

Blue Economy and Power Politics in the Indian Ocean: Challenges and Opportunities

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ABSTRACT

In order to meet the future global economic challenges, the understanding of the dynamics of the Oceans, in terms of trading aspect, is as essential for the international states as Oxygen is important for the survival of the human beings. This study is an effort to explore the Indian Ocean in the context of "Blue Economy". The Indian Ocean has been presented by the maritime strategists, as an important alternate option, in terms of the increasing dependency of the Middle East, Africa, and Asia on natural resource flows. As being the third-largest ocean in the world, it has grown its' significance in global politics over the past three decades. It has unique geographic structure, bounded by Australia toward the South-East, Africa in the West and Asia in the North and East. In spite of enjoying substantial size, expanding population and abundant natural resources, it has long been comparatively neglected in global geopolitics by the superpowers in 20th century. But now, rapidly growing economic challenges compelled the international states to take the Indian Ocean from economic perspective. The objectives of the study are to examine the dynamics of the Indian Ocean from both strategic and economic perspectives, to highlight the challenges, facing by China and Pakistan as a result of the Indian Maritime Strategy in the Indian Ocean and the presence of US naval forces there and finally, to identify those areas where Pakistan-China might be able to take advantage of the Indian Ocean, in the perspective of the Blue Economy. The qualitative study has been grounded, based on secondary

data by applying the theory of balance of power. Finally, it offered some recommendations for China and Pakistan regarding how to address the problems that the US and India have placed in the Indian Ocean.

Key Words: Blue Economy, Indian Ocean, Maritime Strategy, Global Economy.

Introduction:

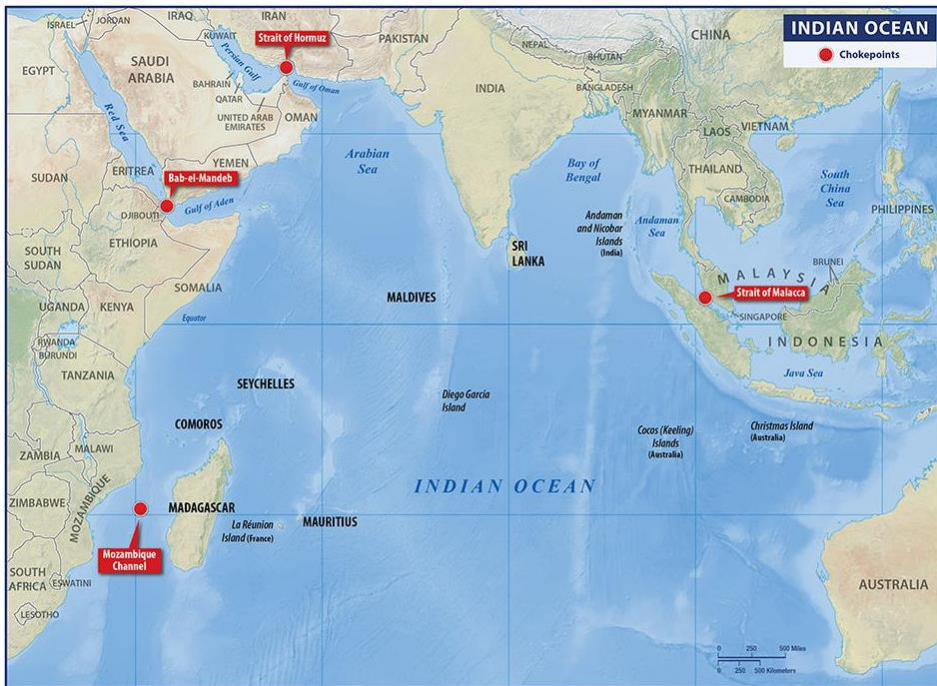
A critical change occurred in maritime studies from the strictly political to the economic. The New World was scrambled between Europe and Asia in the complexity of international trade but an organic and interactive link between the three regions, in the shape of Indian Ocean exits, in order to expand the trade. The inflow and outflow of trade could be made possible through this natural way, but it could not be possible unless its dynamics are understood. (Chaudhuri, 1978)

1- Geographical Understanding of the Indian Ocean:

Indian Ocean has 73.56 million square miles which is around 20% of the oceanic surface. After the Pacific and the Atlantic Oceans, it is the third largest ocean in the world. The Indian Sub-Continent is located on its' North whereas The East African Coast and Arabian Peninsula are positioned on its' West. Thailand, Malay Peninsula, Indonesia and Australia are placed on its' East. The 'Oceanic Margin' is on its' South. At 60°S (latitude), it meets with 'Southern Ocean' which is the most southern point of the 1959 Antarctic Treaty.

The Northernmost point of the Indian Ocean lies at Iranian Port "Bandar Imam" Khomeini in the Persian Gulf. The Andaman Sea, Arabian Sea, Bay of Bengal, Great Australian Bight, Gulf of Aden, Gulf of Mannar, Gulf of Oman, Laccadive Sea, Mozambique Channel, Persian Gulf, and Red

Sea are only a few of the regional seas and marine regions that are part of the Indian Ocean. (www.stimson.org).



Source: Perry-Castañeda Library Map Collection: "Indian Ocean Maps", University of Texas at Austin, http://www.lib.utexas.edu/maps/islands_oceans_poles/indianoceanarea.jpg (Download 11/11/02).

The Mozambique Channel, Bab el Mandeb, Suez Canal, Strait of Hormuz, Malacca Straits, Sunda Strait, and Lombok Strait are the seven 'chock points' of the Indian Ocean. The 38 countries from Asia to Africa influenced the Indian Ocean. France and the UK can also be regarded as Indian Ocean littoral States due to holding of islands. This region is dominated by countries like Indonesia, Australia, India, Madagascar, Malaysia, Thailand, Somalia, South Africa, and Saudi Arabia, which combined make up over 40% of the world's coastline (UNDP, 2011). Around 2.49 (B) people live in the IOR,

which in 2010 made up 35.7% of all people on earth. This population will have increased by more than 27% by 2030. Despite of having unique trading features, the IOR accounted for only 10.3% of world GDP in 2010. The politics, cultures, economies, and environments of the countries along the IOR are incredibly diverse and contrasted, despite the fact that they share the same ocean. For instance, Australia was ranked second globally in 2011 according to the UNDP's human development index (HDI), whereas Mozambique dropped to 184th place, finishing in last place. However, the majority of IOR states are still developing states. The average (Human Development Index) value of IOR states is 0.597 as compared to a world average of 0.682. According to UNDP Report, the human development values of 13 (OR States) are less than below 0.522. Only six states have very high human development values (Ghemawat, 2007).

2- Understanding the Economic Dynamic of Indian Ocean:

The American strategist Mahan correctly stated in 1890: "War has ceased to be the natural or even normal conditions of states." The emphasis is on the idea that the sole purpose of navies is to protect commerce, trade, and maritime links. Both maritime security and the sustainability of ocean resources are on the navy's current priority list. A gradual shift towards oceans for sustainable development goals, including clean energy from wind, wave, and tidal resources is required because finite land-based resources are under stress and because technological advancements are opening up new maritime frontiers. The countries of the Indian Ocean have presented a compelling argument for the Blue Economy and are crucial to its development of National Maritime Strategy. The Strait of Hormuz, Strait of Malacca, Bab-el-Mandeb, The Sunda and Lombok Straits, Mozambique Channel and Ten Degree and Six

Degree Channels are recognized as important international shipping lanes in the Indian Ocean (Komiss, William & Huntzinger. (2011).

The Strait of Hormuz is a dynamic route, connecting the Persian Gulf, Gulf of Oman and Indian Ocean oil sources. Any disruption in the Strait of Hormuz might have a direct impact on the world economy, resulting in an increase in oil prices as well as a complete lack of energy supply. Strait of Malacca connected Indonesia, Malaysia and Singapore and connected the Indian Ocean with the South China Sea and the Pacific Ocean. It provides the quickest route between the Persian Gulf and its markets in Asia. The Strait of Malacca Route is used for the transportation of 80% petroleum which is imported by China, Japan, South Korea and Taiwan which is responsible for about 30% of global trade (D. Rumley, Chaturvedi & Yasin, 2007). The other alternative routes from Malacca are extremely long; there will be considerable ramifications in the event that the strait is closed, including a significant increase in freight costs and shipping delays. The third one busiest route is Bab el-Mandeb, used the Gulf of Aden as a route to connect the Red Sea and Indian Ocean. Approximately, 3.3 (M) barrels of oil is transported from the Persian Gulf through this route per day. On the other hand, on their route to Europe and America, over 2.1 (M) barrels of oil pass through the Suez Canal each day (Rodrigue, 2004). Oil from the Persian Gulf may not be able to reach the Suez Canal, which leads to Europe and North America, in the case of a strait closure. In the event that the Strait of Malacca is blocked, the Straits of Sunda and Lombok are often thought of as the alternative options. The Java Sea and the Indian Ocean are connected by the Sunda Strait, which is situated between Java and Sumatra in Indonesia. The strait is quite shallow and congested in some places, making it less useful for hauling huge oil tankers. The Mozambique Channel is between the Madagascar and South East Africa, as other option in

the Indian Ocean. The river is between 400 and 950 km wide and about 1600 km long. Approximately, 30% of the world's oil trade and almost all South Africa's maritime trade is made possible through this route. Thus, one of the biggest worries is the regular Somali pirate raids in this area of the Indian Ocean. The Ten and Six Degrees Channels, above the equator, runs between the Indian Islands of Sumatra and Nicobar and Indian Islands of Andaman and Nicobar. Due to the proximity of these two canals to Indian Ocean regions, India places a high value on them. The chokepoints are defined as resources by three primary factors: physical qualities, usage, and access (www.stimson.org)



Source: Stimson

3- Indian Ocean: From Brown Economy to Blue Economy:

The term "Brown Economy" is a traditional concept to manage the global economy. It is characterized as a unsustainable economy. It has been acknowledged that the challenges, like climate change and polluted environment are the result of the Brown Economy. So, despite some noticeable discrepancies in the committed pace of remedy change, UNCSD

recommended initiatives have acquired increasing support in both capitals of wealthy and developing countries in order to establish a more ‘sustainable model of global economic development’(Heidelberg,). Now, "Green Economy," has been considered a new strategy in order to address the global challenge of poverty and it has been linked with economic system. Now, the idea of the "Blue Economy" has been appreciating throughout the world (UNO, 2012).

(Table: 1) Taxonomy of Blue Economy Sectors and Activities

Fishing	Capture fishery, Aquaculture, seafood processing
Marine Biotechnology	Pharmaceuticals, chemicals, seaweed harvesting, seaweed products, marine derived bio-products
Minerals	Oil and gas, deep-sea mining (exploration of rare earth metals, hydrocarbon
Marine Renewable Energy	Offshore wind energy production, wave energy production, tidal energy production.
Marine manufacturing	Boat manufacturing, sail making, net manufacturing, boat and ship repair, marine instrumentation, aquaculture technology, water construction, marine industrial engineering
Shipping, Port & Maritime Logistics	Ship building and repairing, ship owners and operators, shipping agents and brokers, ship management, liner and port agents, port companies, ship suppliers, container shipping services, stevedores, roll-on roll-off

	operators, custom clearance, freight forwarders, safety and training
Marine Tourism & Leisure	Sea angling from boats, sea angling from the shore, sailing at sea, boating at sea, water skiing, jet skiing, surfing, sail boarding, sea kayaking, scuba diving, swimming in the sea, bird watching in coastal areas, whale/dolphin watching, visiting coastal natural reserves, trips to the beach, seaside and islands
Marine Construction	Marine construction and engineering
Marine Commerce	Marine financial services, marine legal services, marine insurance, ship finance & related services, charterers, media & publishing
Marine ICT	Marine engineering consultancy, meteorological consultancy, environmental consultancy, hydrosurvey consultancy, project management consultancy, ICT solutions, geo-informatics services, yacht design, submarine telecom
Education and Research	Education and training, R&D

Source: (RIS, 2015)

The conventional Brown Economy has given space to unjust exploitation of the economic, extracted by the first world. The new paradigm of Blue Economy, synthesized marine transportation, extraction of oil and gas resources, with sustainable development. In fact, it emphasized on the

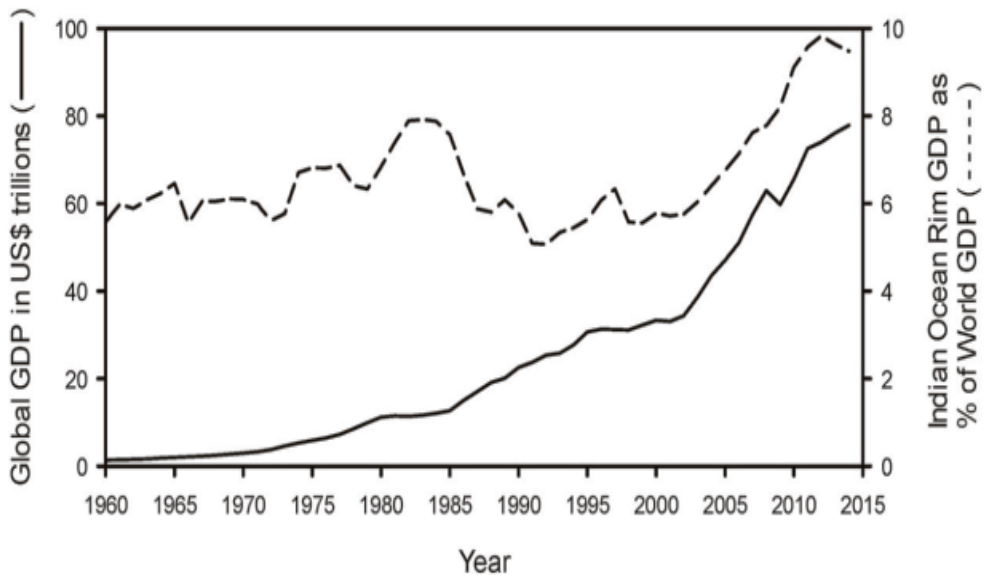
utilization of seas but with certain limitations for the global development. It has been observed that the Blue economy and Green economy both have same objectives, human development, social integration, and less polluted environment (MDPI, 2022).

4- Six Fundamental Challenges to Blue Economy:

It is argued that six fundamental challenges have to face Blue Economy. First is, to introduce proper mechanism in order to restore the renewable resources for energy. Second is to ensure food security to meet the human requirement with quality food. Third is, to understand the dynamics of the Blue Economy. The fourth is to encourage the coastal tourism. Fifth is to address marine pollution. Finally to enhance global cooperation by introducing the capacity building programmes in order to take the economic benefits with common interests (Donato, Kauffman, Murdiyarso, Kurnianto, Stidham & Kanninen, 2011). The history of mankind has often shown us the terrible realities of food deprivation. However, it would be unreasonably self-limiting to assume that the current fish populations within the EEZ are primarily valuable for food. Another field with great potential is ocean-based biotechnology. New antibiotics and other potential medicines can be found in abundance in marine microbes. Recent research clearly hints at the existence of an untapped reservoir for novel biologically active compounds, particularly antibiotics, in the marine environment. Because of the diverse impacts, the marine bacteria and fungus are perceived an important source of economy for the development (Lin, Faqin & Sim, 2012).

Future economic models will increasingly be shaped by two issues: ocean acidification and "Blue Carbon." Even though mangroves make up only 0.7% of the world's tropical forest area, they are so effective at removing carbon dioxide from the atmosphere that when they are destroyed, they can

contribute up to 10% of all global emissions linked to deforestation (Haas, 1992). In order to reduce the ocean distance, the international community has to redefine its policy, with new understanding of the economic dynamics of the sea routes (<https://unctad.org/en/pages/MeetingDetails>). The challenge of climate change has become increasingly dangerous to current ways of thinking and producing during the last three decades. On the one hand, it has expanded our understanding of the globe, but on the other, it is making people reassess their prejudices, outdated beliefs, and rhetoric regarding how humans and nature interact. International policy coordination has become more necessary and challenging as a result of the rising technical uncertainty and complexity of issues of global significance (World Bank, 2017).



Source: The World Bank, World Development Indicators Data Catalogue.

Available at: <https://datacatalog.worldbank.org/dataset/worlddevelopment-indicators>

5- China on the Path of Blue Economy:

The initiative of One Belt and One Road (BRI), is a symbolical representation of famous Chinese saying, "*Build a road first if you want to be rich,*" .It connected China with land and water. The route does, however, already exist and is essential to China's ever increasing wealth under the Maritime Silk Road component of the strategy. As being the busiest maritime lanes, the Malacca-Suez connected China with Europe. Approximately 25% of global trade is approached through this route. The State Oceanic Administration (SOA), referred the 21st century as a century of oceans. As being a principal organization, it was given responsibility to formulate policies over the blue economy. The oceans have dominating role in national development throughout the human history (SOA, 2016). In 2016, the Marine GDP of China was 9.5%, covered ocean resources and services and coastal tourism. According to 2017 Annual Ocean Development Report, the trading volume of China's blue economy would be more than \$1,000 (Billion) (SOA, 2017).

In 2016, approximately 64 % of the total trade volume between China and Europe was through oceans as compared to 2.06, 6.35% and 27.59%, respectively through rail, road and air. It was almost around 315 (B) euro business activities between China and Europe. In 2017, the ratio of sea trade was extended to 63.64% of total GDP. Although, the European Rail Network has prominent role in the transportation of the goods and services, but the Chinese firms are interested in transportation of goods through oceans, which is less costly as compared to earlier one. The Chinese business industry demand that the government should financially assisted to ship-building industry, offshore industry, to give technical training to the staff of the laboratories in order to test marine equipments (Shujia, 2014).

6- Traditional Sectors of Blue Economy:

The ocean contributes to the global economy. The global economy, based on the waters, has generated approximately US \$1.5 (Trillion) per annual which is 2 to 3% of the GDP of global economy categorically, marine resources \$ 377 (Billion), transportation \$ 880 (Billion) and marine manufacturing \$ 107 (billion). Globally, the seas support over 350 million employments through fishing, aquaculture, tourism along the shore and in the sea, and research. Furthermore, fish is the primary dietary source for 1 billion people (http://www.dst.gov.in/about_us/11th-plan/rep-dst.pdf).

i- Fisheries:

Comparatively speaking to other blue economy sectors, the fishing industry has a long history. The interaction between fisheries and other sectors has not traditionally been adequately taken into account as fisheries management has typically functioned in isolation. Many states' economies depend on the export of fish as a major source of food, employment, and income. The fishing export in 2015 was US \$ 143 (B), which is approximately 8% higher as compared to the previous years. Now, the financial contribution of the marine fish industry in global GDP is more than US \$ 270 (billion) per annum (www.ibef.org/industry/ports-india-shipping).

ii- Ports:

The role of the ports is to bridge between ocean and land transportation. In Indian Marine Policy, the shipping and ports have been focused. It is interested to increase its' port capacity from 1 billion tons to 3.2 billion tons. It will raise its worldwide shipbuilding capacity from 1% to 5% and the percentage of Indian seafarers from 6% to 9%. Its' coastal states (Mumbai, Chennai, Cochin, and Mormugao) contributed GDP from US \$178.4 (M) in

FY13 to US \$ 529.6 (M) in FY18. The net profit at major ports has been improved; it rose from 23% to 44%. Realizing the significance of port development, the Indian government introduced Sagarmala Project (Voyer, Schofield, Azmi, Warner, McIlgorm, & Quirk, 2018)

iii- Trade:

Strong ports and the use of one's own ships can improve trade. The foundation of globalization and international trade is thought to be maritime transportation. Coastal regions are home to almost 50% of the world's population, cities, and economic centers. Being near the seaside makes it possible to reach global markets with ease. Given the reliance on imports and openness to international trade of coastal states, maritime transport plays a significant role in their economy. The 4000-year-old port at Lothal and the Indus Valley port are proof that India was a long-established maritime nation. India's primary route of connecting to the west and east is through the sea. Due to the fact that most trade is performed by the sea, ports are important for economic growth (www.ibef.org).

iv- Coastal Tourism:

In many states, the coastal tourist industry is a crucial component of the economy. It includes activities like ecotourism, recreational fishing, surfing, diving, and maritime archaeology. It maintains and upholds regional cultures, customs, and legacy in addition to generating income. Now it is important source of generating revenue and has been linked with the socio-economic development of the states.

v- Marine Energy:

Many states are now quite concerned about their energy security. The availability of energy is considered a success of the state. The demand of

energy is increasing rapidly due to expansion of population, urbanization, demographic change and a booming transportation industry. Numerous coastal states have the capacity to generate ocean-based energy but they are lacking investment for the infrastructure. The ocean is supposed to produce energy through wave, tidal, thermal, salinity gradient and offshore wind. It has been observed that the Indian government did efforts to arrange renewable energy sources. It planned 540 oil and Gas Wells, subject to 4.91 lakh geological surveys in India as of March 31, 2017. Of the total 604.10 MT of crude oil reserves, 279.86 MT (46%) are offshore. Gas reserves total 1289.81 BCM, of which 810.10 BCM (or 62%) are offshore.

vi- Maritime Security:

In order to preserve the sea's borders, ports, offshore installations, and EEZs, as well as the marine ecology, people's lives and property, and communication sea lanes, the maritime governance should be given importance, aimed to stop illegal activities in waters. The situation got worse due to the increasing population within 100 (Km) of the shore. The success of the blue economy depends on maritime security (Voyer, Michelle, Quirk, McIlgorm & Azmi, 2018).

7- Understanding the Geo-Politics of Indian Ocean:

Since long, in spite of vast physical expanse and its sizable and expanding population The Indian Ocean has been disregarded in global geopolitics. The role and significance of the Indian Ocean Region were deliberately ignored by the superpowers in the 20th century. They were engaged in power competitions across other oceans and elsewhere. Now, the IOR has become a key player in global geopolitics.

The multiple factors like continuous dependency of international community on Persian Gulf oil resources, the importance of the checkpoints of Indian Ocean's sea lanes, rapidly changing global socio-political climate, the growth of China and India as major world powers and increasing demand of trade routes have increased the importance of Indian Ocean. Now, it is being perceived from geo-economic perspective. Apart from the influence of the regional states, the extra-regional powers like the US, the European Union, Japan and China also focused on the IOR in order to gain their geo-political goals and economic benefits. Indeed, regional changes now have an impact that extends far beyond the borders of the Indian Ocean. Overall, the IOR has been observed as the most politically unstable and alarming. Nearly, 142 political clashes were reported in the IOR in 2011, which are more than one-third of the 388 conflicts, taken place at global level. These conflicts included 12 of the 20 wars that occurred globally, included 8 limited wars (Heidelberg, 2011). The Indian Ocean has, however, lately taken over as the main conveyor belt for the global coal trade. The two largest importers in the world right now are China and India, whose economies are growing. In 2010, they imported 10 times as much coal as they did in 2003. Around the same time, more than half of the thermal coal exported worldwide comes from South Africa, Indonesia, and Australia combined (Pandya, Burns & Kobayashi, 2011). History shows that the Indian Ocean, considered as an important intraregional trade link. The IOR had been referred as a "British Lake"(Ghemawat, 2007).

8- China's Engagement in Indian Ocean:

The China's expanding economic and military presence in the Indian Ocean have created feared at regional and global level. Chinese military capabilities are becoming more advanced in the Indian Ocean, which alarmed India (Suri, 2017). The Five "Meta-Mission Objectives" was organized by The

People's Liberation Army (PLA). First is to conduct non-combat activities in order to protecting the investment of China and to develop the image of China as a soft power. Second is to conduct the counterterrorism activities with partners against those organizations which are threatening China. Third is to collect intelligence information for the operational activities. The fourth is to back initiatives involving coercive diplomacy towards little-developed states in the area. Lastly, is to enhance military capabilities to deter the conflicting issues or threats, posed by U.S. or Indian within region, either in land or in waters. China expanded its' influence in the Indian Ocean when it deployed surface and submarine ships during Sino-Indian Doklam Crisis 2017 (Scobell, et, al. 2018). China has less capability as compared to US and India to engage the coastal states of the Indian Ocean (Rolland, et, al, 2019).

i- Intelligence collection:

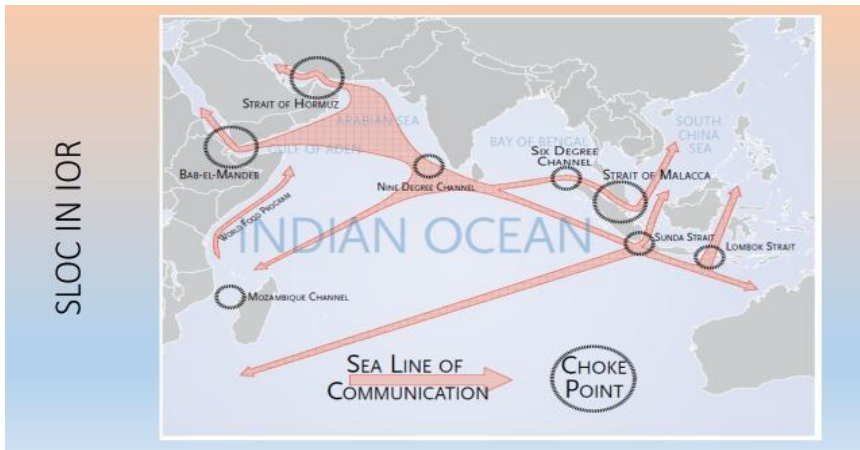
The tactical and operational maritime operations in Indian Ocean are perceived its significant underwater topographic features of its navy (Iskander, 2018). A Chinese civilian vessel was kicked out of India's Exclusive Economic Zone (EEZ) in 2019, near to Andaman and Nicobar Islands, considered as a crucial maritime choke point (Martinson & Dutton, 2018). Shen Dingli articulated the maritime interests of China, which are as following (Dingli, 2013).

- To reunify its offshore islands.
- To safeguard its territorial waters.
- To assure its Exclusive Economic Zone (EEZ) for economic benefits.
- To protect its 'High Sea' as its legitimate right to access global maritime affairs.
- To give importance to the legitimate maritime rights, as defined in international law.

- To resolve disputed maritime issues peacefully by keeping all means of its' sovereignty.

ii- Sea Routes for China's Oil and Gas Movement:

In order to transport oil through Indian Ocean, the Straits of Hormuz, Malacca and Lombok are approached as important and short marine routes. These Sea Lines of Communication (SLOCs) are also situated in areas of the Indian and Pacific Oceans. It has been pointed out that China lacks the required naval strength to fend off threats. The Chinese are aware about this weakness. Thus, this problem has been addressed by the military strategists'. According to Col. Liang Fang, the Malacca Straits should be taken as a strategic and economic asset in the Indian Ocean and the Pacific Ocean in order to secure the interests of China. Because of this factor, in order to protect its' open seas, People's Liberation Army Navy (PLAN) has focused on offshore waters (Liang, 2015).



Source: **Stimson (Sea-lane of Communication in Indian Ocean)**

iii- Chinese Investment:

China has made significant investments in a number of large-scale projects in Australia, East Africa, and the Asian Indian Ocean coast, should be

examined. In 2015, China-Africa Cooperation Summit, the focus was given to upgrade strategic-cooperative partnership in order to reduce the gaps (Suri, 2017).

The Chinese investors invested in East Africa. These projects have been launched to connect the ports with the hinterland. Recently, in order to Addis Ababa, known as the fastest-growing economy in Africa, with Red Sea port of Djibouti, a railroad line project has been launched by the Chinese, costing of approximately \$ 3.4 (B).The infrastructure of Djibouti, estimated approximately US \$ 14.4 (Billion) have been funded by China.

iv- China's Quest for Natural Resources:

For its continuing growth, a long-term natural resources plan has been introduced in China to minimize the control of the State over exploration, production, pricing, and exports (Kuo & Tang, 2015). Due to the constant increasing demand of the energy, the offshore are being given weightage in the international market for the economic development. The contribution of the Maritime Economy through offshore oil and gas has been extended to 157 (billion) Yuan (7.6%) which was 74.8 (b) Yuan (5.8%) in 2010 (Vasquez, 2019).

China's insatiable desire to acquire more and more natural resources is not without challenges. It has been argued that the Chinese companies have to face serious criticism by the international community due to their violation of labor laws, environmental laws and legal norms. The exploitation, corruption and pollution are the immediate results of these violations (The Economist, 2008). The Director of the School of African Studies at Zhejiang Normal University, Mr. Liu Hongwu, claimed that the only thing that may bring China and the African Union together is security cooperation. An Agreement was signed between China and Djibouti, considered as an important development.

The Chinese Navy has been provided military facilities by the African States in order for patrolling African states, adjacent with Indian Ocean (Global Times, 2015).

vi- The 13th Five Year Plan (2016-2020):

In order to establish China as a strong maritime state, the marine transition was placed in the 12th Financial Year Plan (Martinson, 2016). The SOC emphasized on exploring the maritime resources by introducing the conferences on Maritime Topics. It especially focused on the resources of Deep Sea to access the global marine economy. The objective is to concentrate on the idea of Made-in-China Vision 2025 (Yu & Dan, 2014). In this regard, an agreement was signed by China Min-Mtals Corporation, China Ocean Mineral Resources research and Development Association with the International Seabed Authority (ISA) to research cobalt-rich ferromanganese crust, sulphide and polymetallic nodules in areas of Pacific and Indian Oceans. In order to achieve this objective, China is building the First Deep Sea Mining Vessel as part of its' investment in shipbuilding sector (China Daily, 2017). It has been observed that other states agreed to be the partner after the successful harvesting of Methane Hydrate in South China Sea in the Deep Sea (1,266m) below sea level (Duchatel & Duplaix, 2018).

9- United States and Indian Ocean:

While addressing over the US Naval Strategy, US President, Mr. Joe Biden stated five objectives as following: (Biden, 2022).

- A Free and Open Indo-Pacific
- To build establish relations inter-intra regions.
- To drive regional integration.

- To strengthen Indo-Pacific security
- To build regional integration to counter trans-national threats

For an unrestricted Indo-Pacific; the US will have to establish its relations with allies and partners, to modify and to modernize them through a powerful network (ibid). Prioritizing the development of systems to address needs for disaster relief, marine security, water shortages, and pandemic response will be a priority of our own work with South Asian partners (Yuval, 2022). A strategic partnership between India-US is required to support stability in South Asia by contributing in a free and open Indo-Pacific. US recognized India, as a strategic & economic partner in South Asia and in the Indian Ocean to achieve its' national interests on common grounds (Tebin, 2022).

10- Russia's New Maritime Doctrine:

On July 31, 2022, while addressing at Russian Navy Day, Mr. Vladimir Putin, Russian President acknowledged the capabilities of the Russian Naval to challenge the West in oceans. He introduced 2022 Maritime Doctrine by replacing the Maritime Doctrine 2015 (Weber, 2022). It has been designed to preserve the sovereignty of the Russian Federation in field and in waters by identifying US and its allies as major threat to the Russian Naval force, as a great maritime power. He argued that the Russian Naval Force is responsible for maintaining its' strategic and economic interests in the World Oceans generally and in Indian Ocean particularly (Maritime Doctrine of the Russian Federation, 2022). The Russian 2015 Maritime Doctrine was "Clockwise Direction" (Atlantic, Arctic, Pacific, Caspian, Indian and Antarctic oceans) (ibid, p32). The Arctic Basin, Northern Sea Route, Sea of Okhotsk and the Russian portion of the Caspian Sea have been sited at the uppermost category,

covered the territorial waters of Russia, its' Economic Zones (EEZs) and Continental Shelf. The "important" category, containing of 'Sea of Azov', 'Black Sea', 'Baltic & Kuril Straits', 'Eastern Mediterranean Sea' & 'Sea Transit Zones' in Maritime Doctrine 2015. Unlike Maritime Doctrine 2015, the Russian Naval Maritime Doctrine 2022 placed the Arctic Ocean, the Pacific Ocean and the Atlantic Ocean, respectively (<https://pakistanpolitico.com/pakistans-foreign-policy-towards-the-indian-ocean-region/>). The 2022 Maritime Doctrine makes sure the presence of the Russian Naval in the Asia-Pacific Region to monitor the marine operational activities in this region. It focused on 'Red Sea' & 'Indian Ocean' in order to achieve the strategic and economic interests (Khalid, 2022).

11- Interests of India in the Indian Ocean Region:

India has 7500 kms long maritime boundary with Indian Ocean. By keeping the importance of Geo-Strategic and Geo-Economic position of India, the Indian naval policy makers designed a comprehensive strategy which not only meets the security corners but also the economic parameters. One of the most important factor which has to be focused to establish an equipped naval force, required to counter the influence of China along with Pakistan, including the extra-interference of the US Naval in Indian Ocean (Vermeer, 2017)

- To ensure equipped naval force in Indian Ocean to counter the conventional and non-conventional threats.
- To maintain the safety & security of the SLOC and Choke Points in the Indian Ocean in order to ensure the blue economy.
- To develop technologically advanced instrument in order to explore marine resources in the Indian Ocean.
- To control the influence of external powers in the IOR.

In order to achieve the above mentioned objectives, the Indian Naval Policy Makers outlines three strategies: (ibid)

- To focus on the enhancement of the capability & capacity of the Indian Navy to play equipped role.
- To establish the cordial relationship with the regional & extra-regional naval forces like Japan, Australia & USA.

12- Pakistan in the Indian Ocean Region:

The end of the Cold War, the rise of a "Islamic" Central Asia, the so-called war against "global terrorism," and the expanding "corporate globalization," on the one hand, are likely to have a significant impact on Pakistan's geopolitical, geostrategic, and geo-economic orientations toward the Indian Ocean. Although the "hegemony of trans-nationalism" has enhanced the economic importance of the Indian Ocean, prompting some analysts to assert that geo-economics is swiftly replacing geopolitics in some areas of the region, it appears that the so-called "war on terrorism" has once again pushed the Indian Ocean in the direction of militarization. Although Pakistan's initial response to the Indian Ocean element of its "external security" environment still appears to be under development, the geostrategic significance of Pakistan's location at the crossroads of the resource-rich but landlocked central Asian states, South Asia, and the unstable Middle East and Gulf seems to have grown in the eyes of major powers, especially those closer to the region like China. Despite its ongoing internal upheaval, Pakistan appears to be changing its foreign policy objectives in order to play a bigger role in the Indian Ocean region (IOR) (Cheema, 1980). Even though Pakistan is a primary littoral state in the Indian Ocean Region (IOR), its maritime potential is still subject to the whims of hegemonic forces that take the form of both internal and external actors under the control of a neighbor that considers the IOR to be its

"backyard." (Mauritius, 11/07). The persistent exclusion of Pakistan from the Indian Ocean Rim Association (IORA), the largest intergovernmental multilateral body devoted to the IOR, is a key question.

The role of Pakistan in the Indian Ocean Region has marginally improved due to China Pakistan Economic Corridor (CPEC). It turned over the dynamics of Pakistan's foreign policy. Pakistan has a significant geographic presence in the IOR, which may allow geopolitics to co-construct foreign policy narratives. It has a sizable coastal zone along the Arabian Sea and is adjacent to the Persian and Aden Gulfs. The membership of Indian Ocean Rim Association (IORA) has not received the proper attention from successive Pakistani governments since the organization's founding nearly three decades ago. The evident outcome of these feeble or ineffective attempts is that Pakistan has now emerged as an oddity in the larger regional maritime area, trailing even "user" states like the US, UK, China, Japan, and Russia, let alone hinterland states like Afghanistan and Turkey (Dawn, 2019). IORA has emphasized eight concepts e.g. "Marine safety and security, Trade and investment facilitation, Fisheries management, Blue economy, academics, science, and technology, women's economic empowerment, tourism and cultural exchanges and disaster risk management. To integrate the existing financial instruments in the IOR, the first IORA Ministerial Blue Economy Conference (BEC) was conducted in Mauritius. In 2017, Second IORA Ministerial BEC, the Jakarta Declaration was signed by its' members on the Blue Economy.

i- Assessment of Pakistan's efforts:-

Information pertinent to the period prior to General Pervez Musharraf's coup was unavailable. During, the General Musharraf Administration (1999-2008), Pakistan attempted to join IORA but was unsuccessful due to Indian

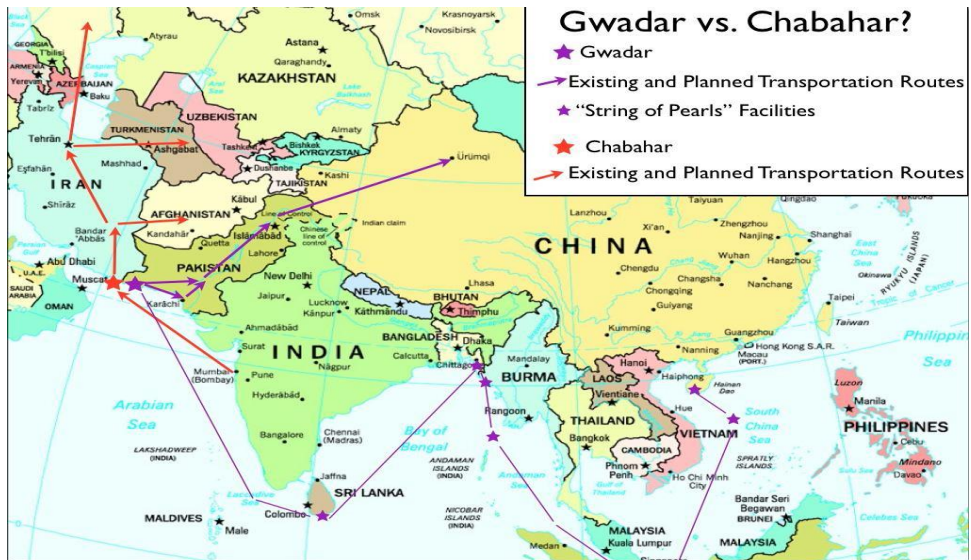
opposition. It is noteworthy that Pakistan and Mauritius signed a PTA (Preferential Trade Agreement) in 2007. It is unknown, though, whether Islamabad's outreach to Port Louis was driven by the greater goal of advocating for IORA (Khalid, 2021).

During the PPP era (2008-2013), the government worked to give India MFN status but later revoked it permanently in response to right-wing lobbying, including that of a banned organization. In the PML-N era (2013-2018), the government abandons plans to grant India MFN status because of unrest along the LoC and concerns about coming out as Pro-BJP. The giving of the MFN status is related to the bilateral differences regarding Jammu and Kashmir. No significant efforts have been made during the PTI Era (2018-2021) to grant India MFN status or IORA membership. The BJP government of Prime Minister Modi revoked Pakistan's MFN status, which had been in place since 1996, in response to the 2019 Pak-India escalation and ahead of elections for a second term in office. Modi's Finance Minister, Arun Jaitley, promised to "completely diplomatically isolate" Pakistan (Khalid, 2022).

The seventh edition of Aman (Peace), the Pakistan Navy's signature international exercise, was organized. It offered a common ground for the US, NATO, Russia, Iran, and China to come together for maritime readiness and cooperation. These exercises are the biggest of their kind, especially in the Western IOR, comparable to the Indian Navy's "Milan (Meetup)" exercises. However, not all IORA members acknowledge Pakistan's ongoing advancements in naval diplomacy (Pauli, 2011). As being a founder member of Organization of Islamic Conference (OIC), Pakistan's engagement with OIC members, situated in the Indian Ocean region, could be possible. After 9/11 incident, Pakistan influenced the Muslim World on economic and strategic fronts (Mohanty, 2018). For achieving the sustainable development and to

counter the issues of the global warming, Professor Gunter Pauli introduced the idea of “Blue Economy” in 1994 at the United Nations University (UNU) (Roy, 2019). It has different meanings and different interpretations. It has been defined to explore and to utilize the potential resources of the oceans and seas (Voyer, Michelle, Quirk, McIlgorm & Azmi, 2018). Beijing has contributed to Pakistan's fiber optic infrastructure expansion as part of the multibillion dollar China-Pakistan Economic Corridor (CPEC). The grants and loans have been given to Pakistan through Chinese banks in order to assist Gwadar ‘Deep-water Port (Schwemlein, 2019). It is argued that Gwadar Project, will facilitate Pakistan and China, on strategic and economic fronts, a counter strategy to Chabahar Port.

- As compared to Malacca Route, the Gwadar Port has the potential to play an alternate route for the transportation of the oil through Gulf/African to Xinjiang. It will reduce financial expenses and time. Second, it will be a safe passage as compared to those shipping lanes, strategically controlled by the US.
- Gwadar has the potential to provide a strong Naval base to China in future, if it is proper operational. It will be strategic assert not only for Pakistan but also China, which be in the position to monitor the activities of India within region.
- Gwadar has the potential to provide the ‘Re-Fuelling Point’, not only for the Chinese submarines, but also used as the financial benefits for Pakistan, a turning point to boost up the drowning economy of Pakistan.



Source: <http://www.defence.pk/forums/economy-development/185778-pakistan-china-inkfour-agreements-2.html>

Conclusion:

Oceans are full of life. In rapidly changing international political circumstances, especially on economic front, the oceans have potential to facilitate the international community to meet the challenging situation which is creating due to the overburden exploitation of the inland natural resources. Although, the major players are engaged with the oceans but they are more concerned with strategic aspects, whereas the economic corners have been as such not given the required attention. In modern era, the concept of the blue economy has clutched the attention of the international community because of emergence of the economic opportunities through sea trades. Besides this, the economy has been linked with the global sustainable development. In this context, the overriding concern of the international community should be to address the challenges associated with it.

The research article explored the dynamics of the Indian Ocean not only from the strategic perspective but also in the context of blue economy along with the role and police of the major international players in the Indian Ocean. Through this article, it has been tried to argue that there is a dire need to understand the changing nature of the maritime studies in the context of the changing pattern of security. It is important to understand, how the Indian Ocean is governed and how its' utilization could be made possible for the development of the human security at regional and international level, through transformation of the brown economy to blue economy. It is argued that the traditional contribution of the Indian Ocean should be replaced with knowledge-based maritime study in terms of utilization of ports for trades, enhancement of the coastal tourism, generating of the water resources for the energy projects (through wave, thermal, tidal and offshore wind) and exploration of the natural resources through advance technology.

It has been observed that in order to flourish the economic sphere of influence from Asia to Africa, China has launched multiple projects. Likewise, the Indian Government is interested to access Continent of Africa to explore the economic opportunity. As far as Pakistan is concerned, the policy makers are dealing Indian Ocean with CPECP. The potential of Gwadar Project as Deep Sea Port along with the other benefits, like refilling of shipping fuel, hub of economic opportunities for the multinational companies and expansion of the blue economy. Consequently, the raising economic opportunities will reduce the volume of extremism at the global level. By introducing the Ocean Governance in Indian Ocean, the criminal activities like human trafficking, smuggling, piracy, hijacking, kidnapping (mostly in coastal African states for ransom), illegal fishing, Illegal Ocean dumping, illegal transportation of the cargoes and finally illegal carrying & transfer of illegal weapons could be

monitored. The Indian Ocean Coastal states needs to establish a comprehensive strategy to address these illegal activities, consequently, the volume of the documented blue economy will be increased. It has been observed that a strong relationship is connected between land and sea for the illegal activities.

It is the classical maritime beauty of the Indian Ocean is that it has connection with three major continents, which has credible contribution in the global economy. It is an ultimate reality the major portion of the Indian Ocean is in India so that the role of the Indian Government should be more formal and responsible for the utilization the hidden resources. Unfortunately, the hard liners defense analyst, still are engaged to deal the dynamics of the Indian Ocean under the garb of conventional mood instead of opting the new paradigm, blue economy. Likewise, US is engaged with the Indians to counter the economic vision of CPEC and OBOR through inland and sea channels. Like the South China Sea, the US is assisting to its allies to counter the influence of China in Indian Ocean. Recently, the Australian Naval forces Malabar Exercise with US, India and Japan in Indian Ocean to counter the Chinese power. An emerging partnership between Australia and India has been observed in Indian Ocean as a counter-strategy to curtail the influence of the Chinese Naval from Asia to Africa.

With all knowing that US engagement with Australia, India and Japan is an attempt to establish a diplomatic block in India Ocean. The “quadrilateral dialogue” has been revived again after a decade. In order to counter the Chinese inland strategy, US advocated the idea of free and open Indo-Pacific strategy. US opened freedom of navigation exercise in Indian Ocean, along with Quad-plus-France naval exercise. It is the dilemma of the Indian Ocean, that its’ economic dimension is repeatedly ignored. There is a dire need of the political settlement of disputed issues of the coastal states of the Indian Ocean.

Suggestions:

1. Like oxygen, the oceans are essential for the survival of the human beings. There is a dire need to understand the role of the oceans in rapidly increasing demands of economic opportunities. The oceans have now become a huge economic system.
2. In Indian Ocean, 'A win-win Strategy' is required to take the advantages of the Indian Ocean on economic front.
3. India, holding a major portion of the Indian Ocean, should have to play a responsible role to resolve the territorial disputed issues. Indian Ocean has more than 75% volume of the maritime trade, apart from 50% oil transfer from this region, so that India should avoid adventurous strategy to keep Indian Ocean free from any possibility of war.
4. Likewise, the US should engage Indian Ocean with its littoral states by enhancing their capabilities. In this context, coordination between China and US on common grounds could play vital role to turn the scenario of the Indian Ocean. A peaceful Indian Ocean is a need for all.
5. Pakistan should be in strong relationship with China in order to modernize its' naval capabilities, which is dire need to protect its' strategic and economic sea routes.

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