTF-150 thus remains to get support of the regional navies.

CTF-150 Command History					
Date	Country	No of Times	Date	Country	No of Times
05-Feb-02	Germany	1	01-Aug-11	UK	5
02-Sep-02	Spain	1	16-Dec-11	Australia	3
31-Jan-03	Italy	1	17-Apr-12	Pakistan	5
01-Jun-03	Germany	2	30-Aug-12	UK	6
29-Sep-03	France	1	20-Dec-12	Australia	4
29-Jan-04	UK	1	14-Apr-13	France	8
04-Apr-04	France	2	01-Aug-	Pakistan	6



			13		
19-Sep-04	UK	2	01-Dec-13	Australia	5
06-Dec-04	Germany	3	10-Apr-14	UK	7
05-Apr-05	UK	3	14-Aug-14	Pakistan	7
17-Aug-05	France	3	04-Dec-14	Canada	2
12-Dec-05	Netherlands	1	06-Apr-15	France	9
24-Apr-06	Pakistan	1	30-Jul-15	Pakistan	8
22-Aug-06	Germany	4	03-Dec-15	Australia	6
06-Dec-06	UK	4	07-Apr-16	UK	8
04-Apr-07	France	4	04-Aug-16	Pakistan	9
01-Aug-07	Pakistan	2	08-Dec-16	Canada	3
04-Apr-08	France	5	13-Apr-17	France	10
03-Jun-08	Canada	1	17-Aug-17	Pakistan	10
15-Sep-08	Denmark	1	07-Dec-17	Australia	7
12-Jan-09	Germany	5	24-May-18	UK	9
04-Apr-09	France	6	09-Aug-18	KSA	1
20-Jul-09	Pakistan	3	06-Dec-18	Canada	4
16-Dec-09	Australia	1	28-Apr-19	Pakistan	11
15-Apr-10	Pakistan	4	08-Aug-19	UK	10
14-Oct-10	Australia	2	05-Dec-19	Australia	8
04-Apr-11	France	7	19-Mar-20	France	11

Table 3: CTF-150 Command History
Sources: Combined Maritime Forces

CTF-150 seized drugs along 'Smack Track'¹¹ and 'Hash Highway'¹². Some of the drugs produced in Afghanistan reach ships along the Makran coast, and from there they are loaded onto small cargo ships for further shipments to the Arabian Peninsula, East Africa and Western markets. In 2018, multinational assets in support of CTF-150 seized more than 22 tons of marijuana and more than 2 tons of heroin, valued at more than 6 billion USD. This is the tenth

¹¹ A circuitous route to smuggle heroin from Afghanistan to Europe, passing through east Africa.

¹² It runs from Afghanistan by land through Iran or Pakistan and then across the sea to countries in east Africa and the Middle East.



drug seizure in 2018 through CTF 150. The same pattern continued in 2019, when 48-million-dollar worth of drugs were seized through a coalition task force in Bahrain.

6.4 Regional Maritime Security Patrols (RMSP) Initiative

Recently, as a result of a review of the maritime environment and the rearrangement of its maritime security options, the Pakistan Navy launched the Regional Maritime Security Patrols or RMSP. The main objective of RMSP is to maintain a risk-free environment in Pakistan's near and far maritime neighborhood, so that economic, scientific and social activities at sea can continue uninterrupted. Starting with its ships, the Pakistan Navy will support its vision by including RMSP partners and regional coastal states in footprint fabrics. The RMSP is aimed at promoting inter-regional bonds through maritime diversity, an article that continues to gain acceptance in Pakistan's maritime strategic community. (Sohail, 2019).

The Pakistan Navy will gradually expand its naval footprint in the South Indian Ocean, while at the same time inviting / welcoming regional countries to become RMSP's 'Cooperative Partners'. The two PN ships are currently on 24/7 continuous patrol in different parts of the Indian Ocean. It is hoped that the Pakistan Navy's core concept of a "regional approach to maritime security" will gain acceptance in the Indian Ocean territorial states.

6.5 Humanitarian Assistance and Disaster Relief Operations (HADR)

The Pakistan Navy has been at the forefront of ensuring the safety and security of the country's maritime borders as well as providing humanitarian assistance and disaster relief operations at home and abroad to provide assistance at national and international levels. The Pakistan Navy's unwavering commitment and commitment to such deployments has been reflected in various events in the past, including aid provided to the Maldives and Indonesia following the devastating tsunami in 2004. Humanitarian operations to evacuate Pakistanis and foreign nationals stranded in Yemen in 2015 and the assistance provided to the flood-affected Sri-Lankan population are among the highlights of the Pakistan Navy's enthusiasm and determination. Keeping its traditions alive, Pakistan Navy ships, PNS MOAWIN and PNS ASLAT has conducted free medical camps around Africa as well as visiting ports. Pakistan Navy is filling the gap to move forward and make it possible to work together in pursuit of common goals.

Pakistan and Mauritania also have cordial relations and the two countries have supported each other in various forums and occasions, including the United Nations. Similarly, Pakistan's armed forces have strong ties with the Mauritanian Armed Forces. Pakistan is one of Mauritania's main trading partners and also provides military assistance. In addition, such calls will help strengthen fraternal ties between the two countries. Such visits and humanitarian



assistance demonstrate the professionalism of the Pakistan Navy and its commitment to provide and assist the nation and the international community in raising the flag of Pakistan.

6.6 Improvement of Environmental Degradation in the Coastal Belt

Mangroves are critical to the coastal ecosystem, preventing marine intrusion and the survival of marine life. Unfortunately, due to the carelessness and indifference of everyone involved, the mangroves along the Pakistani coast have been declining over the years. The Pakistan Navy has launched the fifth consecutive campaign to plant mangrove trees in the coastal areas of Sindh and Baluchistan under the Government of Pakistan's Vision Clean and Green Pakistan. This year's campaign includes efforts to plant more than 3 million mangroves in the coastal areas of Sindh and Baluchistan provinces. The Pakistan Navy has demonstrated its commitment to protecting Pakistan's unique ecosystem through its partnership with Mangroves for the Future (MFF) Pakistan since 2011. The MFF's partnership with the Navy has transformed local operations into a more strategic political level engagement: with a small grant. The 2011 project focused on raising environmental awareness among naval personnel to support the designation of Pakistan's first marine protected area (ISPR, 2019). To raise awareness of the importance of cleanliness among the general public, the Pakistan Navy conducts regular beach cleaning campaigns every year. This campaign involves a large number of PN officers, men, students from Naval Colleges / Naval Model Schools and various sections of civil society.

7. Conclusion

Geographical proximity to the Strait of Hormuz, which is the world's energy lifeline, makes Pakistan's location extremely important and a valuable potential that must be highlighted in order to ensure peace and order at sea. In this regard, the Pakistan Navy is gradually turning into a powerful military force. Not only is it capable of defending its maritime interests, but it is also capable of exerting influence in the region and beyond - to achieve national foreign policy goals through regular cooperation with friendly countries and foreign navies. It strives to foster strong relationships with its friends through naval diplomacy and play its part in nation-building. Ensuring the safety of LNG terminals, offshore facilities, ports and ports, regulating marine activities such as fisheries and hydrographic / offshore surveys, contributing to the development of our coastline and natural disasters such as floods, storms and others. Efforts to Cope with Disasters. Of course, security dynamics are constantly evolving around the world, especially in our region. The Pakistan Navy has always stood for peace and brotherhood in the region and is responding effectively to this changing dynamic.

To maintain law and order at sea, the Pakistan Navy regularly participates in the Multinational Alliance Task Force 150 (TF 150) as well as the Multinational Task Force 151 (TF 151) under the auspices of the Combined Maritime Forces (CMF). Responding to emerging



regional dynamics by reprioritizing and responding in a timely and practical manner; The Pakistan Navy recently established regional maritime security patrols in the IOR in accordance with UN resolutions and the United Nations Charter on the Law of the Sea (UNCLOS). With these patrols, the Pakistan Navy intends to maintain a strong security position in key IOR areas and at crossing points.

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